



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Jim Lopez, Deputy City Manager for External Affairs
Erika Mascorro, Diversity, Equity, Inclusion, and Belonging Manager

Date: April 22, 2024

Subject: 2024 NEIGHBORHOOD SAFETY PROGRAM RECOMMENDED PROJECTS

RECOMMENDATION:

It is recommended that the City Council approves by motion the recommended Neighborhood Safety Program projects for 2024.

BACKGROUND DISCUSSION:

The City Council authorized the Neighborhood Safety Program (NSP) to help “re-energize neighborhoods through partnerships on capital project implementation[.]” In 2014, representatives from the Kirkland Alliance of Neighborhoods (KAN) and other neighborhood leaders worked with City staff to develop and implement the Pilot Neighborhood Safety Program. In June of 2014, the City Council authorized the implementation of the ongoing program.

The goals of the NSP are to:

- Provide incentives for neighborhood participation;
- Address safety needs;
- Foster neighborhood self-help and build a sense of community;
- Increase collaboration within a neighborhood, between neighborhoods, and with City government;
- Leverage funding with match contributions and/or other agencies;
- Collaborate with businesses, schools, Parent/Teacher Student Associations (PTSA's), and other organizations such as the Cascade Bicycle Club, Feet First, Kirkland Greenways; and
- Create an equitable distribution of improvements throughout the City.

Funding for the Neighborhood Safety Program

Since 2014, the NSP funding level has remained the same at \$350,000 per year. Of this, \$150,000 per year is dedicated funding from the Pedestrian and Bicycle Safety allocation from the 2012 Street Levy.

Historically, the Walkable Kirkland Initiative provided the remaining \$200,000 per year to the program budget. The Walkable Kirkland Initiative was created through one-time funding that ended in 2021. To replace what had been provided by that Initiative, the Council approved the use of School Zone Speed Cameras Program revenue for the 2021-24 NSP programs.

In the CIP Update adopted in December 2023, the only revenue dedicated to NSP from 2025-28 is \$150,000 per year of Street Levy funding. As part of the 2025-30 CIP development, staff will work to identify an ongoing source for the remaining \$200,000 for future NSP program cycles to maintain the \$350,000 annual funding.

Table 1: Neighborhood Safety Program Funding Sources

2024 Program	Project #	Project Name	Budget
	NMC 0062124	2024 NSP Improvements (Street Levy)	150,000
		2024 Add'l Budget (SZSC)	200,000
		2024 Program Total	350,000

The total projected cost of the recommended 2024 projects is \$225,337. Staff is recommending that the difference between the 2024 funding amount of \$350,000 and the projected expenditures be retained for contingency. The final savings may change depending on the actual costs to deliver the projects and will be finalized with the accept work memo at project completion.

2024 Neighborhood Safety Program Schedule

The NSP schedule has remained relatively unchanged over the years. In 2024, the NSP representatives asked that the NSP Panel Decision meeting be canceled since typically this meeting time is used to see the scoring and come into agreement of the prioritization of the projects. Since all six projects were within the budget the NSP representatives felt no need to reconvene.

Below is an overview of the 2024 NSP timeline:

- **Project Idea Forms Due:** December 1, 2023
- **Project Conferences:** February 1-2, 2024
- **Applications Due:** February 16, 2024
- **Staff Review/Technical Scores:** February 21, 2024
- **Panel Review Meeting:** March 25, 2024
- **Score Due Date:** April 12, 2024
- **City Council Presentation:** May 21, 2024
- **Projects Planned to be Completed By:** 2026

Review and Prioritization

Neighborhood leaders and staff work closely each year to continuously improve a prioritization process that adheres to the Transportation Strategic Plan (TSP) criteria for funding safety improvements. The TSP criteria include:

- **Improved safety**—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed, and number of lanes.
- **Link to Land Use**—Choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high.
- **Connect to the Cross Kirkland Corridor**—Make numerous strong links to the CKC.
- **Make Connections**—Give high priority to projects that fill gaps by connecting existing sidewalks.

- **Connect to Transit**—Complete walkways that allow easy access to transit, particularly regional transit.
- **Community input**—Because of the scale of pedestrian projects, gathering the on-the-ground knowledge through community input is particularly important in selecting pedestrian projects.
- **Cost/likeliness to receive grant funding**—Projects that have lower cost or that are good candidates for grant funding generally should have a higher priority. However, caution must be exercised so that high cost, high value projects are also considered.
- **Title VI**—Give priority to projects that serve higher risk populations. Higher risk includes populations with inactivity and/or poor health including people living in poverty, minorities, the elderly, and or/people with disabilities.

Projects are reviewed by the NSP staff Project Team as well as a Neighborhood Panel of representatives from the neighborhoods. Both groups conduct their own scoring process to generate two sets of scores: 1) Technical Score, and 2) Neighborhood Panel Score. The Technical Score is the first part of a project's score, and the specific sub-criteria applied by the NSP staff team to each project. The second part of each project's score is from the Neighborhood Panel, which uses a set of criteria based on Neighborhood Benefit, Community Benefit, and Project Partnerships. Each Neighborhood Panel member scores each project, and the average of the Panel members' scores for each project determines each project's Neighborhood Panel score. The Technical and the Neighborhood Panel scores then are added for each project, resulting in a final combined score for each project. All the projects then are ordered highest to lowest by their combined scores, with priority placed on the highest scores.

Project Recommendations

This year the project recommendations did not exceed the funding program budget. There was a total of six projects, as illustrated below in Table 2, that did not require priority level ranking. In past years the rectangular rapid flashing beacons (RRFB), which are a safety feature that was expensive and consumed most of the project budget, made the ranking process very competitive. Last year both KAN and the NSP representatives agreed to remove RRFBs from the program to fund a larger number of less expensive projects.

Table 2: Neighborhood Safety Program Project Recommendations

2024 Project Recommendations				
Points	NSP #	Project Name	SRTS	Estimated Cost
Top Priority				
422	24NSP01	CH-1 Walkway 111th Avenue NE between NE 62nd Street and NE 60th Street		\$ 61,761
396	24NSP02	EV- 1 Railroad Ave Raised Crosswalk		\$ 45,504
381	24NSP03	FHNA - 1 84th Crosswalk		\$ 34,304
379	24NSP04	HL - 1 Crosswalk at 116 Ave and NE 95 St		\$ 14,304
337	24NSP05	MB - 2 Ped Crosswalk N. of Kirkland Ave to Access the CKC		45,304
306	24NSP06	SRHBT - 1 122nd Ave NE		\$24,160

Status of Prior NSP Projects:

2020 NSP projects are complete:

- 2020 Project #1 at the intersection of Market Street and Central Way is completed.
- 2020 Project #2 is an RRFB at the intersection of 84th Avenue NE and NE 137th Street is completed.
- 2020 Project #3 is the RRFB at the intersection of Central and Main is completed.

2021 and 2023 NSP projects will be advertised together in Mid-June:

- 2021 Project #1 is a proposed RRFB crosswalk at the intersection of 124th Ave NE and NE 104th St.
- 2021 Project #2 is a proposed RRFB crosswalk near the intersection of 132nd Ave NE and NE 129th St.
- 2023 Project #1 is a proposed RRFB crosswalk near the intersection of 124th Ave NE and NE 142nd Pl.
- 2023 Project #2 is a proposed RRFB crosswalk near the intersection of Lake St S and 10th Ave S.
- 2023 Project #3 includes proposed pavement sidewalk extensions/connections on 7th Ave between 3rd St and 4th St.
- 2023 project #4 is a proposed pavement extension at NE 80th St and 126th Ave NE.

Staff is currently finalizing the 2021 and 2023 design plans for construction bidding.

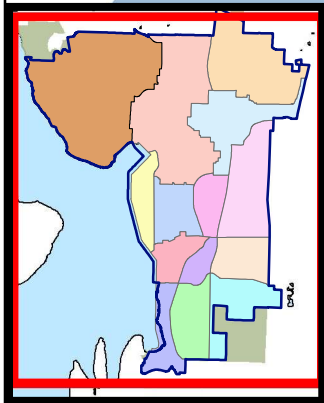
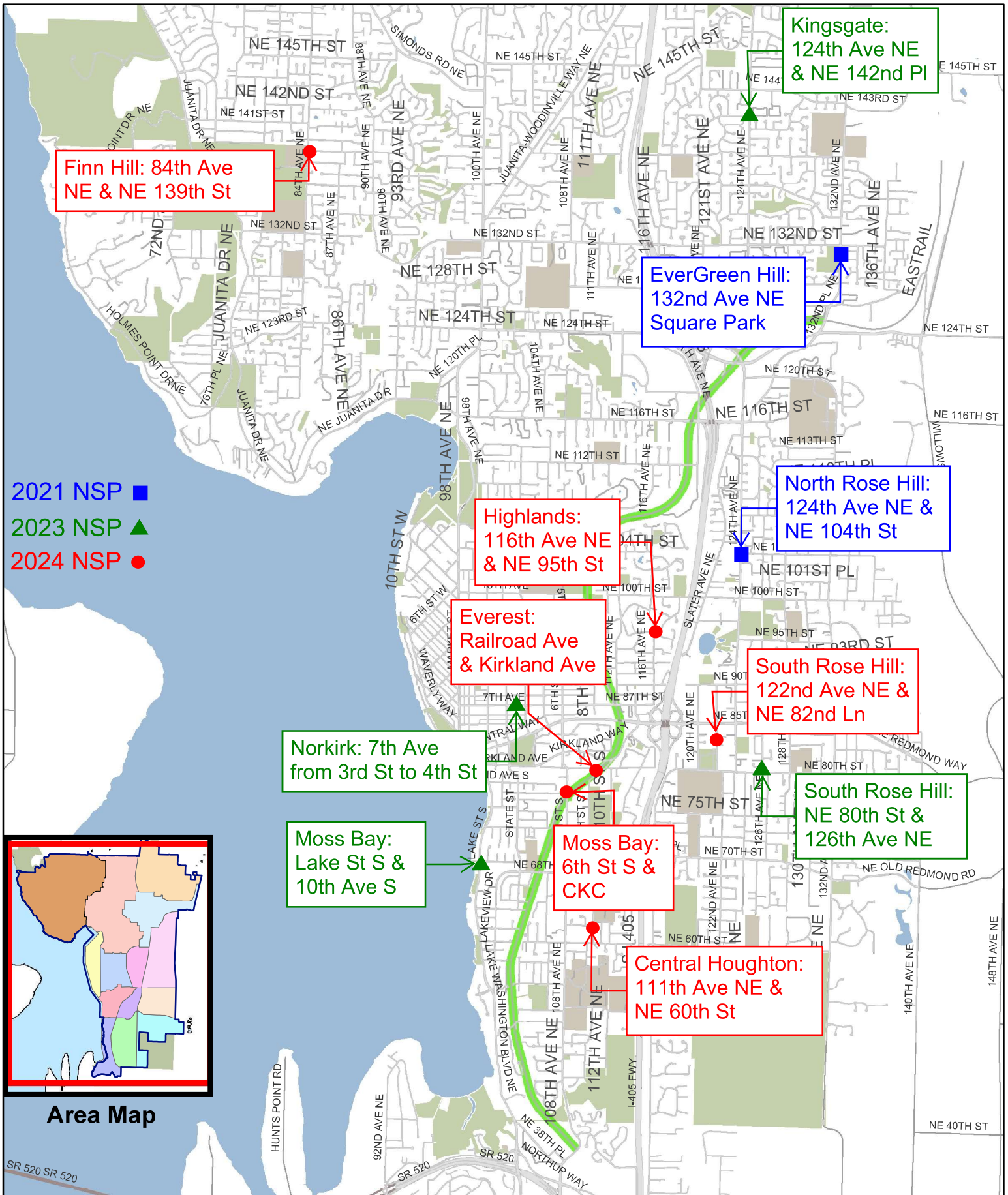
Staff anticipate that the cost of the projects will increase due to the construction cost escalation caused by inflation. The final cost of projects will be communicated once it is available.

NEXT STEPS:

Following a City Council briefing about the 2024 NSP, staff will seek the Council's approval by motion of the NSP project list.

Attachment: NSP Vicinity Map

ATTACHMENT A



Area Map



Vicinity and Area Map

2024 NEIGHBORHOOD SAFETY PROGRAM RECOMMENDED PROJECTS