



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Kari Page, Senior Neighborhood Services Coordinator
Kathy Brown, Public Works Director

Date: April 4, 2019

Subject: 2019 NEIGHBORHOOD SAFETY PROGRAM (NSP) - NMC 0062019 & 0062119
STREET LIGHT PROJECT STC 0880100

RECOMMENDATION:

City Council receives Program updates and approves the following by motion:

- The recommended Neighborhood Safety Program (NSP) projects for 2019, and
- The Neighborhood Street Light projects, including priorities for the next list of street light locations for 2019.

BACKGROUND DISCUSSION:

Neighborhood Safety Program

The City Council authorized the Neighborhood Safety Program 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 Citywide Program.

Goals

- 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), Cascade Bicycle Club, Feet First, Kirkland Greenways, and other organizations.
- Create an equitable distribution of improvements throughout the City.

Funding

Current funding sources for the NSP include:

- Street Levy Pedestrian and Bicycle Safety (\$150,000/year).
- Walkable Kirkland Initiative (\$200,000/year) 2015 through 2020.
- Private Development Fees and Projects—when appropriate.
- Other City Programs—when appropriate.

Since its inception, more than \$2.2M has been allocated to neighborhood safety projects through the NSP. While the Program funding has remained the same (\$350,000/year), staff has leveraged more than \$600,000 from private development fees, grants, and other City programs over the years. For the list of all NSP projects and costs, see Attachment A.

Prioritization

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

- **Improved safety**—Prioritize locations based on crash history and indicators of crash risk such as 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.

Please refer to the Technical Criteria within Attachment B for the specific data points under each of these. See Attachment C for the Neighborhood Panel criteria.

The schedule for the 2019 NSP Program is as follows:

Project Ideas Due: December 3, 2018
Project Conferences: February 5 or 7, 2019
Applications Available: After Project Conference
Applications Due: February 15, 2019
Staff Review/Technical Scores: February 18–March 1, 2019
Neighborhood Panel Site Tour: March 5, 2019
Panel Review: March 19, 2019

Panel Decision: March 26, 2019
 Transportation Commission review: March 27, 2019
City Council Decision: April 16, 2019
 Projects Announced: April 17, 2019
 Projects Completed: June, 2020

Staff from the Transportation Division and the Capital Improvement Program Division scope the projects, recommend the most appropriate solutions for the safety concerns, and develop cost estimates. Some projects are dropped if the solution doesn't meet City safety standards. All the projects moving forward are supported by City administrative and engineering staff.

Like last year, in an effort to be nimble for the changing bid climate, instead of giving specific cost estimates so early in the process (before engineering/bid documents are produced) staff is providing cost ranges for each project. As can be seen in Table 1, below, there are three priority levels with the highest priority very likely to be funded. Funding for the second tier will be determined after the engineering/bid documents and more specific cost estimating is complete. For a map of the projects, see Attachment D.

Table 1 - Neighborhood Safety Program Project Recommendations

2019 Project Recommendations			General Cost Estimate	
Points	NSP #	Project Name	Low	High
Top Priorities				
135	19NSP01	Raised sidewalk on corner of N.E. 134th Street at 87th Avenue N.E.	\$35,000	\$50,000
129	19NSP02	Rapid Flashing Beacon on N.E. 132nd Street at 129th Place N.E.	\$50,000	\$50,000+
124	19NSP03	Traffic median island on Slater Avenue N.E. at N.E. 119th Street	\$15,000	\$34,000
123	19NSP04	Intersection improvement on N.E. 87th Street at 114th Avenue N.E.	\$35,000	\$50,000
120	19NSP05	Walkway on N.E. 120th Street between 93rd Place N.E. and 96th Avenue N.E.	\$35,000	\$50,000
117	19NSP06	Crosswalk on Lakeview Drive north of 64th Street	\$35,000	\$50,000
Total Cumulative Cost Estimates			\$205,000	\$284,000+
Moderate Priorities				
103	19NSP07	Rapid Flashing Beacon on 108th Avenue N.E. at N.E. 46th Street	\$50,000	\$50,000+
100	19NSP08	Crosswalk on 132nd Avenue N.E. at N.E. 66th Street	\$35,000	\$50,000
Total Cumulative Cost Estimates			\$290,000	\$384,000+
Lower Priorities				
91	19NSP09	Walkway improvement on 5th Street between 10th and 13th Avenues	\$35,000	\$50,000
Total Cumulative Cost Estimates			\$325,000	\$434,000+

The North Rose Hill Neighborhood NSP application was a rapid flashing beacon on 124th Avenue N.E. at N.E. 95th Street (replacing a failing in pavement flashing crosswalk). This project is being done as part of the 124th Avenue N.E. sidewalk project (currently in construction). Two neighborhoods did not apply for funding this year: Market and Moss Bay. However, the Moss Bay Neighborhood did have a representative on the Panel. The Market Neighborhood's new leadership is eager to participate next year.

Status of Projects:

Delivering the NSP projects within one year from City Council approval is the primary goal of the Program. Attachment A identifies the status of all NSP projects since the Program inception with five 2018 projects under construction. The Rapid Flashing Beacon on Market and 4th Street, funded by the Lake Front Pedestrian and Bicycle Improvements Project, is expected to be complete in April 2019.

Panel feedback on the process: Overall, the Citywide process went well and resulted in important, feasible, and meaningful safety projects. The following feedback was provided by the Panel (paraphrased and quotes):

- People are coming to our neighborhood meetings when the projects are being discussed and they enjoy prioritizing the projects. This helps our association stay connected to the residents.
- We also stay connected with the residents after the selection of projects – letting our neighborhood know the timeline for construction.
- Each year we have fewer projects to pick from. I wonder if the most critical things have been done.
- The panel scoring criteria needs more definition and clarity to safeguard against subjectivity and bias.
- Need to develop a "job description" for panel members outlining responsibilities and expectations for objectivity.
- Promote suggest-a-project year-round to increase the number of project ideas and provide additional time for neighborhoods to select their top priorities.
- Use social media to promote the program and provide updates on the status of projects.
- 2-hour panel meetings worked great and were an improvement over last year. Not so much pressure, and finishing a bit early becomes a bonus.
- The panel tour was invaluable and provided great insight into each project.
- It is harder and harder to find projects that involve community volunteers that also score well. Volunteer projects tend to be on trails or in places where technical scores are lower (i.e., no accidents, speeds and volumes are low).
- May want to broaden the definition of "safety" eventually so projects like bike share parking can be considered.

Council Approval of Neighborhood Safety Program List

Following a City Council briefing, staff is seeking City Council approval by motion of the prioritized NSP project list at the April 16, 2019 City Council meeting. The final proposed project ranking is shown in Table 1, above, and the map of these projects is provided as Attachment D. Once approved, staff will move forward with the top priorities first and continue to complete additional projects in order of priority if funding remains.

Neighborhood Street Light Projects

The City Council authorized one-time funding for the Neighborhood Street Light Projects during the adoption of the updated 2017-2022 Capital Improvement Program (CIP) in [December of 2017](#). The source of funding was available balances of \$198,000 from the closure of ST 0088 000—Arterial Streetlight LED Conversion. The program originally was intended to provide a neighborhood street light selection process like the Neighborhood Safety Program (NSP). Details of the street light program were to be developed in partnership with KAN and Neighborhood Associations in early 2018 following Council adoption of the CIP.

On January 10, 2018, staff and KAN discussed options for implementing the Street Light Projects. KAN made the following recommendations:

1. Primary focus on high risk crosswalks at intersections
2. Priority given to arterials, school walk routes, and high crash exposure.
3. Technically-based process for first year (2018).
4. Spending limit of \$100,000 the first year.

Neither KAN nor staff felt the projects should prioritize personal safety (assaults, burglaries, etc.) at this time. KAN requested staff report on progress at the end of the first year, before making recommendations for the second year (2019).

On November 14, 2018 staff provided the requested progress report to KAN. KAN recommended the City continue focusing on correcting light deficiencies at crosswalks.

Crosswalk Prioritization

The City's Transportation Group compiled a list of existing crosswalks with deficient street lighting on major City streets and completed an initial ranking based on risk. The scoring criteria are described below, and listed on Attachment E, which also lists the original 46 crosswalks ranked using the criteria.

The crosswalks were categorized by street classification (neighborhood, collector or arterial), whether the crosswalk was on a school walk route, crash history and exposure, the North Carolina system of evaluating risk (based on speed, volumes, and number of lanes) and facility type (i.e., midblock versus intersection crossing). The priorities were ranked as follows:

1. Arterials were scored the highest (highest on speeds and volumes), followed by collectors (lower speeds and volumes) and then neighborhood streets (lowest speeds and volumes);
2. School Walk Routes scored higher because these have relatively high risk of potential conflicts during school hours;
3. Crosswalks with one or more documented crashes scored higher than those without a crash history; and

4. Crosswalks with a North Carolina system rating N were scored the highest (in a high conflict zone needing more than a marked crosswalk), followed by P (probably could use an improvement) or C (considered adequate).

Overall, crosswalks that score the highest are ones crossing arterials at intersections on school walk routes with high crash exposure and high North Carolina rating. The one exception is the street light on N.E. 126th Place near the preschool in Totem Lake, which is responsive to a local concern.

Street Light Progress

In Attachment E, ten crosswalks in this list are highlighted in yellow because adding street lights at these sites is part of the City's Lake Front project and not funded through the one-time Neighborhood Street Light Program. The program is funding the remaining sites on the list in Attachment E. For tracking purposes, these sites were extracted and added to the bottom of the list. This reduced the list from 46 to 36 high priority crosswalk sites to be funded as much as possible through the Neighborhood Street Light Program. Two high priority street light sites were added (one at the site of a pedestrian crossing accident and another on NE 126th Place), bringing the total to 38 sites.

The City owns street lights at three crosswalk sites, which are highlighted brown in the list in Attachment E. Street lights at crosswalk sites highlighted blue and green belong to PSE.

Based on the old High-Pressure Sodium (HPS) light fixtures, the City developed a standard requiring a street light to be within 20 feet of a crosswalk. Initially, staff assumed most sites listed in Attachment E would require new street light poles because existing street lights were more than 20 feet from the crosswalks. When the illumination analyses were completed at each site, however, most recommendations were: 1) to upgrade from HPS to LED fixtures, 2) to replace lower illumination LEDs with a more powerful LEDs, or 3) to add an LED street light to an existing power pole. So far, only one site required a new street light pole. New poles are required when a pole did not already exist, an existing pole does not have room to add a street light, or the pole is not the type to be able to add a street light.

As of January 2019:

- 1) Fifteen PSE sites are done.
- 2) Fifteen PSE sites have signed work orders and should be installed this spring and summer.
- 3) One COK site is done.
- 4) The remaining two COK sites have fixtures on order and will be completed this spring.
- 5) Five sites were submitted for PSE to analyze and design.

To date, the City has signed PSE work orders totaling \$65,100. \$132,900 remains of the one-time fund of \$198,000. This does not include the five sites PSE currently has for evaluation or the cost of the three City sites, which are not fully known yet.

If the City Council directs staff to continue with the existing prioritization process, the City's Transportation Group will develop a list of the next priority high risk light-deficient crosswalk sites. These will be submitted in batches to PSE for analysis and design, until the \$198,000 is expended. The number of sites that can be completed will depend on how many can be resolved by upgrading fixtures rather than installing new poles.

Council Approval of Street Light Project List

Staff is seeking final City Council approval by motion of the prioritization process for the Street Light Project list at the April 16, 2019 City Council meeting. If approved, staff will work with PSE to install street lights and poles at the next locations until the funding is exhausted.

Attachment A: NSP List of All NSP Projects

Attachment B: NSP Technical Criteria

Attachment C: NSP Panel Criteria

Attachment D: NSP Map of 2019 Projects

Attachment E: Light Deficient Locations—Evaluation Summary

Status of 2014-2018 NSP Projects										Attachment C
Project #	Project Description	JFK [NM 0073]	Walkable Kirkland [NM 6-201]	Levy - Ped. [NM 6-200]	Crosswalk [NM 0012]	Private Dev./LWSD	Levy - School Rts [NM 6-100]	Other City Programs	Total Project Costs/Estimate	Status
2014										
14NSP01	Rapid Flashing Beacon on NE 132nd Street at 121st Ave NE and turn lane (east to north bound)					\$ 120,867			\$ 120,867	Complete
14NSP02	Rapid Flashing Beacon on Juanita Drive at NE 137th Street connecting Big Finn Hill Park trails							\$ 60,630	\$ 60,630	Complete
14NSP03	Crosswalk and curb along 84th Ave NE from NE 139th Street to NE 141st Street	\$ 975							\$ 975	Complete
14NSP04	Rapid Flashing Beacon on NE 132nd Street at 105th Ave NE	\$ 61,174					\$ 3,003		\$ 64,177	Complete
14NSP05	Trail Connection at Forbes Creek Drive and the CKC - between 113th Court NE and 115th Court NE	\$ 11,006					\$ 1,794		\$ 12,800	Complete
14NSP06	Crosswalk markings along 90th Ave NE at NE 134th Street, NE 137th Street, and NE 139th Street	\$ 46,845					\$ 2,245		\$ 49,090	Complete
14NSP07	Crosswalk markings along NE 145th Street at 84th Ave NE, 88th Ave NE, and 92nd Ave NE	\$ 30,000							\$ 30,000	Complete
Grant	Rapid Flashing Beacon on Juanita Drive at 93rd Avenue NE							\$ 59,033	\$ 59,033	Complete
2015										
15NSP01	Stairs from NE 68 th Street to the CKC		\$ 66,970				\$ 9,989	\$ 17,500	\$ 94,459	Complete
15NSP02	Sidewalk on north side of Kirkland Avenue at 6 th Street South		\$ 78,947				\$ 3,708		\$ 82,655	Complete
15NSP03	Rapid Flashing Beacon on 84th Avenue NE at NE 138th Street crosswalk		\$ 37,273				\$ 1,507		\$ 38,780	Complete
15NSP04	Stairs and bridge connection from 116 th Avenue NE to the CKC		\$ 9,523						\$ 9,523	Complete
15NSP05	Improved connection from NE 60th Street to the CKC		\$ 5,320						\$ 5,320	Complete
15NSP06	Rapid Flashing Beacon at crosswalk on 132 nd Avenue NE at NE 97 th Street			\$ 8,000	\$ 57,029		\$ 3,252		\$ 68,281	Complete
15NSP07	Crosswalk improvements on 112th Avenue at NE 68th Street			\$ 9,016			\$ 331		\$ 9,347	Complete
15NSP08	Rapid Flashing Beacon at crosswalk on 132 nd Avenue NE at NE 93 rd Street			\$ 17,514	\$ 12,971		\$ 43,016		\$ 73,501	Complete
15NSP09	Rapid Flashing Beacon on NE 70 th Place at 130 th Avenue NE			\$ 44,350					\$ 44,350	Complete
15NSP10	Radar speed sign on Juanita Drive (in the vicinity of Woodlands Park)		\$ 1,967	\$ 41,228			\$ 5,164		\$ 48,359	Complete
15NSP11	Crosswalk improvements on 7 th Avenue S, at 1 st Street, 4 th Street, and 5 th Street			\$ 29,892			\$ 2,767		\$ 32,659	Complete
Grant	Rapid Flashing Beacon on Market and 4th Street							\$ 67,900	\$ 67,900	End of April 2019
2016										
16NSP01	Intersection study for Kirkland Way and Railroad Ave		\$ 7,500						\$ 7,500	Complete
16NSP02	Intersection study for 124th Ave NE and NE 80th Street		\$ 7,500						\$ 7,500	Complete
16NSP03	Stair connection near 2nd Ave at the CKC		\$ 19,515						\$ 19,515	Complete
16NSP04	Extruded curb along 87th Ave NE and 134th Street		\$ 68,264			\$ 10,000			\$ 78,264	Complete
16NSP05	Crosswalk island on 124th Ave NE at 142nd Place		\$ 11,290	\$ 12,637		\$ 26,000			\$ 49,927	Complete
16NSP06	New crosswalk with ramps on Kirkland Ave at Marina Park						\$ 6,600		\$ 6,600	Complete
16NSP07	Sight distance improvement at 15th Ave and 4th Street		\$ 19,640				\$ 25,000		\$ 44,640	Complete
16NSP08	Rapid Flashing Beacon on Market Street at 7th Ave W			\$ 53,071					\$ 53,071	Complete
16NSP09	Rapid Flashing Beacon on 108th Ave NE at 62nd Street			\$ 84,292					\$ 84,292	Complete
16NSP10	Trail lighting and gravel on walkway to NE 126th Street from NWCC		\$ 13,331			\$ 32,500			\$ 45,831	Complete
16NSP11	Gravel walkway along 8th Street South and Railroad Ave to the CKC		\$ 42,160						\$ 42,160	Complete
16NSP12	Asphalt walkway along 7th Ave between 6th & 8th Streets		\$ 10,800						\$ 10,800	Complete
16NSP13	Trail connection at the end of 111th Ave NE to the CKC						\$ 1,320		\$ 1,320	Complete
16NSP14	Intersection study at NE 132nd Street and 136th Ave NE						\$ 7,500		\$ 7,500	Complete
2017	Second Award (17NSP06)									
17NSP01	Radar Speed Signs on NE 143rd Street and 132nd and 128th Avenue NE		\$ 70,463						\$ 70,463	Complete
17NSP02	Rapid Flashing Beacon on NE 120th Place south of NE 122nd Street			\$ 124,938					\$ 124,938	Complete
17NSP03	Crosswalk Improvement at NE 138th Street and 84th Avenue NE							\$2,601	\$ 2,601	Complete
17NSP04	Rapid Flashing Beacon on 116th Avenue NE at 12500 block		\$ 71,138	\$ 25,062					\$ 96,200	Complete
17NSP05	Reflective Pavement Markers on NE 68th Street at 110th Avenue NE (criteria not met for radar speed signs)							\$713	\$ 713	Complete
17NSP06	Intersection Improvements on Kirkland Way and Railroad Avenue		\$54,625						\$ 54,625	Complete
17NSP07	Intersection Improvements on 124th Avenue NE and NE 80th Street		\$3,774					\$17,567	\$ 21,341	Complete
	Walkway Improvement on 7th Avenue at 5th Street							\$17,592	\$ 17,592	Complete
2018										
18NSP01	Bicycle Improvements 98th Ave and 100th Ave NE					\$ 36,000			\$ 36,000	End of May 2019
18NSP02	Radar Speed Sign on 132nd Ave NE near NE 128th		\$ 37,783					\$ 25,000	\$ 62,783	End of May 2019
18NSP03	Radar Speed Sign on Kirkland Way at CKC		\$ 31,955	\$ 64,485					\$ 96,440	End of May 2019
18NSP04	Trail Connection on the CKC at NE 53rd Street		\$ 4,935						\$ 4,935	Complete
18NSP05	Walkway Improvement on 7th Ave from 5th to 6th Streets		\$ 103,068						\$ 103,068	Complete
18NSP06	Stair Improvements for CKC connection along NE 100 Street at Cotton Hill Park		\$ 11,676						\$ 11,676	Complete (except runnel)
18NSP07	Rapid Flashing Beacon on NE 70th Street at 120th Ave			\$ 94,431					\$ 94,431	End of May 2019
18NSP08	Crosswalk at Lakeshore Plaza at Marina Park		\$ 10,850						\$ 10,850	Complete
18NSP09	Radar Speed Sign on 131st Way east of 94th Ave NE		\$ 37,574						\$ 37,574	End of May 2019
	ADA Ramp at Forbes Creek Park							\$ 8,518	\$ 8,518	Complete
		\$ 150,000	\$ 837,841	\$ 608,916	\$ 70,000	\$ 225,367	\$ 76,776	\$ 317,474	\$ 2,286,374	

2019 NSP Project Team

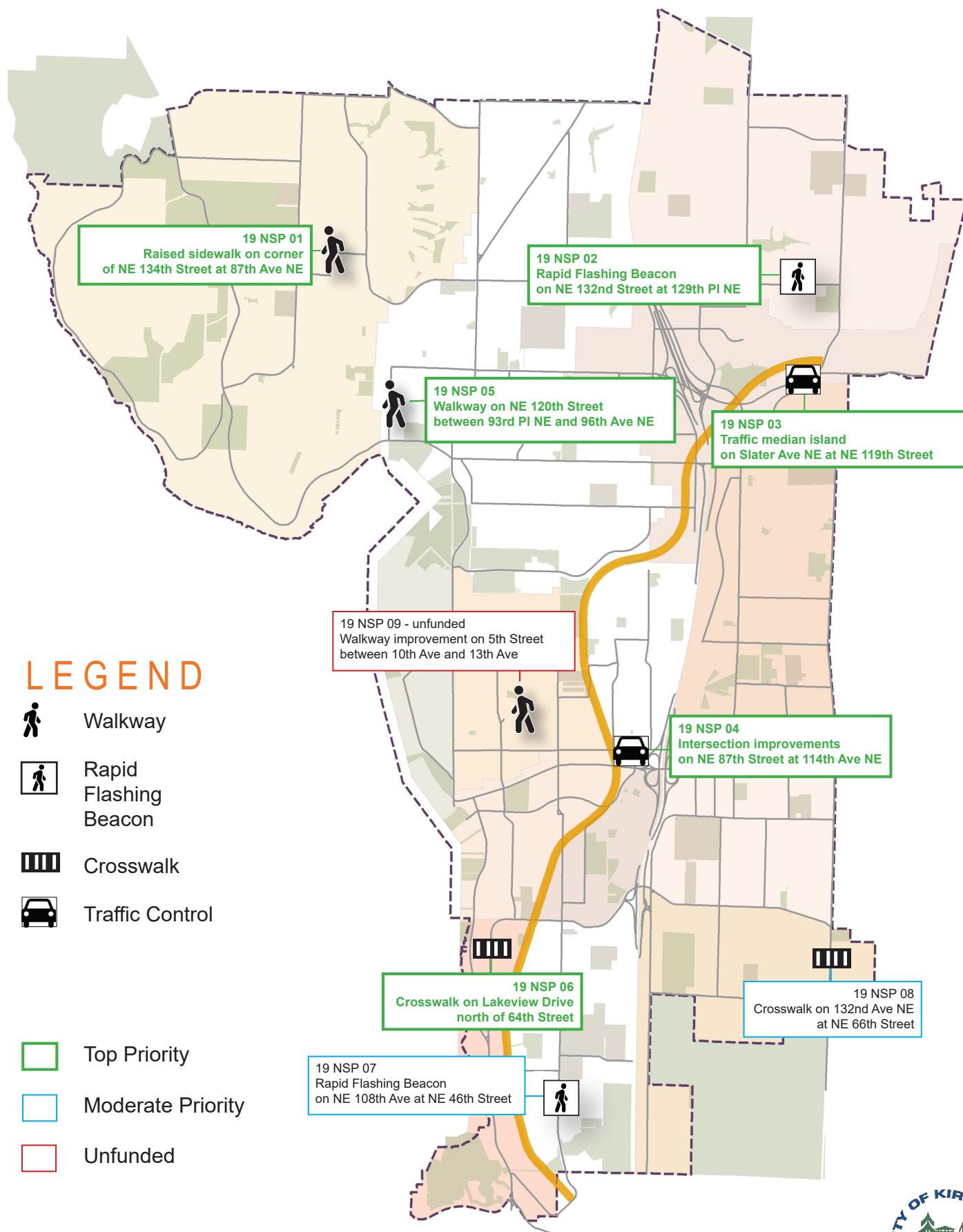
Transportation Master Plan Policy		100
Improve safety—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.		38
Crashes: Based upon Kirkland Police Department crash records from previous 5 years. Crash must match problem/issue.	Ped/Bike (1=6, >1=12)	12
	Vehicle (1=1, >1=2) - counted only when the project is related to auto safety	2
Roadway Design: Based upon existing conditions of the roadway.	No Sidewalk/Trails = 2, Sidewalk 1 side = 1, Sidewalk on both sides = 0 (0-2)	2
	Number of Lanes (2=1, >2=2) (turn lane counts as one lane)	2
Volume: Based upon TMP 2 way 24-hour daily auto volume counts on selected roadways and site specific traffic studies by Kirkland Public Works. Counts are made every other year.	Under 3,000 average daily trips (0)	
	Between 3,001-15,000 average daily trips (3)	
	Over 15,001 average daily trips (6)	6
Roadway Speeds: Based upon posted speed limits, study data (when available), and anecdotal information. If there is speed data from NTCP, the 85th percentile.	Speed limit 25 MPH and under (0)	
	Speed limit 26–30 MPH (3)	
	Speed limit 31 MPH and above (6)	6
Motorized and Nonmotorized Safety: The project enhances the safety of the following modes.	Bicycle (0-2) (2 if bicycle facility at this location)	2
	Pedestrian (0-2) (2 if pedestrian facility is at this location)	2
	Vehicular (0-2) (only if it addresses safety for a vehicle)	2
	Transit (0-2) (only if transit is at this location)	2
Make Connections—Give high priority to projects that fill gaps by connecting existing sidewalks.		16
Sidewalks: Existing sidewalk/gravel path (not applicable in parks).	Sidewalk, paved shoulder, or gravel path on both sides (0)	
	Sidewalk, paved shoulder, or gravel path on one side (4)	
	No shoulder or sidewalk either side: must walk in vehicle lane (8)	8
School Walk Route: The project extends, adds or completes a nonmotorized system identified in the School Walk Route gap analysis data.	Not located on a School Walk Route (0)	
	Improves School Walk Route where sidewalk (or extruded curb) exists on at least one side of the road (4)	
	Improves School Walk Routes where no sidewalk (or extruded curb) exists on either side of the road (8)	8
Link to Land Use—Choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high. Connect to		18
Walkability: Based upon the TMP walkability scores for roadways in Kirkland. The walkability score is made up of the following factors: proximity to parks, transit, schools, certain kinds of retail (See polict T-5.1 in the Transportation Master Plan).	Low—Walkability factor 1-5.5 (0) (Level 1 on map)	
	Moderate—Walkability factor 6-9 (6) (Level 2 on map)	
	High—Walkability factor of 9-13.5 (10) (Level 3 on map)	
	Very High—Walkability factor of 13.5+ (14) (Level 4 on map)	14
Link: The project connects to other multimodal facilities. (Radar speed signs do not link = 0)	No link to Pedestrian/Bicycle/Transit Facility (0)	
	Link to Pedestrian OR Bicycle OR Transit Facility (2)	
	Link to Pedestrian AND Bicycle AND Transit Facility (4)	4

2019 NSP Project Team

Transportation Master Plan Policy		100
Title VI—Health Equity Need: Projects that would serve populations at a higher risk for inactivity and/or poor health outcomes, including people living		16
Equity and Social Justice: Based upon WSDOT ALPACA & OSPI Report Card. Weighted annually based on applicants.	Minority (<17%=0; 18%-29%=2; 30%<=3)	3
	Free & Reduced Meals (<10%=0; 11%-20%=2; 21%<=3)	3
	Language Block Group (>2%=3)	3
	Disabled (<5%=0; 6%-10%=2; 10.1%<=3)	3
	Elderly % Over 65 (>18%=2)	2
	Veterans (>8%=2)	2
Transportation Master Plan: Community input—Because of the scale of pedestrian projects, gathering the on-the-ground knowledge through		4
Consistency with Plans: Based upon Neighborhood Plan(s), Park, Recreation, and Open Space (PROS) Plan, and Cross Kirkland Corridor Master Plan. (Negative 10 points if RFB does not meet standards for priority sites.)	Aligns with existing plan (2)	2
	Does not align with existing plan (0) or -10 if does not meet RFB/Crosswalk Standards	
Neighborhood Association Support: Project was reviewed by the Neighborhood Association and received a priority ranking.	Project Priority 1 (2)	2
	Project Priority 2 (0)	
Transportation Master Plan: Cost/likelihood to receive grant funding—Projects that have lower cost or that are good candidates for grant funding		4
Project is paired with a good potential grant candidate. NSP funds can be City match or an element of the grant project. (0–4)	Yes (4)	4
	No (0)	
Maintenance		4
Maintenance of Project: Impacts to existing City maintenance needs. If project includes minor maintenance = 2.	Greater maintenance than existing (0)	
	Same maintenance as existing (2)	
	Less maintenance than existing (4)	4

2019 Neighborhood Safety Program Panel Scoring

Neighborhood Safety Program The City Council authorized the Neighborhood Safety Program (NSP) in June 2014. The purpose of the Program is to reenergize Neighborhood Associations by empowering them to work collaboratively to identify, prioritize and address pedestrian and bicycle safety issues in Kirkland neighborhoods. The Program is funded by voter approved 2012 Streets Levy (\$150,000 per year) and City Council's Walkable Kirkland Initiative (\$200,000 per year until 2020). Each year there is a total of \$350,000 available for projects citywide under \$50,000.	100
Neighborhood Benefit/Support (Up to 60 points)	
Neighborhood Benefit: Consider the following factors when deciding how many points to assign to each project: <ul style="list-style-type: none"> • How many people does this project benefit? • Do the beneficiaries include school kids or other vulnerable populations? • How unsafe is the current situation? • Does the benefit justify the cost? • Does the project create an important pedestrian or bicycle connection (e.g., to a business district, park, or school)? Neighborhood Support: Is there support for the project within the neighborhood (e.g., businesses, schools, and PTAs)? Were adjacent neighbors who will be impacted by the project contacted (e.g., street lights)? Were letters, emails, or a petition submitted with the application?	60
Community Benefit/Support (Up to 30 points)	
Community Benefit: Consider the following factors when deciding how many points to assign to each project: <ul style="list-style-type: none"> • Does this project benefit people outside the neighborhood? • Does the project create a community-wide connection? Community Support: Is there broad community support for the project outside the neighborhood (e.g., businesses, schools, PTAs, and community groups)? Were letters, emails, or a petition submitted with the application?	30
Neighborhood/Community Project Partnership (Up to 10 points)	
Neighborhood(s) or community organization(s) are contributing to this project (e.g. donations or volunteer hours) and their roles have been identified.	10



LEGEND	
Lake Front Project	NOTE: funded outside the Neighborhood Street Light Program

Lake Front Project	
Submitted to PSE for Evaluation	
PSE Analyzed	
COK	

PRIMARY EVALUATION CRITERIA AND SCORING

Street Functional Classification	Arterial=3 Collector=2 Local=1
School Walk Route	Yes=3 No=0
Safety Risk per North Carolina Method	N=3 P=2 C=1
Facility Type	Intersection=3 Midblock Crosswalk=2 Sidewalk/shoulder=1
Crash Experience during the last five years	1 or more crashes=5 No Crashes=0