



2015 Neighborhood Safety Program Application

Workshop: January 22 | Application Deadline: February 9

(Note: One project location per application)

Contact Information

Neighborhood Association: South Rose Hill/Bridle Trails

Neighborhood Chair: Don Samdahl

Mailing Address: 7714 131st Ave NE, Kirkland, WA 98033

Phone: 425-827-5372

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Project Coordinator: **Rodney Rutherford**

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General Project Information

Project Name: Crosswalk improvement

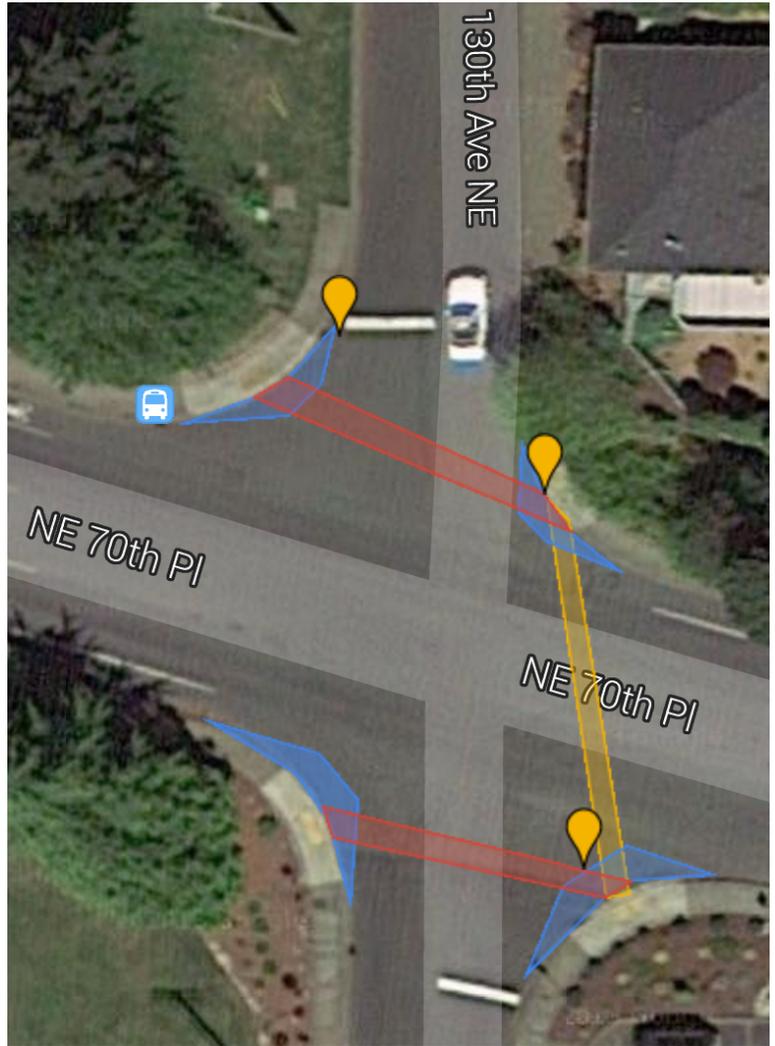
Project Location: NE 70th Pl & 130th Ave NE

Project Estimate: \$39,800 (plus cost of curb extensions, if possible)

1. Please describe the safety problem or issue this project will address. (75–100 words) Please submit photo(s) with your application to illustrate the location and safety issue.

Crossing 70th is dangerous due to the distance (70 feet between curb-cut ramps), traffic volume (11911 vehicles per day), no crosswalk markings, no lane markings within 50 feet, and only one streetlight. A pedestrian (at 3 mph) will need 16 seconds to cross 70th; in that time, a car (at 30 mph) will travel from 128th or 132nd to this point. North/southbound drivers and bicyclists must venture 30 feet beyond the stop line to see around the corner, leading to dangerous situations for all roadway users. The curb radii were not designed with pedestrians in mind.

- yellow markers: proposed RRFB button placement
- yellow area: proposed RRFB crosswalk
- red areas: proposed additional crosswalks
- blue areas: proposed curb extensions



Technical Evaluation (0–100 points)

2. Please describe how this project will address this safety need with a viable and creative solution resulting in a lasting, positive community impact. (75–100 words)

This project facilitates safer traffic movements, shorter crossing distances, and increased visibility of pedestrians and bicycles crossing 70th Pl at 130th Ave. The highest priority is to install a crosswalk with RRFB across NE 70th Pl on the east side of the intersection, ideally with activation buttons which are accessible to pedestrians on the sidewalk and bicyclists at the curb. In addition, if funding is available, curb extensions should be installed to reduce the effective turning radius to no more than 35 feet (measured from the edge of the bike lanes to the curb); preferably as a rain garden. Marked pedestrian crossings should also be painted across the two approaches of 130th Ave NE.

Neighborhood Panel Evaluation (0–50 points, 10 bonus points)

Neighborhood and Community Benefit (0–25 points)

3. Describe how and who will benefit from the project including those located within a ½ mile of the project (e.g. school, hospital, retirement facility, hospital, park, bus stop). Please use additional sheet if necessary.

This project connects connects the commercial core for both South Rose Hill and Bridle Trails neighborhoods and is within ½ mile of Rose Hill Middle School, South Rose Hill Park, Snyders Corner Park, and Lake Washington United Methodist Church. Anchored by Bridle Trails Shopping Center and Tech City Bowl, it features a grocery store, a hardware store, a drugstore, two fitness/recreation centers, four coffee shops, a pub, seven restaurants, two barber

shops/salons, and a bank. This location's Walk Score is 52 (compared with Kirkland's aggregate score of 47); the Transit Score is 35 with frequent service from Metro Transit Route 245 provides frequent service.

Neighborhood Association Support (0–10 points)

4. Priority Ranking for this Project (Priority 1 or 2) 1

Please outline the process your neighborhood used to select and prioritize this project.

This project was determined to be a higher priority since this crossing:

- *requires a longer crossing distance (70 ft across NE 70th Pl vs. 45-60 ft at NE 80th St),*
- *handles higher vehicle speeds (30 mph vs. 25 mph),*
- *handles higher average daily traffic (~12k vs. ~7k),*
- *directly connects the neighborhood to the commercial core,*
- *is unlikely to be funded by other sources.*

Project Readiness and Feasibility (0–15 points)

5. Did the Project Coordinator attend Neighborhood Safety Program Workshop? Yes No

6. Did City staff evaluate scope and ongoing maintenance of project? Yes No

Please attach the **Project Scope** form that includes the project scope prepared by City staff.

All files related to this application can be found at: <http://goo.gl/WHEsie> (Note: This project has been modified from the original Project Scope that was reviewed by staff. Based on feedback from city staff, we removed the center islands and are focussing on safe pedestrian crossings at the existing ADA ramps.)

7. Did City staff evaluate cost of project? Yes No

Please attach the **Project Scope** form that includes a cost estimate of the project prepared by City staff.

All files related to this application can be found at: <http://goo.gl/WHEsie> (Note: based on subsequent discussions with city staff and adjustments to the proposed project, we have subtracted the cost of ADA Ramps, Detectable Warning Surface, and Traffic Island from the expected project cost since we are requesting that the flashing lights be installed at the existing crosswalk ramps on the east side of the intersection.)

Community Support (0–5 bonus points)

5. Does this project have (or need) community support? Yes No Do not know

If so, please demonstrate how you acquired that support.

This project has strong support from the neighborhood association board and from the neighbors who attended the January 2015 neighborhood meeting, and was developed in cooperation with Kirkland Greenways.

Project Partnership Contributions (0–5 bonus points)

6. Will there be financial contributions or volunteer hours for this project? If so, please list below.

Non-City Contributions

Description	Grant (\$)	Donation (\$)	Volunteer Hours (#)
Total Partnership Contribution			

Please submit Neighborhood Safety Program Application to:

City of Kirkland

Kari Page, Neighborhood Outreach Coordinator

123 5th Avenue

Kirkland, WA 98033

For any questions or further information, please contact Kari Page at kpage@kirklandwa.gov or (425) 587-3011.