



2021 Neighborhood Safety Program Application

Application Deadline: February 28, 2021

(Note: One project location per application)

Contact Information

Neighborhood Association: Moss Bay

Neighborhood Chair: Brad Haverstein

Phone: 713-907-9918

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Project Coordinator: Brad Haverstein

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General Project Information

Street: State St

Nearest Cross Street(s): 2nd Ave S

Project Priority 1 (select if you only have one project) Priority 2

Project Type:

- | | | |
|---|---|--|
| <input type="checkbox"/> Bicycle Improvement | <input checked="" type="checkbox"/> Rapid Flashing Beacon | <input type="checkbox"/> Trail Improvement |
| <input checked="" type="checkbox"/> Crosswalk Improvement | <input type="checkbox"/> Sidewalk Improvement | <input type="checkbox"/> Walkway Improvement |
| <input type="checkbox"/> Intersection Improvement | <input type="checkbox"/> Street Lighting | |
| <input type="checkbox"/> Radar Speed Sign | <input type="checkbox"/> Traffic Calming | |

Describe the Project Scope:

Please include all aspects of the project (e.g., ADA ramps, street lights, thermoplastic, hand rails, asphalt vs. gravel).

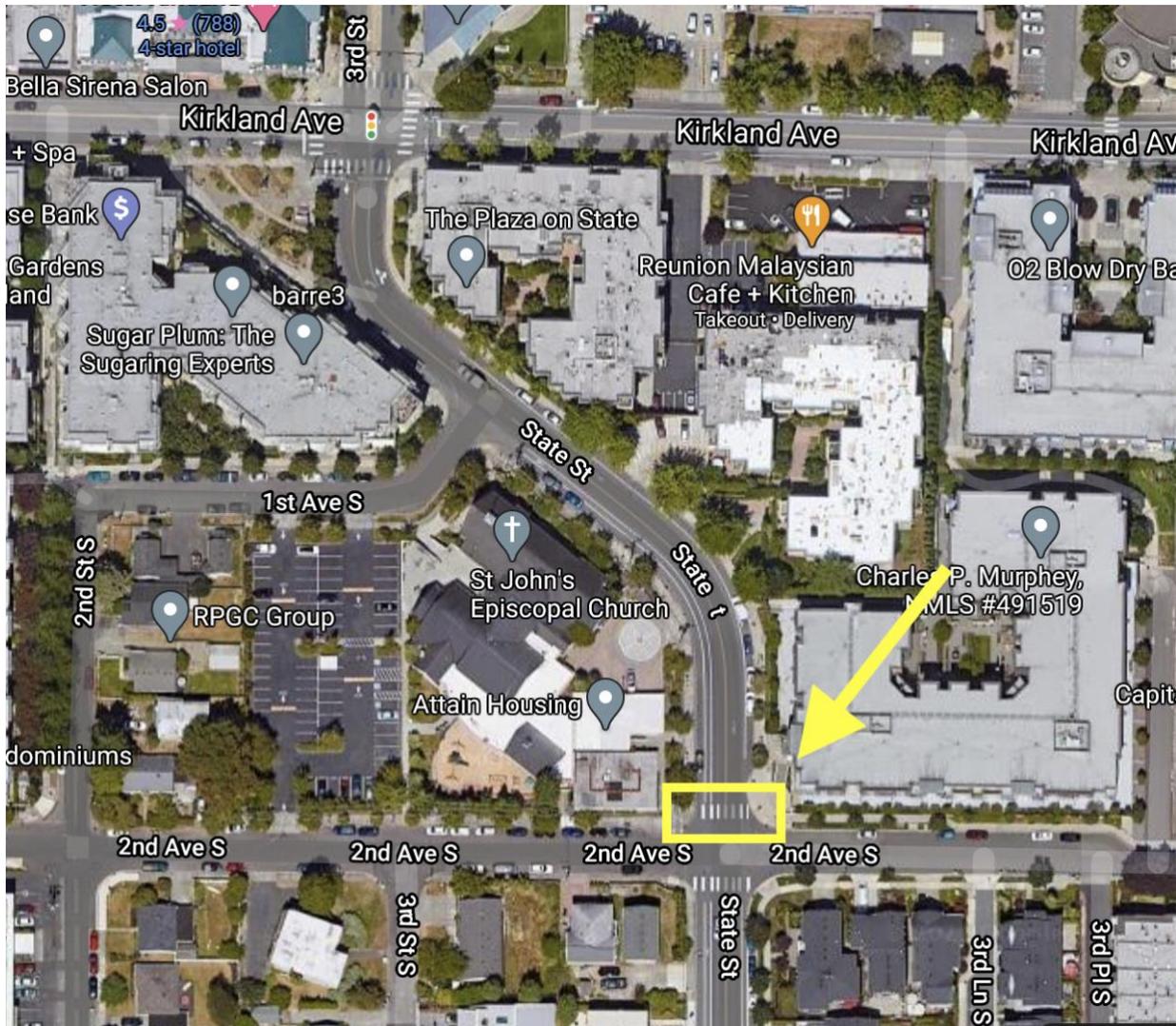
This project would increase visibility of pedestrians crossing State St on the north side of the intersection of State St and 2nd Ave S by adding a rapid flashing beacon to the existing crosswalk. Today this is already a marked crosswalk with a pedestrian crossing sign and handheld flags.

State St is a minor arterial with a 35 mph speed limit, two travel lanes, bike lanes, and two parking lanes. It is a busy street which is shared by private vehicles, King County Metro buses, people on foot, and people biking, and it is just a half block south of the Kirkland Transit Center. During the evening rush hour northbound traffic is often backed up at the intersection with Kirkland Ave just to the north, so that people using this crosswalk have to weave between vehicles. This makes it difficult for drivers to see when someone is trying to cross, and people walking are often concerned that southbound drivers will not see them as they emerge from between the northbound vehicles.

Drivers on this street frequently exceed the speed limit, and southbound vehicles round a turn just before encountering the crosswalk, leaving them only a few seconds to see people crossing. The presence of parked vehicles along the west side of the street, where there is no curb bulb, and the fact that drivers often cut into the bike lane to take the corner at

higher speed further reduce the visibility of people entering the crosswalk. Residents in the area are concerned that drivers do not have enough time to safely yield.

The goal of the rapid flashing beacon is to provide a visual warning to drivers that a person is entering the crosswalk, one that can be seen before the person themselves comes into view. For southbound drivers the flashing signal on the eastside of the street will be visible while they are still rounding the curve up the hill, before the entire crosswalk comes into view, and while the pedestrian may still be hidden behind parked cars on the right or opposing traffic on the left. For drivers coming from all directions the flashing signal can indicate that a pedestrian is using the crosswalk even in cases where the person is still obscured behind stopped traffic.



Map of the project area.

City Cost Estimate: >\$50K [to be completed by City staff]



View of the crosswalk, facing south.



Perspective of southbound traffic coming up the hill.

1. Neighborhood Benefit/Support (0–60 points)

Please explain how the project will address a recognized safety need (especially with school kids or other vulnerable populations) and result in a positive and lasting neighborhood benefit (e.g., creates an important neighborhood pedestrian or bicycle connection):

In our survey of neighborhood residents this year, which had 83 respondents, 73% said that this project was important to them. The crosswalk is also well used: 61% of our respondents use this crosswalk daily or weekly, and 28% of respondents use it occasionally.

Were adjacent neighbors who will be impacted by the project contacted (e.g., street lights)? Yes No

Is there support for the project within the neighborhood (e.g., businesses, schools, and PTSAs)? Yes No

Note: Please attach letters, emails, or a petition of support for your project.

2. Community Benefit/Support (0–30 points)

Please explain how the project benefits people outside of the neighborhood (e.g., creates a community-wide connection):

This project is identified as a high priority action item in the Safer Routes to School Action Plan (see project MB-04). It is also adjacent to St. John’s Episcopal Church which houses a preschool whose students sometimes walk as a group and need to cross the street.

Is there broad community support for the project outside the neighborhood (e.g., businesses, schools, and PTSAs, and community groups)? Yes No

Note: Please attach letters, emails, or a petition of support for your project.

3. Neighborhood/Community Project Partnership (0–10 points)

Will there be financial contributions and/or volunteer hours for this project (e.g., trail construction or maintenance)? If so, please provide details of the contributions. (Note: Volunteer value is \$23.56.)

No financial contributions or volunteer hours are planned for this project.

Please submit application to:

City of Kirkland
David Wolbrecht, Senior Neighborhood Services Coordinator
123 5th Avenue, Kirkland, WA 98033

For any questions or information, please contact David Wolbrecht at dwolbrecht@kirklandwa.gov or (425) 587-3011.