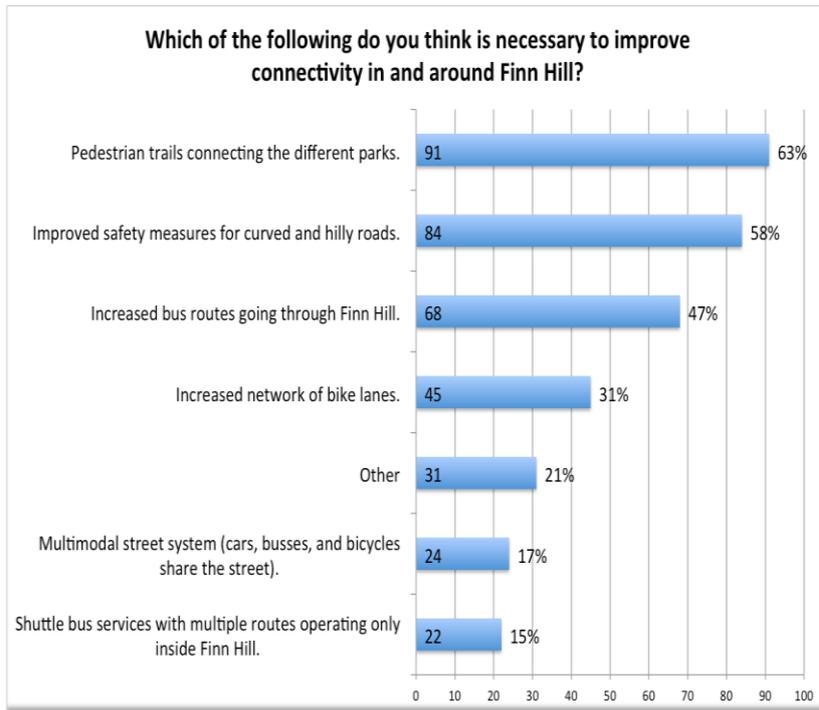


Finn Hill Neighborhood Plan—**DRAFT June 20th-2016.**-  
 Revised 7-20-2016-inserted maps (JC)

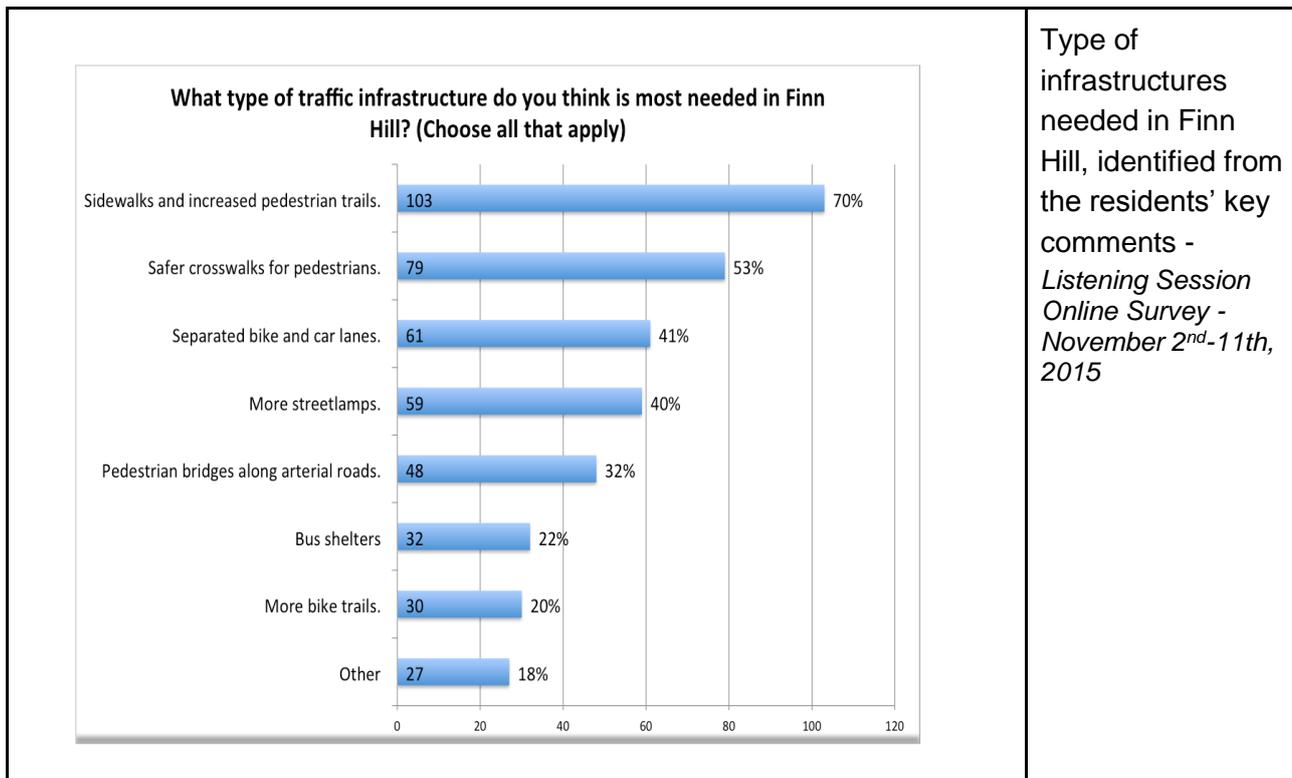
# 7-Transportation and Mobility

The goal of the Finn Hill transportation system is to provide safe, comfortable, and efficient circulation for people who drive cars, ride bicycles, and travel by foot within the neighborhood and to surrounding communities. During the public participation process, residents repeatedly pointed out their appreciation of the existing trails and bike networks and the need for further development, as well as a better connectivity up/ down hills and towards key facilities (schools, shopping center etc).

See Charts below with Public Participation results:



Connectivity improvements in Finn Hill, identified from the residents' key comments - *Listening Session Online Survey - November 2<sup>nd</sup>-11<sup>th</sup>, 2015*



Based on public participation process inputs, transportation and mobility goals in this section are:

- 1) to form a safe network of sidewalks, trails, bikeways and crosswalks where walking and cycling are safe, making them the first choice for many trips and
- 2) public transit alternatives are provided.

This chapter concerns routes of circulation in the public right-of-way. Recreational trails, including the Green Corridor Loop, are discussed in the Parks and Open Spaces section.

## 7.1-Sidewalks, Intersections, and Pedestrian Mobility

The Finn Hill neighborhood would like to enhance their pedestrian circulation system to provide recreational and pedestrian transportation options. This could partly be achieved through current City of Kirkland street standards, which require that all through-streets include pedestrian improvements, and dead-end streets more than 300 feet in length also require sidewalks<sup>1</sup>. As development occurs street and sidewalks are brought up to current standards, which can help improve the pedestrian circulation system.

The Finn Hill community would like to focus sidewalk development to prioritize connections to schools, parks, transit stops, and other public facilities. Residents have also identified areas where sidewalks and safer intersections should be prioritized (See Figure 7.1.1). Due

<sup>1</sup> See KCZ Chapter 110.30 R-20 Neighborhood Access Streets (Sidewalks #1 and #2).  
<http://www.codepublishing.com/WA/Kirkland/mobile/index.pl?path=../html/KirklandZ110/KirklandZ110.html>

to the large quantity of sidewalk information, a second map has been provided that shows the status of sidewalk completion in Finn Hill (See Figure 7.1.2).

<< Figure 7.1.1 Finn Hill sidewalks and intersections (existing, possible and desired) >>

The first two policies are in response to residents' concerns for creating and improving sidewalk connections to schools:

- Connecting students on west side of Juanita Drive with schools on east side of Juanita Drive, and
- Ensuring sidewalks are present along school routes.

**Policy 7.1.1: Establish safe east-west connections across Juanita Drive, especially through Big Finn Hill Park.**

**Policy 7.1.2: Prioritize walking improvements around School Walk Routes, in compliance with the Capital Improvement Program (CIP).**

Included in the Capital Improvement Plan are non-motorized transportation improvements for Finn Hill such as trail connections, improvements to intersections, crosswalks and Juanita Drive Corridor.

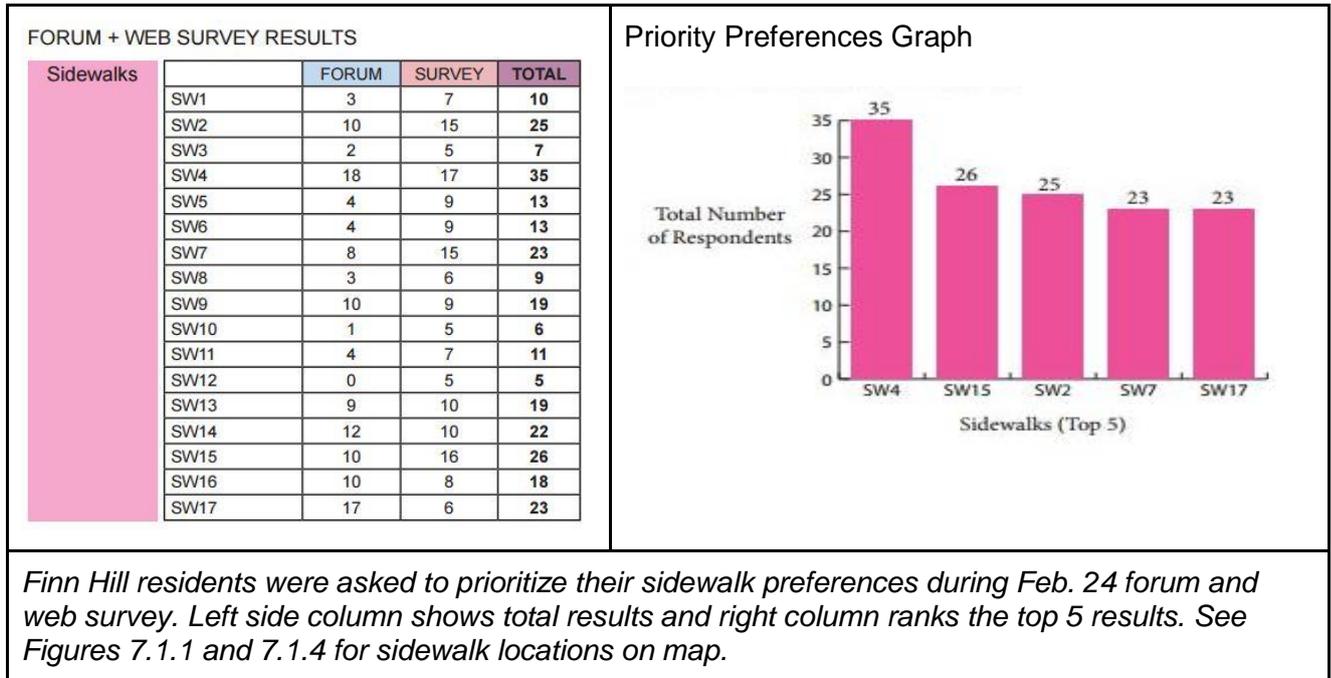
For the next group of policies, Finn Hill residents identified a number of other critical neighborhood connections (See Figure 7.1.2). These include:

- Connecting the Hermosa Vista development and Goat Hill with 84th Avenue NE, and
- Improving pedestrian access to commercial areas, parks, public transit, and commercial areas.

**Policy 7.1.3: Prioritize pedestrian pathways to neighborhood destinations (parks, public transit, and commercial areas) to improve and encourage pedestrian connections to amenities.**

**Policy 7.1.4: Connect isolated communities to the rest of the neighborhood by providing foot and bike access to nearby arterials and open spaces (ex: Hermosa Vista to 84th Ave NE).**

<i>Sidewalk Results and Preferences</i>
---



<< Figure 7.1.2 Refer to map below to see where Finn Hill residents marked priority preferences for sidewalks and intersections (Top 5) >>

However, Finn Hill residents would like neighborhood character to influence the types of pedestrian facilities that are built. For example, some residents feel that sidewalks are not appropriate for all areas and that “walking lanes” may be more appropriate for areas of the neighborhood with a more rural character. Adding key pedestrian amenities may also contribute to neighborhood character.

**Policy 7.1.5: Consider traffic volume and neighborhood character when determining pedestrian facility improvements.**

**Policy 7.1.6: Provide pedestrian amenities such as crosswalks, sidewalks, street trees, and street furniture to encourage walking and enhance the pedestrian experience.**

**Policy 7.1.7: Provide informal gathering areas along streetscapes that encourage community members to occupy the space.**

Finn Hill residents are concerned about the safety of new and existing pedestrian facilities. Key issues include:

- Addressing the need for signage, safety refuge islands, signals, flashing lights, and flags at intersections,
- Improved lighting,
- Addressing the need for sidewalks along major arterials,
- Considering grade separation (e.g. raised curbs) where other forms of non-motorized and motorized transport may cause safety concerns for pedestrians.

- Addressing the blind corners along Juanita Drive.

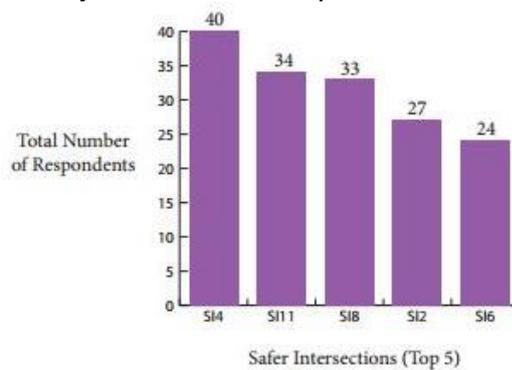
**Policy 7.1.8: Prioritize intersection improvements along major arterials (e.g. Juanita Drive) including but not exclusive to: new signals, flashing beacons, pedestrian flags, and pedestrian refuge islands.**

**Safer Intersection Results and Preferences**

FORUM + WEB SURVEY RESULTS

Safer Intersections	FORUM	SURVEY	TOTAL
SI1	6	10	16
SI2	14	13	27
SI3	4	2	6
SI4	25	15	40
SI5	7	8	15
SI6	15	9	24
SI7	5	1	6
SI8	17	16	33
SI9	9	13	22
SI10	2	2	4
SI11	16	18	34

Priority Preferences Graph



*Finn Hill residents were asked to prioritize their safer intersection preferences during Feb. 24 forum and web survey. Left side column shows total results and right column ranks the top 5 results. See Figures 7.1.1 and 7.1.4 for sidewalk locations on map.*

**Policy 7.1.9: Ensure all transportation improvements comply with the neighborhood vision for a pedestrian supportive environment.**

**IMPLEMENTATION RECOMMENDATIONS:**

1. [City of Kirkland staff/consultant and FHNA] As written, there are no policies addressing the needs of people with mobility impairment (disabilities, elderly). Need to decide if these are covered sufficiently elsewhere (e.g. ADA) or if Finn Hill wants to add policies specifically addressing this issue.

## 7.2-Vehicular Traffic

Vehicle based transportation is critical to residents of Finn Hill. Two key concerns with regard to vehicular traffic emerged from community outreach: congestion and safety.

<< Figure 7.2.1 Finn Hill Street Classifications >>

Finn Hill residents are concerned about traffic congestion in their neighborhood, particularly as there are a limited number of arterials and entry points into the neighborhood (See Figure 7.2.1). Commuting traffic on Juanita Drive is a particular concern as it is the main north-south route through the neighborhood and a key entry point to the neighborhood. There is also the perception of additional 'cut through' commute traffic to and from Kenmore and Bothell driven by tolling procedures on I-405 and SR 520. Future development in Finn Hill and surrounding areas can also be expected to intensify commute congestion issues. To address these issues, residents have suggested a number of alternative transportation policies and traffic congestion solutions.

**Policy 7.2.1 Provide more transit supportive facilities (for example: park and ride) within the neighborhood to help alleviate traffic congestion.**

**Policy 7.2.2 Implement the recommendations identified in the Juanita Drive Corridor Study.**

Examine and implement alternative approaches for reducing commute-related congestion along Juanita Drive. The existing Juanita Drive Corridor study is planning for future improvements to Juanita Drive between Juanita Village and northern City limits to improve traffic flow and safety. The phased plan over time includes, signed bike lanes, crosswalk improvements with rapid flashing lights, intersection improvements, traffic-calming treatments, street lighting, and drainage improvements.

**Policy 7.2.3 Prioritize improvements which encourage transit-use, car-pools, bicycle-use and other forms of transportation that decrease congestion and minimize our impact on the environment.**

The Finn Hill Neighborhood is subject to by-pass traffic due to I-405 and SR 520 congestion and tolling. Measures should be implemented to discourage by-pass traffic and also to reduce speeds and improve public safety on neighborhood streets, such as radar speed signs, traffic calming, street striping and reconfiguration, and lower speed limits.

**Policy 7.2.4 Discourage regional and by-pass traffic away from residential neighborhoods.**

The residents' safety concerns focus on problems with speeding and ensuring that neighborhood streets are safe for multiple forms of transportation. Traffic calming strategies could be developed on residential streets: bulb-outs, speed bumps, traffic radar, lower speed signage, etc.

### **Policy 7.2.5 Minimize cut-through traffic and reduce speeding through residential neighborhoods.**

Monitor and evaluate traffic patterns and volumes in the neighborhood to minimize cut-through traffic and speeding, in order to improve the existing Neighborhood traffic Calming program.

### **Policy 7.2.6 Improve appearance of roadways with multi-functional systems that provide aesthetics as well as stormwater management and safety improvements.**

### **Policy 7.2.7 Implement Complete Street strategies throughout the neighborhood.**

Complete Streets are streets that are designed and operated to enable safe access for all users, regardless of travel mode (car, bike, pedestrian), age, or ability. Complete Streets are adapted to the context of their location in the neighborhood and may include: frequent and safe crossing opportunities, median islands, bicycle facilities, sidewalks, special bus lanes, and roundabouts.

---

#### **IMPLEMENTATION RECOMMENDATIONS:**

1. [City of Kirkland and FHNA] Examine need of specific traffic policy for Goat Hill area related to road width and safety, etc. More broadly, examine issues surrounding city-wide street standards and discuss issues surrounding Holmes Point Drive.
- 

## **7.3- Public Transit**

The Finn Hill neighborhood is served by public transit in the northwest corner via King County Metro bus route 234. Finn Hill residents expressed interest in a more extensive transit system through the neighborhood (See Figure 7.3.1; priorities Figure 7.3.2).

Additional transit options may benefit the community in the following ways:

- assist the aging population whom may require additional mobility options,
- increase connectivity to transit hubs,
- provide alternative transit for commuters to help reduce congestion.

However, the neighborhood understands that the current density may not be enough to sustain a fixed-route option. The City of Kirkland has limited ability to affect King County Metro transit options but the City and Finn Hill can identify actions to advocate for better transit services. Alternative transit options are also being considered by King County Metro Transit for the neighborhood and further studies are needed to determine the most effective strategies.

<< Figure 7.3.1 Map of public transit system (existing and desired) >>

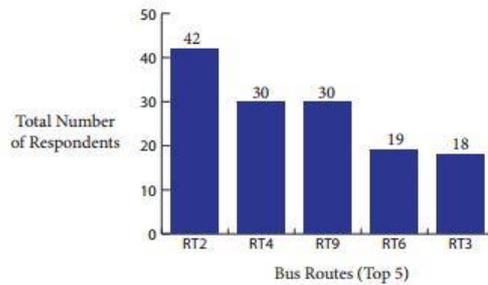
<< Figure 7.3.1 Refer to map below to see where Finn Hill residents marked priority preferences for bus routes, bus stops and shuttle stops >>

**Bus Route, Bus Stop and Shuttle Stop Results and Preferences**

FORUM + WEB SURVEY RESULTS

Bus Routes		FORUM	SURVEY	TOTAL
RT1		5	5	10
RT2		26	16	42
RT3		7	11	18
RT4		15	15	30
RT5		4	7	11
RT6		8	11	19
RT7		6	6	12
RT8		8	8	16
RT9		12	18	30

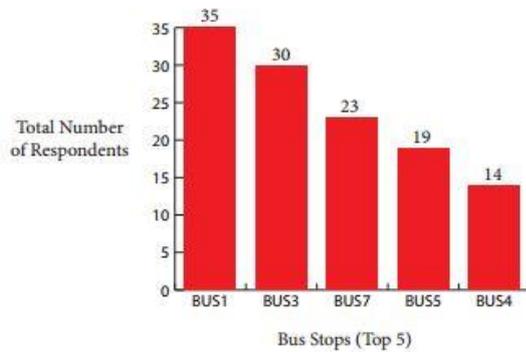
PRIORITY PREFERENCES GRAPH



FORUM + WEB SURVEY RESULTS

Bus Stops		FORUM	SURVEY	TOTAL
BUS1		14	21	35
BUS2		6	4	10
BUS3		16	14	30
BUS4		8	6	14
BUS5		8	11	19
BUS6		5	8	13
BUS7		12	11	23
BUS8		3	2	5
BUS9		2	5	7
BUS10		5	2	7
BUS11		2	1	3

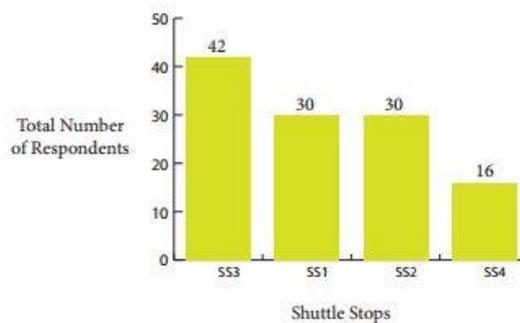
PRIORITY PREFERENCES GRAPH



FORUM + WEB SURVEY RESULTS

Shuttle Stops		FORUM	SURVEY	TOTAL
SS1		14	16	30
SS2		20	10	30
SS3		22	20	42
SS4		6	10	16

PRIORITY PREFERENCES GRAPH



Finn Hill residents were asked to prioritize their bus route, bus stop and shuttle stop preferences during Feb. 24 forum and web survey. Left side column shows total results and right column ranks the top 5 (or 4) results. See Figures 7.3.1 and 7.3.2 for locations on map.

**Policy 7.3.1: Transportation policies must be coordinated with land use designations and policies to determine transit service feasibility.**

**Policy 7.3.2: Explore alternative modes of transportation or research service options for low-density areas (e.g. shuttles, car shares, vanpools).**

<b>Traffic Congestion Solutions</b>																													
<p><b>TCS1:</b> Develop a local shuttle service</p> <p><b>TCS2:</b> Use alternative modes of transportation (bikes, car sharing, private car services (Uber)....)</p> <p><b>TCS3:</b> Add lanes to major arterials</p> <p><b>TCS4:</b> Start a “car sharing” organization for Finn Hill</p> <p><b>TCS5:</b> Favor pedestrian access to schools and local shops</p> <p><b>TCS6:</b> Adjust speed limit on arterials</p>	<p>FORUM + WEB SURVEY RESULTS</p> <table border="1"> <thead> <tr> <th>Traffic Congestion Solutions</th> <th>FORUM</th> <th>SURVEY</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>TCS1</td> <td>12</td> <td>16</td> <td>28</td> </tr> <tr> <td>TCS2</td> <td>4</td> <td>9</td> <td>13</td> </tr> <tr> <td>TCS3</td> <td>5</td> <td>11</td> <td>16</td> </tr> <tr> <td>TCS4</td> <td>2</td> <td>4</td> <td>6</td> </tr> <tr> <td>TCS5</td> <td>5</td> <td>15</td> <td>20</td> </tr> <tr> <td>TCS6</td> <td>3</td> <td>14</td> <td>17</td> </tr> </tbody> </table>	Traffic Congestion Solutions	FORUM	SURVEY	TOTAL	TCS1	12	16	28	TCS2	4	9	13	TCS3	5	11	16	TCS4	2	4	6	TCS5	5	15	20	TCS6	3	14	17
Traffic Congestion Solutions	FORUM	SURVEY	TOTAL																										
TCS1	12	16	28																										
TCS2	4	9	13																										
TCS3	5	11	16																										
TCS4	2	4	6																										
TCS5	5	15	20																										
TCS6	3	14	17																										
<p><b>PRIORITY PREFERENCES GRAPH</b></p> <table border="1"> <caption>Priority Preferences Graph Data</caption> <thead> <tr> <th>Traffic Congestion Solution</th> <th>Total Number of Respondents</th> </tr> </thead> <tbody> <tr> <td>TCS1</td> <td>28</td> </tr> <tr> <td>TCS5</td> <td>20</td> </tr> <tr> <td>TCS6</td> <td>17</td> </tr> <tr> <td>TCS3</td> <td>16</td> </tr> <tr> <td>TCS2</td> <td>13</td> </tr> <tr> <td>TCS4</td> <td>6</td> </tr> </tbody> </table>	Traffic Congestion Solution	Total Number of Respondents	TCS1	28	TCS5	20	TCS6	17	TCS3	16	TCS2	13	TCS4	6	<p><i>Finn Hill residents were asked to comment on possible solutions to traffic congestion in the neighborhood during Feb. 24 forum and web survey. The upper left column shows a list of possible traffic solutions and upper right column shows total results selected by residents. Bottom left column ranks the top 5 results.</i></p>														
Traffic Congestion Solution	Total Number of Respondents																												
TCS1	28																												
TCS5	20																												
TCS6	17																												
TCS3	16																												
TCS2	13																												
TCS4	6																												

**Policy 7.3.3: Provide connections to transit within Finn Hill and to surrounding transit centers (i.e. Downtown Kenmore, Lake City Way, Totem Lake Business District, downtown Kirkland and Seattle).**

### **Policy 7.3.4: Develop public transit service to commercial district.**

---

#### **IMPLEMENTATION RECOMMENDATIONS:**

1. [City of Kirkland and FHNA] Identify actions that help lobby for better transit services.
  2. [City of Kirkland] Explore options for improving transit service to the commercial district.
- 

## **7.4- Bike Routes and Facilities**

Bicycle supportive facilities provide recreational opportunities and alternative transportation options. Desired improvements for bicyclists include but are not limited to providing protected bike lanes on main arterials and collector streets and safe crossings across Juanita Drive. Finn Hill residents are interested in bicycle routes that connect to parks and other key destinations within the neighborhood as well as the region (See Figure 7.4.1).

<< Figure 7.4.1 Map of bicycle routes (possible and desired) >>

Safety, user friendliness, and connectivity are key concerns that residents have regarding Finn Hill's bike routes and facilities. Safe bicycle access within and through the neighborhood is a high priority. Approaches to address safety include creating separated bike lanes (including painted buffers and curbs) and placing bike routes along Neighborhood Greenways).

**Policy 7.4.1: Improve safety for bicyclists with separated facilities, wayfinding signage, and intersection improvements.**

**Policy 7.4.2: Prioritize bicycling improvements around School Walk Routes, in coordination with the CIP.**

**Policy 7.4.3: Establish bike routes along Neighborhood Greenways.**

Neighborhood Greenways are designated residential streets, generally off main arterials, with low volumes of vehicular traffic and low speeds where people who walk or bike are given priority.

There are two types of users of Finn Hill's bike routes and facilities: commuter and recreational bike riders. These groups may require specific bike facilities (e.g. bike repair stations) along existing and proposed routes.

**Policy 7.4.4: Determine bike facility needs of commuter and recreational bike rider groups.**

Residents would like to improve the connectivity of Finn Hill's bike routes within the neighborhood and to the broader trail network. Specific examples include:

- Bike routes should connect to parks and amenities within Finn Hill.
- Desire for neighborhood bike routes that connect to other trail systems outside of Finn Hill (Lake Washington Loop Trail, Burke Gilman, Cross Kirkland Corridor, Sammamish River Trail).

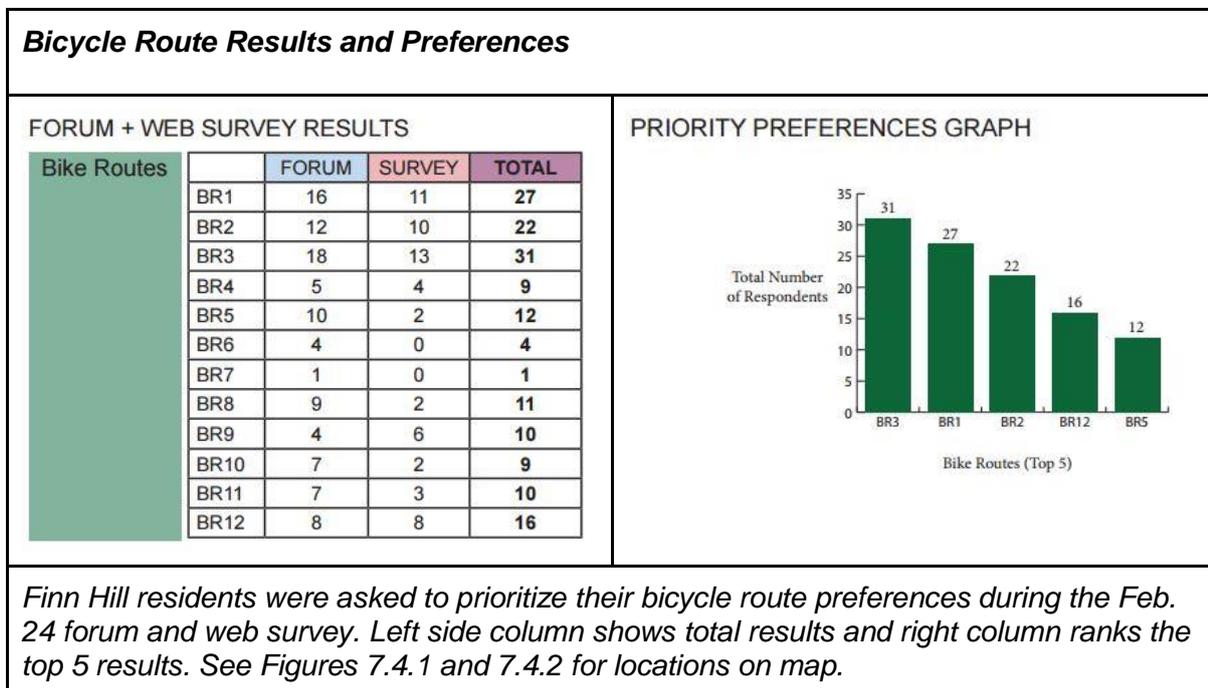
Public feedback identified priorities for bike routes (See Figure 7.4.2).

**Policy 7.4.5: Explore public pedestrian and bicycle easements across properties to complete the trail system.**

**Policy 7.4.6: Bicycle routes should connect to destinations within the neighborhood (parks, public transit, schools, and shopping areas).**

**Policy 7.4.7: Bicycle routes should connect to trail systems outside of Finn Hill.**

<< Figure 7.4.2 Refer to map below to see where Finn Hill residents marked priority preferences for bicycle routes >>



**IMPLEMENTATION RECOMMENDATIONS:**

1. [FHNA and City of Kirkland] Determine needs of bicyclists in Finn Hill. Do commuters and recreational riders desire different facilities? Are there specific connectivity issues that exist beyond those identified here? What facilities would need to be added to encourage bike ridership?
2. [City of Kirkland] Explore easements for bicycles to complete the trail system per Policy 7.4.5.

# Maps for Transportation and Mobility

Figure 7.1.1 Finn Hill sidewalks and intersections (existing, possible, and desired)

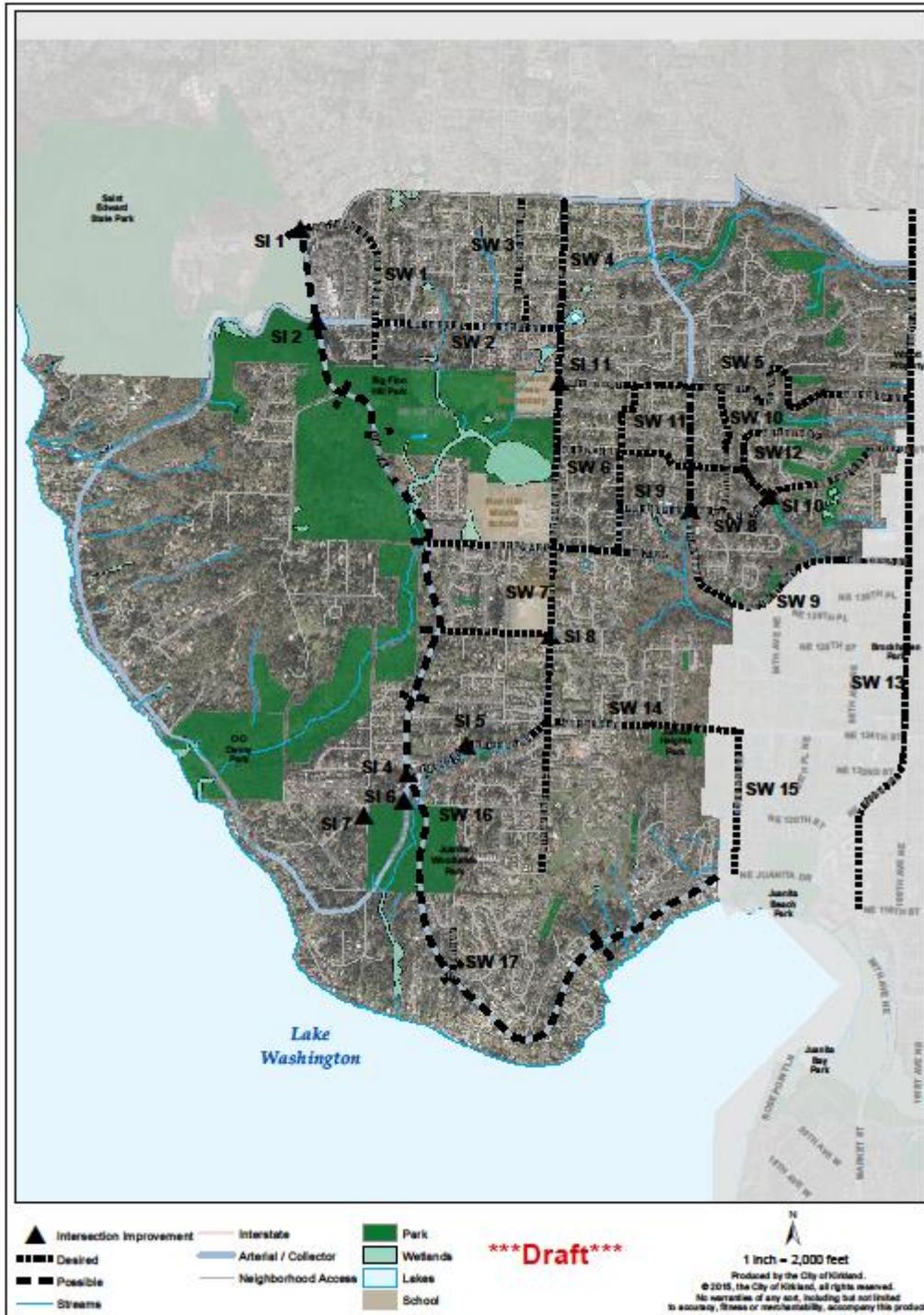


Figure 7.1.1 Finn Hill Possible Sidewalks and Intersections

Figure 7.1.2 Finn Hill Pedestrian System (sidewalk completion)

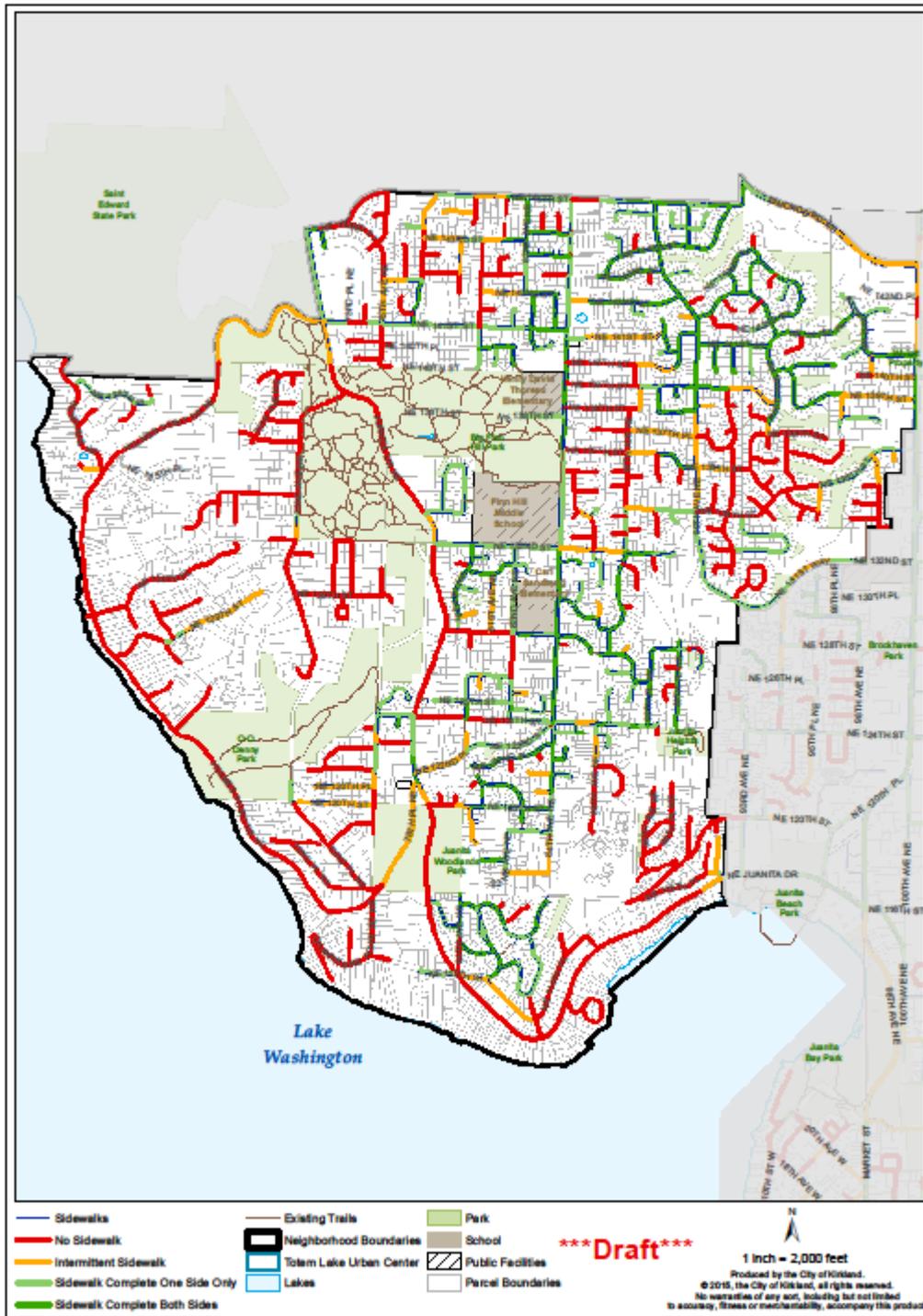


Figure 7.1.2: Finn Hill Pedestrian System

Figure 7.2.1 Finn Hill Street Classifications



Figure 7.2.1: Finn Hill Street Classifications

Figure 7.3.1 Map of public transit system (existing and desired)



Figure 7.3.1 Finn Hill Existing and Desired Public Transit System

Figure 7.4.1 Map of bicycle routes (existing, possible, and desired)

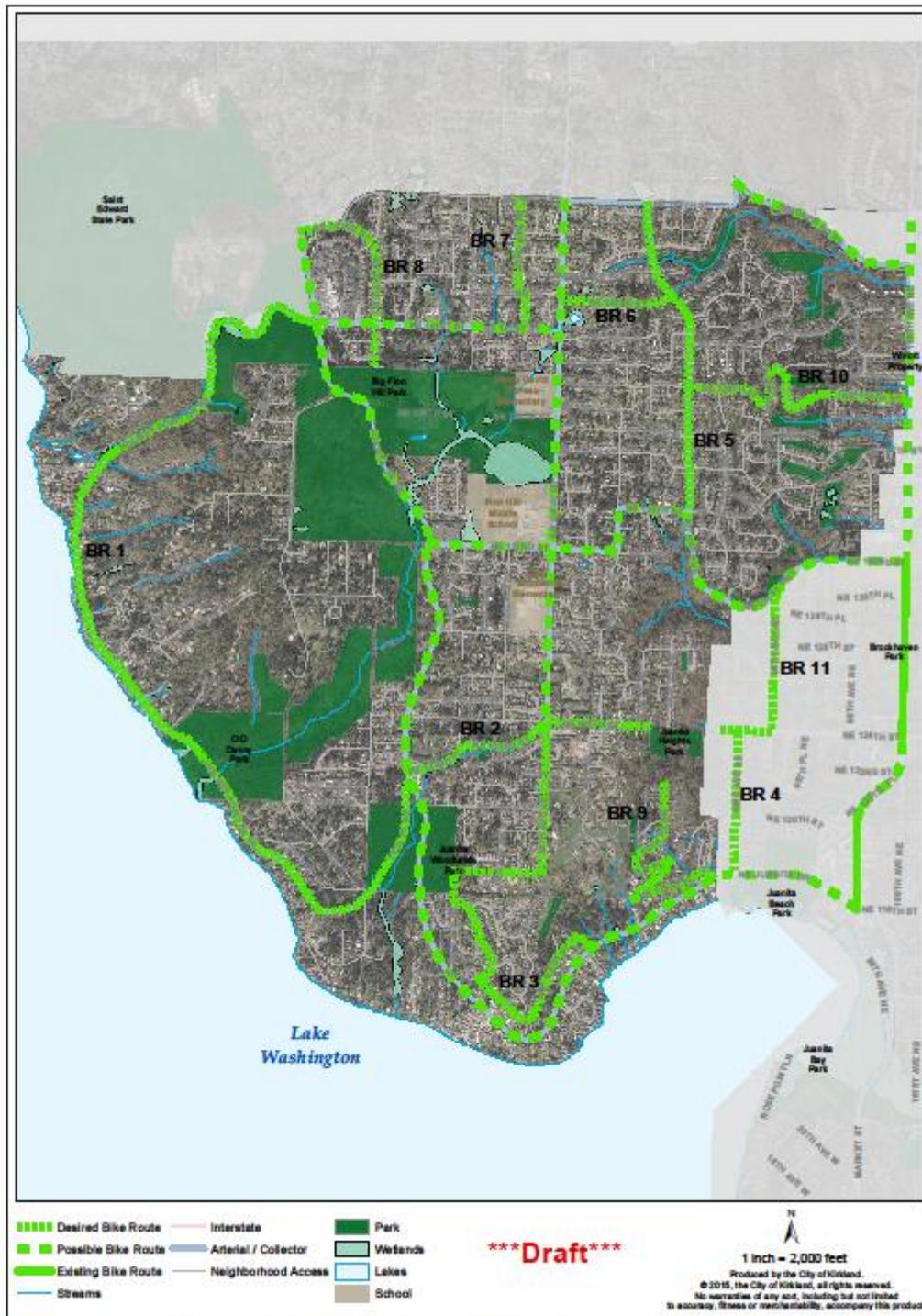


Figure 7.4.1 Finn Hill Existing and Desired Bike Routes