



CITY OF KIRKLAND
Public Works Department
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathy Brown, Public Works Director
Dave Snider, P.E., Capital Projects Manager
Kari Page, Cross Kirkland Corridor Coordinator

Date: April 8, 2015

Subject: Cross Kirkland Corridor Update

RECOMMENDATION:

It is recommended that the City Council receives an update on all things related to the Cross Kirkland Corridor (CKC) and hears a portion of the Currently Kirkland video "What's not to love about the CKC."

- 1. Interim Trail Construction:** Construction was completed (except work at 124th/Totem Lake Blvd—see below) in March of 2015 with only warranty work items and required contractor paperwork submittals remaining. The estimated final construction contract (with reduced material quantities and removal of the 124th/TLB Intersection work) is \$1,890,000, which is approximately \$200,000 under the original contract amount of \$2,099,175. Staff will return to City Council with an Acceptance-of-Work recommendation on the Interim Trail construction once the contractor has submitted all of the grant and other required paperwork.
- 2. Rail removal and overlay at 124th Avenue NE and Totem Lake Boulevard:** Due to weather and other construction related concerns during the contract work on the Interim Trail, a City and WSDOT Local Programs (grant administrators) staff decision was made to delete the rail removal/restoration work element from the trail construction contract. In order to achieve a better finished product, it was concluded that this work should be performed during the more favorable paving weather months (late spring/early summer). Staff is currently costing the work using the Job Order Contracting process and anticipates accomplishing the rail removal, road paving, and additional sidewalk construction by early to mid-summer of this year—the currently estimated cost for this work is \$105,000. Once this work is complete the entire project and final project closeout for the Interim Trail Project would occur after obtaining funding agency concurrence; City Council acceptance of the work is anticipated in late summer/early fall of 2015.
- 3. Waddell property connection:** The City is in the process of purchasing two properties adjacent to the CKC in the Houghton neighborhood, located at 6705 and 6711 106th Avenue NE. These properties can be used to provide connectivity from the CKC to the Houghton Shopping Center while preserving the property until the community Houghton/Everest Neighborhood Business Center update process is complete.

The CKC Master Plan identified connectivity to the Houghton Shopping Center along NE 68th Street as a high priority. Knowing this, the property owner, Doug Waddell, offered these properties to the City of Kirkland prior to his placing them on the open real estate market for sale. Seizing the opportunity to use the properties to further implement its long-term vision for the CKC, the City Council recently authorized the acquisition of two parcels.

The City has a signed Purchase and Sale Agreement (PSA) with Mr. Waddell. Included in the PSA, is a due diligence period, allowing the City, as the buyer, an opportunity to evaluate the property prior to closing the sale. This due diligence period is coming to an end, and the sale is scheduled to close on April 24th.

Staff is in the process of creating concepts for connecting the CKC to the Houghton Shopping Center using the Waddell properties. The transaction with Mr. Waddell will include a Pedestrian Access Agreement that will provide the City with the option of making an interim connection over a portion of the property to the north. Other than construction of a connection to the CKC, there are no plans at this time to redevelop or alter the site.

4. Maintenance and Operations: The 2012 Parks Levy included \$98,800/year for maintenance of the Interim Trail. Public Works is in the process of developing an ongoing maintenance plan for the Interim Trail to set standards and determine whether this funding is sufficient to meet those standards. Using the principles of maintenance management, the following steps are underway:

- a) **Feature Inventory:** A complete inventory of all items to be maintained on the interim trail. Examples of trail feature inventory items include: trail surface, drainage ditches, backslopes, fencing, landscape, wetland areas, crosswalks, flashing beacons, paved approaches, and drainage culverts.
- b) **Maintenance Tasks:** A list of tasks necessary to maintain each inventory feature. For example, tasks to be performed on the trail surface might include grading, patching, restoration, and litter cleanup.
- c) **Performance Standards:** The standard crew, equipment and materials needed to perform each task on a daily basis, along with an estimated standard daily work accomplishment.
- d) **Service Levels/Effort Levels:** The annual amount of work to be performed for each task. The effort level is usually expressed in terms of frequency. For some tasks, it makes sense to express the effort level in terms of quantities of material per amount of inventory (for example, surface patching may be expressed as "tons per mile").

Using the information above, an annual work program is developed for each maintenance task. Projected work quantities, budget, labor, equipment, and material are established for each task. This work plan is further divided into each month.

Public Works is in the process of implementing an automated Maintenance Management System (MMS). Prior to the start of a functioning MMS, a maintenance management work program is being developed manually for the interim trail

a) Garbage cans: Combination garbage and recycle receptacles were installed in March at all "at grade road crossings" including: 132nd Avenue NE; 128th Avenue NE; NE 124th Street/Totem Lake Blvd; 120th Avenue NE; NE 112th Street; NE 110th Street; NE 87th Street; Kirkland Avenue; 6th Street South; NE 52nd Street; and 108th Avenue NE. Waste Management services all locations weekly as part of the existing contract with the City of Kirkland with no additional costs.



Garbage/recycle receptacle

b) Mutt mitt dispensers: Seattle Veterinary Specialists will be installing mutt mitt dispensers next to the garbage receptacles at 11 locations within the next month. Volunteers will be asked to adopt the receptacles to keep them filled with bags. Maintenance staff is ready to assist if the volume of use is higher than what the adoptees can handle.

c) Counts on the corridor: As a pilot, in January a VideoLan Camera was purchased and placed on the trail to record images for counting users. The camera has a rechargeable battery which is recharged every few days. Counts have been taken prior to the opening of the trail, the weekend of the opening and several weeks after the opening. The advantage of the camera (over infrared counters) is the ability to distinguish different types of users (bicycle, running, walking, dog walking, etc.). The video recordings will be reviewed and users tallied so an assessment can be made to determine if this is the most effective way of monitoring use of the trail over time.



Signs for donated Mutt Mitt Dispenser

d) Americans with Disabilities Act (ADA) plan and access: ADA access to the corridor is a high priority. Staff has been working on both a long range plan and opportunities for quick wins. Seven or eight sites have been identified along the corridor to provide parking and ADA access. Those locations include 128th Avenue NE, 120th Avenue NE, NE 112th Street, NE 110th Street, NE 87th Street, Kirkland Avenue, 5th Place S, and possibly the Waddell property connection. The topographical and access challenges on the southern quadrant of the corridor emphasizes the importance of the South Kirkland TOD CKC Multi-Modal bridge. Each parking and ADA location is estimated to cost roughly \$2-3,000. Staff will return to Council with a recommended plan and funding strategy for these quick ADA wins.

e) Adjacent property owners letter: There have been a handful of tree trimming/vegetation removal violations on the CKC since the Interim Trail has been

opened. In most cases, the perpetrator was not aware of the City's rules to obtain a permit to remove vegetation on City property. As the growing season approaches, this problem may worsen. Therefore, the City will be sending a mailing to all of the property owners along the CKC to explain the permitting process. In addition, frequently asked questions and contact information of key staff will be included to foster communications between the CKC operational staff and our new neighbors.

5. Outreach

- a) Kudos: The City is receiving "fan mail" about the CKC almost daily. Staff would be remiss not to reflect this overwhelmingly positive feedback as part of the CKC update. Here are just a few comments:

"I never expected the day would arrive when the BNR corridor would become a multi-use trail for the people. I've lived in Kirkland 31 years. My family is already using the trail regularly. We intend to enjoy the honeymoon period to the max, i.e. before it's paved."

"The CKC is such a wonderful addition to the regional trail system in the Greenway—many thanks to all of you at the City of Kirkland for championing this through." Mountain to Sound Greenway

"It's the fastest way to get to work by bike vs sitting on 405 in a car. Thank you for all your hard work on this project!"

"Greetings -- yesterday I walked part of the cross Kirkland corridor for the first time---I LOVE it"

"I've been using the CKC to commute by bike from my house in North Bellevue to my office on NE 122ND Way in Kirkland. It is a joy to take the CKC. What a wonderful way to start and end the work day."

"Please extend my thanks and gratitude to any and all who responsible for having the foresight, motivation and persistence to see this project from concept through to completion. CKC is a superb resource. So well envisioned and so well executed."

"A big thanks goes to the City of Kirkland planners, the 520 highway planners, the voters, and of course me (since I voted for these projects and the funding). I recently had the most excellent commute. I live near 116th & 405 in Kirkland and I commute downtown Seattle most week days."

"This is so much better than commuting by car, or waiting for the chronically overflowing 255 bus."

"I had a wonderful commute that was nearly all on separated bike/walk paths. In 6 miles, I had about 4 intersections – 3 with user activated flashing yellow crosswalks. The car free trails almost felt like I was in Amsterdam!"

"I can hardly wait for summer and longer days – this commute will be truly incredible. Oh wait, don't tell anyone. Keep it a secret."

- b) Road show: CKC is being recognized and applauded on the regional level including presentations for Cascadia Eastside Branch Collaborative on February 17; Washington Bike Summit on March 16; and Feet First Walkable Washington Symposium on April 2. In addition, two important tours have been scheduled: the American Planning Association (APA) National Conference on April 20, and the International City/County Management Association (ICMA) Annual Conference on September 28.



City Manager Kurt Triplett and Chief Olsen with one of the UTVs

- c) Police Utility Terrain Vehicles (UTVs): Police Officers are being trained and the vehicles are being licensed for street use. By later this spring these vehicles will be on the Cross Kirkland Corridor. The City is turning to 5th grade classes within the Lake Washington School District (LWSD) to name the vehicles. Fifth grade classes (including 4th/5th Grade combination classes) have been invited to submit suggested names for the UTVs by May 1, 2015. Participating LWSD elementary schools to date include: Peter Kirk, A.G. Bell, Ben Franklin, David Thoreau, Carl Sandburg and Juanita. A community online vote will occur from May 2 through May 15 with the winning name to be announced at a future City Council meeting and in City materials. Contest details can be found at www.kirklandwa.gov/crosskirklandcorridor.

Officers will be visiting participating schools as a way to display the UTVs and interact with students." On April 21, KPD Neighborhood Resource Officer Audra Weber will be at Sandburg, Thoreau and Juanita schools and on April 23, she will be at Franklin, Kirk and Bell schools.

- d) Draft Map: A user map of the CKC is in progress and is anticipated to be printed and online by summer. The map includes trail connections, parking opportunities (possibly including ADA), restrooms, park amenities, nearby business/shopping/restaurant districts, and other landmarks.



Photo by CKC user and neighbor Bea Stollnitz

- e) Photo competition: CKC users are often sending in photos and videos of their favorite features of the trail. Instead of hiring a professional to take photos of the trail for the web site and other publications, staff is considering a photo competition.

6. Projects

- a) South Kirkland TOD CKC Multi-Modal Bridge/Elevator: The South Kirkland Pedestrian Bridge project will provide a needed ADA-accessible pedestrian route between the Cross Kirkland Corridor (CKC) trail and King County Metro's South Kirkland Park & Ride facility and the nearby Transit-Oriented Development (TOD). There is approximately 50 vertical feet between the level of the parking lot and the level of the CKC trail where it intersects 108th Avenue NE. Current pedestrian access between the South Kirkland facility and the CKC trail is limited to a long and strenuous sidewalk along 108th Avenue NE.

The connection will incorporate an elevator and stair tower with access to the parking lot and the bottom level of the adjacent parking garage with an elevated pedestrian bridge that will connect to the trail. The 60-foot tower will enclose a passenger elevator and staircase within a steel-framed structure wrapped in a combination of glazing, architectural steel mesh, and perforated metal panels. The architecture of the project will be important, as this connection is located at the south terminus of the City of Kirkland's CKC trail, and so may be considered a "gateway" to the trail north.

The project is currently being designed and is approaching a 60-percent design and engineer's estimate stage. As much of the project represents an addition to an existing and fully-utilized Park & Ride facility, and the structure will be maintained by the City of Kirkland after construction, several aspects of the project require careful coordination with King County that is still underway. The "gateway" aspect of the project also has a significant influence on the 60-percent design and estimate. Initial project funds for the project came from a Washington State Capital Appropriations grant, with supplemental funds committed to the project by King County. Additional funding necessary to the complete construction of the project will be evaluated based on the 60-percent design and engineer's estimate. Staff is evaluating options to balance the desire to make the structure an iconic feature with project affordability.

- b) SRM Development: The public improvements between Google Phase I and Phase II on the CKC are under construction and anticipated to be complete one month later than originally planned. The trail is expected to be open August 1st and a joint SRM Development, Google, and City of Kirkland opening celebration is being discussed for mid-August. More information will follow on this event.
- c) Kalakala Art: Roughly 30 pieces of the Kalakala have come home to rest in Kirkland after nearly 80 years (totaling \$59,000).
- Wheel room (excluding the front section)
 - Two large doors – where cars entered
 - Valve wheels (4)



One of the ten art deco railing
(with brass hand rail)

- Hand railing (approximately 60 feet)
- Top silver section of the front of the boat with 6 port holes
- Window section of exterior with 3 port holes
- Rudder trim lever/wheel
- Rectangle brass window frames (5)
- Round top brass window frames (2)
- Small hatch with door
- Mooring line access hole

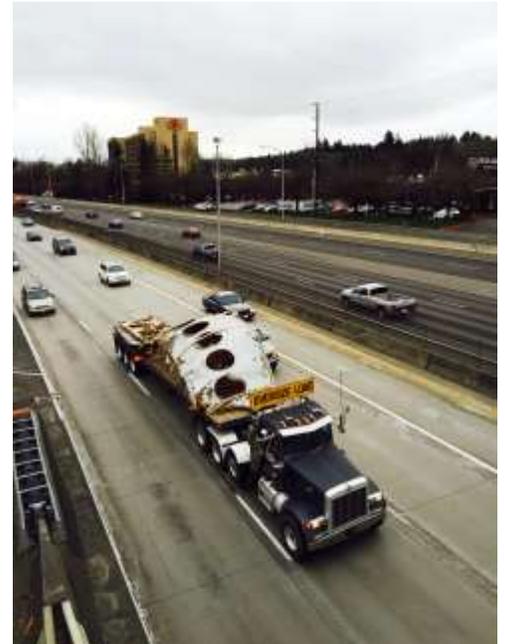
In July of 1935, the ship made its maiden voyage into Elliot Bay from the Kirkland Shipyard at Carillon Point. Within six years, the ship had carried over six million passengers and was later incorporated into the State's ferry system (1951). At the Worlds Fair in 1962, the Kalakala was voted the second biggest attraction after the Space Needle. The relevance of the iconic art deco ship to the history of the Pacific Northwest was reflected by the interest in seeing and acquiring pieces of the ship when Rhine Demolition began dismantling it in February of this year. Salty's Restaurant and the City of Kirkland preceded hundreds of people and organizations who inquired and flocked to the salvage "garage sale" during the demolition.

The vision is to place the art in a way that will connect them visually to Carillon Point from the Cross Kirkland Corridor. A committee comprised of members from the Cultural Arts

Commission, Parks Board, Transportation

Commission, and interested contributors has been formed to develop an art concept for reuse of the salvaged Kalakala pieces. The first committing meeting is scheduled for April 20th and will include a visit to the storage area where the salvaged parts are located and an afternoon session for brainstorming ideas for the art. A Request for Qualifications will be developed later this spring to procure a renovation and installation consultant/artist.

- d) CKC Connections: Connections to the CKC are a high priority in the draft Transportation Master Plan. The interim trail on the CKC provides an important new corridor for pedestrians and bicycles, and City staff are making every effort to complete connections to the CKC, and to complete non-motorized networks that include the CKC. There are four general categories of connections underway:
- Neighborhood Safety Program: This year's Neighborhood Safety Program (NSP) project list includes important connections to the CKC. Details are



Kalakala Pieces being transported to Kirkland



Inside the Kalakala Wheel House

included in the Neighborhood Safety Program memo for the April 21 City Council meeting.

- Capital Improvement Program (CIP): In preparing the 2015-2016 CIP, considerable effort has been put into creating a comprehensive approach to implementing the policies set forth in the draft Transportation Master Plan (TMP). The draft TMP places a high priority on CKC connections, which will be reflected in the proposed CIP budget for 2015-2016.
- Maintenance Work Program: In addition to the CIP, some CKC connection projects are small enough in scope to be completed by in-house Public Works crews.
- Volunteer Work: Some connections are being built by volunteer groups, under the oversight of Public Works and Parks staff.

Attachment A is a draft map indicating existing connections, as well as those planned through the NSP. Attachment B is a draft listing of each trail connection. The map will be updated once the CIP is finalized.

7. Planning

- a) Regional Advisory Council: The Regional Advisory Council April 22 meeting will be held at Kirkland City Hall Council Chambers from 2:00 p.m. to 4:00 p.m. The agenda includes the 2015 Work Plan, Collaborative Funding, Branding, and an update on concepts and funding of the gap in the Eastside Rail Corridor at Wilburton created by the construction of I-405. Kirkland staff continues to participate on the Staff Team to coordinate efforts with the regional entities.
- b) Sound Transit and City of Bellevue Memorandum of Understanding (MOU): On Monday, April 6, Sound Transit and the City of Bellevue reached [an agreement for an amended memorandum of understanding](#) that will allow East Link light rail construction to begin in Bellevue. The City of Bellevue will hold a public hearing on April 13 and the Sound Transit board will consider approving the MOU on April 23. If the maintenance facility is sited in Bel-Red, the MOU also calls for the construction of an interim trail within a one-mile stretch of the Eastside Rail Corridor to connect to a station at 120th Avenue Northeast.
- c) Special Events: The first special event is planned for the CKC on Mother's Day. For more than 10 years, the Mother's Day Marathon has been known for being one of the hilliest and most challenging half marathons in the Northwest. By using the CKC and turning the event into a point-to-point route, the marathan will be one of the flatest and event organizers anticipate having the fastest times in the region. The event will be the first of several that have been scheduled on the CKC. Attachment C is a listing of currently scheduled special events on the CKC.

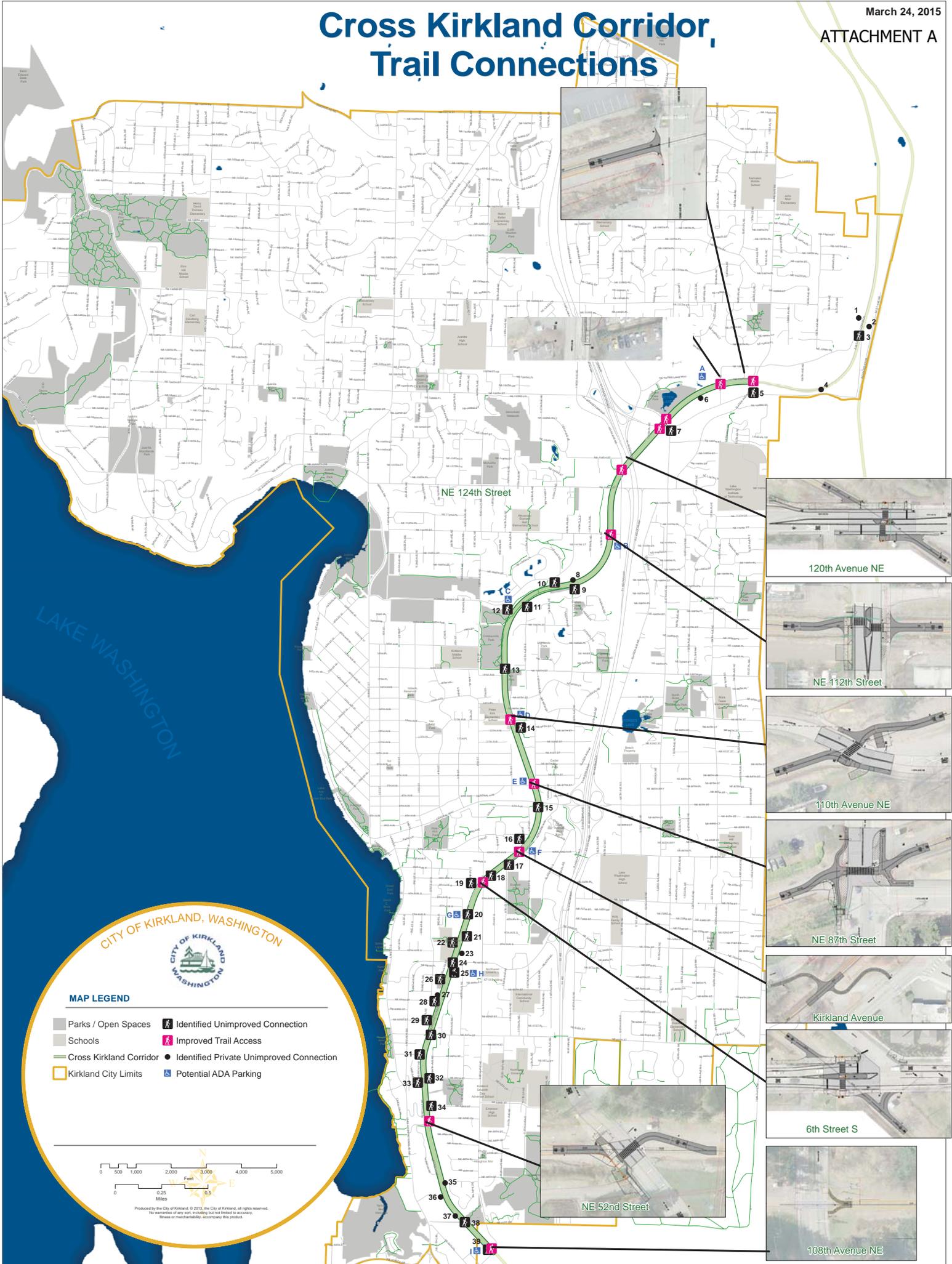
The CKC will be a wonderful place to hold events, with the views, flat terrain and separation from the automobile. Anticipating a surge in special event requests, staff has developed a plan that will keep the trail safe and open to the community during events. Event guidelines include:

- No more than two events can be held on the CKC in one month (no matter how much of the CKC the event will use).
 - No races will be "out and back" to enable the public to continue to use the trail during races.
 - Off-duty Kirkland police officers are required for traffic control at each street crossing.
 - Motorized vehicles are prohibited. Event staff shall lead participants and monitor course by mountain bike or other nonmotorized means.
 - Timed events may not cross NE 124th Street in Totem Lake.
 - Public notification signage is required at major access points with no less than 1 week prior notice.
 - Larger events will not start on the CKC to allow time and spacing of participants before coming onto stretches of the CKC that are limited to 8-10 feet.
 - Staff may limit the number of participants if over time there becomes a clear "carrying capacity" issue with the trail.
- d) Eco Charrette: The "Eco-Charrette" is scheduled for May 28, 2015 9:00 a.m. to 1:45 p.m. at the Kirkland Justice Center Totem Lake Room. The purpose is to build upon on the Cross Kirkland Corridor (CKC) Master Plan, further defining the Plan's goal to "Foster a Greener Kirkland." The interactive workshop will:
- Engage experts from a variety of disciplines to explore opportunities towards the "greenest" corridor.
 - Identify green strategies and environmental themes for specific corridor segments.
 - Develop concepts to inform future design guidelines, projects and potential eco-certifications. Regional experts, regional partners and City staff will be invited to provide input on four geographic-based sections of the CKC. Opportunities and recommendations will be reported to the City Council later this summer.

Despite being open for only a few months, the CKC Interim Trail has quickly become a connector and creator of community as the Council envisioned. The residents and businesses of Kirkland have embraced the CKC with passion and excitement. New ideas and suggestions for enhancing and improving the Interim Trail are constantly being proposed by citizens, businesses and employees. Staff will continue to provide the Council periodic updates throughout the year as the Interim Trail continues to evolve and CKC Master Plan implementation efforts commence.

Cross Kirkland Corridor, Trail Connections

March 24, 2015
ATTACHMENT A

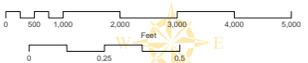


CITY OF KIRKLAND, WASHINGTON

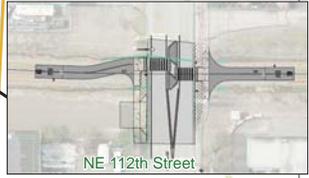


MAP LEGEND

- Parks / Open Spaces
- Schools
- Cross Kirkland Corridor
- Kirkland City Limits
- Identified Unimproved Connection
- Improved Trail Access
- Identified Private Unimproved Connection
- Potential ADA Parking



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DRAFT Cross Kirkland Corridor Connections Data

Unimproved trail/access points (not including single family connections)	Public	Private	NSP	Large CIP
1. Evergreen Hill/Kingsgate – Development connection to ERC (west)	1			
2. Totem Lake – Astronics (east)		1		
3. Totem Lake – Willows Road (east/west)	1			1
4. Totem Lake – along NE 124 th Street (south)	1			
5. Totem Lake – 132 nd Avenue NE to ERC (east)	1			
6. Totem Lake – King County Water District property adjacent to Toyota (south)	1			
7. Totem Lake – Master Plan Aerial Bridge (north/south)	1			1
8. Totem Lake - Forbes Creek Drive ROW at 116 th Ave alignment (east/west)	1			
9. Highlands - 116 th Avenue NE (south) NSP	1		1	1
10. Juanita - Forbes Creek KC easement connection (north) NSP		1	1	1
11. Highlands - 111 th Avenue NE (south) *	1			
12. Norkirk - North Crestwoods (west)	1			
13. Highlands/Norkirk - South Crestwoods/Cotton Hill Park (east/west)	1			1
14. Highlands – 110 th Pl NE (east)	1			
15. Moss Bay – south side of NE 85th (Cobra or Garter)	1			1
16. Moss Bay – Kirkland Way and 9 th Street (west)	1			
17. Everest – Everest Park and 8th Street S (south)		1		1
18. Everest – Nytec (east)		1		
19. Everest/Moss Bay – 6th Street grade separation (north/south)	1			1
20. Everest – 7th Avenue S and Google (east/west)	1	1		
21. Everest – 6 th Street (east)	1			
22. Moss Bay – Lakeview Elementary School (west)	1			
23. Moss Bay/Everest – PCC Shopping Center (east)		1		1
24. Moss Bay/CHNA/EV/LK - NE 68 th Street (east/west) NSP	1		1	1
25. Lakeview/CHNA - Houghton Shopping Center (east)	1			1
26. Lakeview - Terrace Park (west)		1		
27. Lakeview – Private road approximately NE 65 th Street (west)*		1		
28. Lakeview - NE 64 th Street (west)	1			
29. Lakeview – NE 62 nd Street (west)	1			
30. Lakeview/CHNA - NE 60th Street (east/west) NSP	1		1	1
31. NE 58th Street (west side) from CKC to NE 58th Street ROW	1			
32. Lakeview - NE 55 th Street	1			
33. Lakeview – NE 54 th Street (west)	1			
34. CHNA – NE 53 rd Street (east)	1			
35. CHNA – NE 44 th Street (east)	1			
36. Lakeview – NE43rd Street (west)		1		
37. Lakeview - 4030 Lake Washington Blvd (west)		1		
38. Lakeview/CHNA/Keg – Watershed Park (east/west)*	1			
39. Lakeview/CHNA – South Kirkland Park and Ride (west)	1			1
	30	10	4	13

LEGEND:

Does not include all connections identified in the CKC Master Plan

Green: from public property including parks or trail easements showing on our trails map.

Blue: from private property.

Bold: Recognized in Interim Trail Plans

Bold: Large CIP Project (green or black)

NSP – Neighborhood Safety Program proposals

*Received “complaint” about fencing blocking connection.

EVENT	Estimated Participants	Date	Comments
American Planning Association Tour	30	Monday, April 20	Walking and Golf Carts SKPR to Google
Mother's Day Half Marathon	2000	Sunday, May 10	Between SKP&R and NE 112 th Street
KITH Crop Walk	50+	Saturday, May 16	
Green Charrette	12+	Thursday, May 28	Golf Carts
FBINAA	200	Sunday, July 12	FBI National Academy Associates
Seattle Sounders FC 9K with 5K "Rave Green Run"	2000	Sunday, August 9	
SRM/Google Celebration	200+	Mid August	Combined with City celebration?
ICMA	50	Monday, September 28, 9:45am - 12:15pm	Tour – SKPR to SRM/Google probably
12K's of Christmas with 5K	2000	Sunday, December 20	