CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathy Brown, Public Works Director
Kari Page, Cross Kirkland Corridor Coordinator

Date: September 3, 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).

Planning:

1. **Sound Transit 3 and the CKC**: Transit on the CKC in addition to a trail has always been a key policy priority of the City since the acquisition of the CKC in 2011. CKC transit service is necessary to create mobility alternatives and support the economic development in Downtown, 6th Street/108th (Google, Nytec, Houghton/Everest Shopping Center) and Totem Lake. Transit use is contemplated as part of the CKC Master Plan adopted in 2014 and is being incorporated into the 2015 Transportation Master Plan and the 2015 Comprehensive Plan update. To implement transit on the CKC, Kirkland staff, along with Mayor Walen, Councilmember Arnold and Councilmember Asher, have worked closely over the past 9 months with Sound Transit staff and Sound Transit Board members to include options for transit on the CKC connecting the Totem Lake Urban Center to Eastlink light rail in Bellevue.

   On August 27, 2015 the Sound Transit Board adopted a "Candidate Project List (CPL)" of projects that might be included in a 2016 ST3 ballot measure. The CPL includes two options for transit along the CKC. The first is a light rail line from Totem Lake to Bellevue along the CKC and continuing to Issaquah along I-90. The second is a Bus Rapid Transit line (BRT) from Totem Lake to Bellevue. Both CKC projects will be evaluated for costs and ridership along with the rest of the CPL projects and ST staff will make a recommendation to the Sound Transit Board for a final package to be included in any potential ballot measure around the end of the year. Staff believe that the most practical, effective and affordable outcome would be to build BRT along the CKC soon. To help ensure any such BRT plan is compatible with Kirkland values and scale, a budget request for $250,000 for BRT planning, pre-design and cost-estimating will be in front of the Council at the September 15th Council meeting. Staff will be asking the Council for a motion to authorize the City Manager to appropriate the $250,000 from REET reserves for this purpose. A fiscal note is included with this memo as an attachment. Kirkland staff and Councilmembers will be following the Sound Transit process closely to ensure that any final system provides robust but appropriate transit service to Kirkland.

2. **Art Integration Plan:** With the completion of the interim trail, an abundance of art and heritage ideas for installations on the CKC have been put forth. Without a tool for curating art on the corridor, it is difficult to determine which of the ideas is worthy of consideration by the Cultural Arts Commission and City Council and, most importantly, what locations along this precious and limited resource need to be reserved for a variety of art and heritage treatments that the community desires.

Given these exigencies, the Cultural Arts Commission allocated $1,000 in annual 2015 4Culture funds to develop a framework for an art integration plan. That framework enabled staff to begin seeking funds for art and also to scope the Request for Qualifications (RFQ) for a consultant to develop a full-fledged plan. The City Council followed with an allocation of $20,000 for the plan, and a call for consultants was issued. The project was awarded to the Berger Partnership, the landscape architecture firm who prepared the Master Plan.

Work will begin in September and run through November, with the expectation that a draft Art Integration Plan for the Cross Kirkland Corridor (CKC PAIP) will be presented to City Council for adoption as an attachment to the Master Plan by the end of the year. In the ensuing months Berger will be gathering input from City staff, arts and heritage constituents and the larger public and coming up with a plan as well as decision tree for art selection in the future. The Cultural Arts Commission will play an important role as conveners of public meetings as well as working closely with the consultants to revise and craft the recommended plan that will go to City Council.

3. **Regional Issues:** The Eastside Rail Corridor (ERC) Regional Advisory Council (RAC) July 22, 2015 meeting included a panel discussion about potential funding collaboratives envisioned to help finance the development of the ERC. The RAC is considering two organizational options: a "free-standing" organization; or an alliance with an existing organization. The panel included Roger Hoesterey, Eastside Rail Corridor Project Director for The Trust for Public Land; Gene Duvernoy, President, Forterra; Maggie Walker, Principal, Walker Family Foundation; Ron Sher, Managing Partner, Sher Partners; and Nicole Trimble, Senior Advisor, Philanthropy Northwest's The Giving Practice. The panel discussed opportunities and challenges to a funding collaborative, types of projects a philanthropy would be interested in, and the kind of structure needed to be effective. The RAC will continue to invite panel expert to provide advice on possible funding collaborative options. For more information about the RAC and future meetings go to http://www.kingcounty.gov/operations/erc-advisory-council/2015_Meetings.aspx

In late September, RAC members from Sound Transit, City of Bellevue, and King County will meet with staff to review cost estimates and potential timelines for completing two Interim Trail segments of the ERC within the City limits of Bellevue. One connects the CKC to the SR520 nonmotorized trail. The other goes from SR520 adjacent to the Sound Transit Operations & Maintenance Satellite Facility (OMSF) to the Wilburton East Link station just

north of NE 8th Street. The agencies are looking at options to develop an interim trail in the near term, prior to the OMSF and East Link schedule.

The next RAC meeting is scheduled for Wednesday, October 28, 2015 (location to be determined).

Projects:

4. **South Kirkland TOD CKC Multi-Modal Bridge/Elevator:** The South Kirkland Pedestrian Bridge project will provide a needed ADA-accessible pedestrian route connecting the Cross Kirkland Corridor (CKC) trail with King County Metro's South Kirkland Park & Ride facility. This connection is an element of the South Kirkland Transit-Oriented Development (TOD), which included construction of the King County Metro parking garage and two apartment buildings. There is approximately 60 vertical feet between the elevation of the parking lot and the CKC trail elevation, where the trail intersects 108th Avenue NE. Current pedestrian access between the South Kirkland Park & Ride facility and the CKC trail is limited to a long and strenuous sidewalk along 108th Avenue NE. This project is located at the south terminus of the CKC trail, and so may be considered both a "gateway" to the City of Kirkland trail to the north as well as a significant connection to the Bellevue leg of the future Eastside Rail Corridor to the south.

   The connection made by this project will incorporate an elevator and stair tower with an elevated pedestrian bridge connecting to the trail. The 60-foot tower, with access to the parking lot and the bottom level of the adjacent parking garage, 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 architecture for this project encourages the "gateway to the City of Kirkland" vision through such methods as selecting transparent materials to be used for the tower and bridge in support of Crime Prevention Through Environmental Design.

   The project currently under design 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 design of this project and a final agreement to occupy the facility are still being discussed with King County. An important step in the process will be obtaining approval from the Federal Transit Authority to use three parking stalls for the footprint of the new structure.

   Initial project funds for the project came from a Washington State capital legislative appropriation under the Projects for Jobs and Economic Development program. Supplemental funds have been committed to the project by King County, once a final agreement is reached between, and approved by, both the City of Kirkland and King County. Based on estimates developed in anticipation of the 60 percent design and the existing facility development, additional funding will be necessary to complete construction of the project. Staff has proposed to fund the project in the CIP currently being reviewed by the Council for adoption in December. The CIP request seeks to balance project affordability with the vision of making this project an iconic "gateway" for the City.

5. **Rail removal and overlay at 124th Avenue NE and Totem Lake Boulevard:** The rails have been removed and adjacent concrete driveway ramps and sidewalks are nearly complete. Due to weather, grinding and final overlay of the roadway was postponed from the first to the second week in September. Included in this project is the completion of the overlay on 120th Avenue NE between the CKC and where Washington State Department of Transportation terminated their repaving north of NE 116th Street.

6. **Houghton/Everest Shopping Center bridge and trail connection:** The project is included in the Preliminary 2015-2020 Capital Improvement Program (CIP) with an estimated budget of $175,000 (NM0114). This project is on the Council-approved list of pre-authorized 2015-2016 CIP projects with construction start dates in 2015.

   The bridge and trail connection are currently in the final design/permitting phase and construction is anticipated to start in September and be complete in October. Wetland mitigation is being done through a Puget Sound Energy (PSE) mitigation program at no cost to the City. Invasive plant material will be removed September/October with final planting (of more than 200 plants) scheduled for late this year or early spring of 2016.

7. **Top Priority Interim Trail Improvements:** As described in the CKC Interim Trail Accept Work memo to the City Council on September 1, there is approximately $186,000 remaining in the Interim Trail fund for improvements such as trail connections and CKC user/staff requested items. The popularity and heavy use of the trail has resulted in many user/staff recommendations for safety improvements and enhancements. As a result, on September 1, Council approved using the remaining Interim Trail project funds for these improvements. Staff will continue to assess and rank requests as they come in and report back to the Council in future CKC Updates on the status of these projects and remaining funds. The following are examples of the high priority projects:

Americans with Disabilities Act (ADA) plan and access: Staff has been working on both a long-range ADA plan and looking for opportunitites for quick wins. SRM Development at Google installed the first ADA accessible parking stall on the east side of 5th Place (along with 7 other parking stalls). The connection to the Houghton/Everest Shopping center will include a second ADA stall. With minimal effort (approximately $3,000 each), the City can install ADA stalls at 128th Lane NE, 120th Avenue NE, NE 112th Street, 110th Avenue NE, NE 87th Street, and Kirkland Avenue. The east west elevation change along the southern quadrant of the corridor makes installing ADA ramps south of NE 68th Street more complicated. This fact highlights the importance of the South Kirkland TOD CKC Multi-Modal bridge.

Fencing/solution for NE 124th Street/Totem Lake Boulevard illegal pedestrian crossing: The City Council directed staff to review the signage at the intersection to make sure pedestrians and bicyclists were not inadvertently trying to cross these major roads from the CKC. Additional signage directing trail users to the signalized intersection from the CKC was installed this summer. In addition, after the rail removal and paving project is complete, maintenance crews will install a wooden fence (similar to the one along the trail) where the trail meets the sidewalk along 124th Avenue NE. The trail will split left and right around the fence forcing the trail user toward the intersection. Staff will continue to monitor the crossing to make sure these improvements are effective.

Runnel at Crestwoods Park connection: The stairs leading to Kirkland Middle School are steep and can be challenging for middle school children walking their bikes. The community has requested a runnel to make it easier and safer for getting to and from school on bikes. This improvement has not yet been scheduled.

CKC Map: Because of the overwhelming number of requests, the first user map of the CKC has been produced and is online with copies available at City Hall, community centers and the Kirkland Library. Bundles of maps will be taken to neighborhood meetings this fall for distribution. The map includes trail connections, mile markers, parking opportunities, restrooms, park amenities, and other landmarks. 1,000 maps were printed.

Trail etiquette campaign/signs/bike bells: Based upon user reports and input, the City has started a trail etiquette campaign. The etiquette list, pulled from other regional trails and jurisdictions, includes specific behaviors to follow to improve the trail user's experience. Examples include alerting pedestrians when passing, staying to the right of the trail, picking up after your pet, keeping pets on a short leash, etc. Bike bells with the CKC logo are being distributed at commuity events to emphasize the importance of alerting pedestrians while passing on a bicycle. Simple (four word) signs will be added to the trail reminding users of basic rules like "stay to the right."

The new trail map has the full list of trail rules and etiquette to help make the trail safe and allow all users to have a positive trail experience.

The Neighborhood Safety Program (NSP) stair project at NE 68th Street: Through the NSP, neighbors asked for stairs to connect the school walk route/sidewalk on the south side of NE 68th Street to the CKC. The Lakeview Neighborhood requested wooden stairs. But because of the strong support for this project from all of the neighborhoods and the Master Plan's emphasis on the importance of a connection to this busy arterial, staff increased the budget and added $17,500 from the Interim Trail fund to upgrade the requested wooded stairs to permanent concrete stairs.

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 following counts have been tallied. However, because of the time it takes to view the video to tally the users, staff will be upgrading the counters to infrared counters (around $1,500) to obtain immediate/more reliable counts. Documenting user numbers can help provide statistics for grant applications and provide information for maintenance and operations.

Location	Date	Pedestrians	Bikes	Total
Kirkland Ave	Friday, January 16, 2015	146	9	155
Kirkland Ave	Saturday, January 17, 2015	246	30	276
Kirkland Ave	Sunday, January 18, 2015	130	13	143
NE 52nd Street	Saturday, January 24, 2015	315	29	344
NE 52nd Street	Sunday, January 25, 2015	514	59	573
Kirkland Ave	Friday, March 27, 2015	216	93	309
Kirkland Ave	Saturday, March 28, 2015	764	210	974
Kirkland Ave	Sunday, March 29, 2015	668	156	824
Kirkland Ave	Monday, March 30, 2015	187	34	221
NE 87th Street	Saturday, April 25, 2015	610	196	806
Kirkland Ave	Friday, July 17, 2015	305	155	460
Kirkland Ave	Saturday, July 18, 2015	404	279	683

8. **Preliminary 2015-2020 CIP Projects on the CKC:** There are a number of projects (funded, unfunded, and potentially funded with external sources) in the upcoming CIP related to the CKC. If approved, Council will stay up to date on the progress of these projects through future CKC updates.

YEAR	PROJECT DESCRIPTION	BUDGET
2015	CKC Bridge Connection to Houghton Shopping Center	$175,000
2015	CKC Surface Water Drainage at Crestwoods Park	$40,000
2016	CKC Emergent Projects Opportunity Fund	$100,000
2016	CKC Emergent Project Surface Water Opportunity Fund	$100,000
2017	NE 52nd Street Sidewalks (State grant)	$1,086,000
2018*	Kirkland Way Sidewalk Improvements	$2,120,000
2015/2016*	South Kirkland TOD/CKC Multi-Modal Connection	$2,400,000
2015/2016/2017	Totem Lake Park Master Plan Trail Development	$1,864,000
2016/2017	NE 124th Street/124th Avenue NE Pedestrian Bridge	$1,500,000
2016/2017*	CKC Surface Water Drainage at Crestwoods Park Design/Construction	$1,000,000
2017/2018*	NE 124th Street/124th Avenue NE Pedestrian Bridge Construction	$11,360,000
2018/2019*	Totem Lake Park Development Phase II	$1,000,000
2018/2019	King County Eastside Rail Acquisition in North Kirkland	$600,000
2018/2019	CKC North Extension Trail Development	$1,000,000
	TOTAL	$24,345,000
*	Includes funding from external sources (some of which has not been awarded).	

Outreach:

9. **SRM/Google Dedication Celebration:** The August 31, 2015, SRM/Google Dedication of the Family Fun and Fitness area was a great success. The hundreds of enthusiastic participants reflect the community's support for the CKC and improvements thus far. Kirkland Downtown Association (the non-profit sponsor of the beer garden) estimated the turnout to be 1,500. Google reported over 1,000 strawberry short cakes eaten. 250 CKC trail etiquette bells and roughly 300 new trail maps were given out. The last remaining items (childrens zip line and playground) are expected to be installed by the end of September. In the near future, a community naming contest will be started to help SRM Development, Google and the City find a name for this new park.

10. **Adding CKC to the Lake Washington School District School Walk Routes:** The Public Works Department turned in the formal request to the School District to have the Cross Kirkland Corridor (from NE 52nd Street to the point where 116th Avenue NE in Highlands would intersect to the CKC if it continued through) designated as a school walk route. To qualify as a school walk route the trail must:
    - Cover a one-mile walking distance from the school, excluding areas outside the school service area. A walk route does not need to provide details that cover neighborhood streets.
    - Seek routes that provide the greatest physical separation between walking children and traffic, expose children to the lowest speeds and volumes of moving vehicles, and have the fewest number of road or rail crossings.
    - Consider school age children with disabilities.
    - Provide the most direct route possible, given the considerations above, in order to provide a convenient, agreeable way to get to school on foot or by bike.

11. **Road show:** The International Association of City Management (ICMA) Annual Conference tour on the CKC is happening Monday, September 28 from 9:15 a.m. to 12:15 p.m. The tour will start at Nytec with a presentation by City Manager, Kurt Triplett, and finish at the South Kirkland Park and Ride. The conference, attended mostly by City Management staff and elected officials, will emphasize how the Kirkland City Council embraced opportunity by taking risks during the great recession, created a catalyst for economic development, and leveraged resources by building public/private partnerships. The City has purchased an eight person legislative/grant procurement, solar-powered cart to offer rides during tours. The vehicle is anticipated to be delivered before this event. Since the tour involves a nearly 2-mile walk, some who may otherwise not have been able to join the tour now can. Kirkland's cart will be bright green.

ATTACHMENT

FISCAL NOTE

CITY OF KIRKLAND

Source of Request

Kathy Brown, Public Works Director

Description of Request

Funding of $250,000 from REET 2 Reserves to fund pre-design and cost-estimating for Bus Rapid Transit on the Cross Kirkland Corridor as described in the attached memo.

Legality/City Policy Basis

Fiscal Impact

One-time use of $250,000 from the REET 2 Reserve. This reserve is fully able to fund this request.

Recommended Funding Source(s)

	Description	2016 Est End Balance	Prior Auth. 2015-16 Uses	Prior Auth. 2015-16 Additions	Amount This Request	Revised 2016 End Balance	2016 Target
Reserve	REET 2 Reserves	7,146,044	289,243	0	250,000	6,606,801	2,436,255
	Prior Authorized Uses of REET 2 Reserve: Juanita Quick Wins ($270,000) and NE 68th Street/108th Avenue NE Intersection Improvements ($19,243). No prior authorized addtions to REET 2 Reserve.						
Revenue/Exp Savings							
Other Source							

Other Information

Prepared By	Neil Kruse, Senior Financial Analyst	Date	September 9, 2015