



CITY OF KIRKLAND
Department of Public Works
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MEMORANDUM

To: Kurt Triplett, City Manager

From: David Snider, P.E., Capital Projects Manager
Ray Steiger, P.E., Public Works Director

Date: November 29, 2012

Subject: 100TH Avenue NE Bicycle Lanes – Request Funding Increase

RECOMMENDATION:

It is recommended that the City Council approves an \$86,000 budget increase for the 100th Ave NE Bicycle Lanes Project, to be funded by REET 2 reserves.

BACKGROUND DISCUSSION:

The reconfiguration of 100th Avenue NE to accommodate bike lanes was identified as a priority in the City's 2009 Active Transportation Plan. The 100th Avenue NE Bicycle Lanes Project (CNM 0069) is an approved 2012 CIP project and will provide bicycle, pedestrian, and traffic improvements on 100th Ave NE between NE 124th Street and NE 132nd Street. The Project includes new bike lanes along the entire corridor and new Rectangular Rapid Flashing Beacons (RRFB) installed at two existing median island pedestrian crossings. The RRFB's will replace the existing in-pavement lights that are no longer maintainable, and thus, out of service.



Looking north on 100th Ave NE

To accommodate the addition of new bike lanes, the roadway pavement must be restriped with narrower automobile travel lanes, reducing them from 12 feet wide to 10 feet wide, and two existing landscaped median islands will also be narrowed (Attachment A). Traffic improvements include the removal and replacement of existing traffic detector loops at two signalized intersections in order to accommodate the new narrowed travel lane configuration; two existing median island trees will be replaced with more suitable columnar trees in order to accommodate the narrower median islands.

The Project is currently funded by Federal Surface Transportation Program (STP) grant funds (\$119,000) and City reserve funds (\$42,000); the approved estimated budget was \$161,000.

The updated engineer's estimate, including additional costs for bringing crosswalks to current Americans with Disabilities Act (ADA) Standards, additional median work, increased construction traffic control needs, and added construction project management expenses, puts the total Project cost at \$247,000, creating an \$86,000 revenue gap (Attachment B).

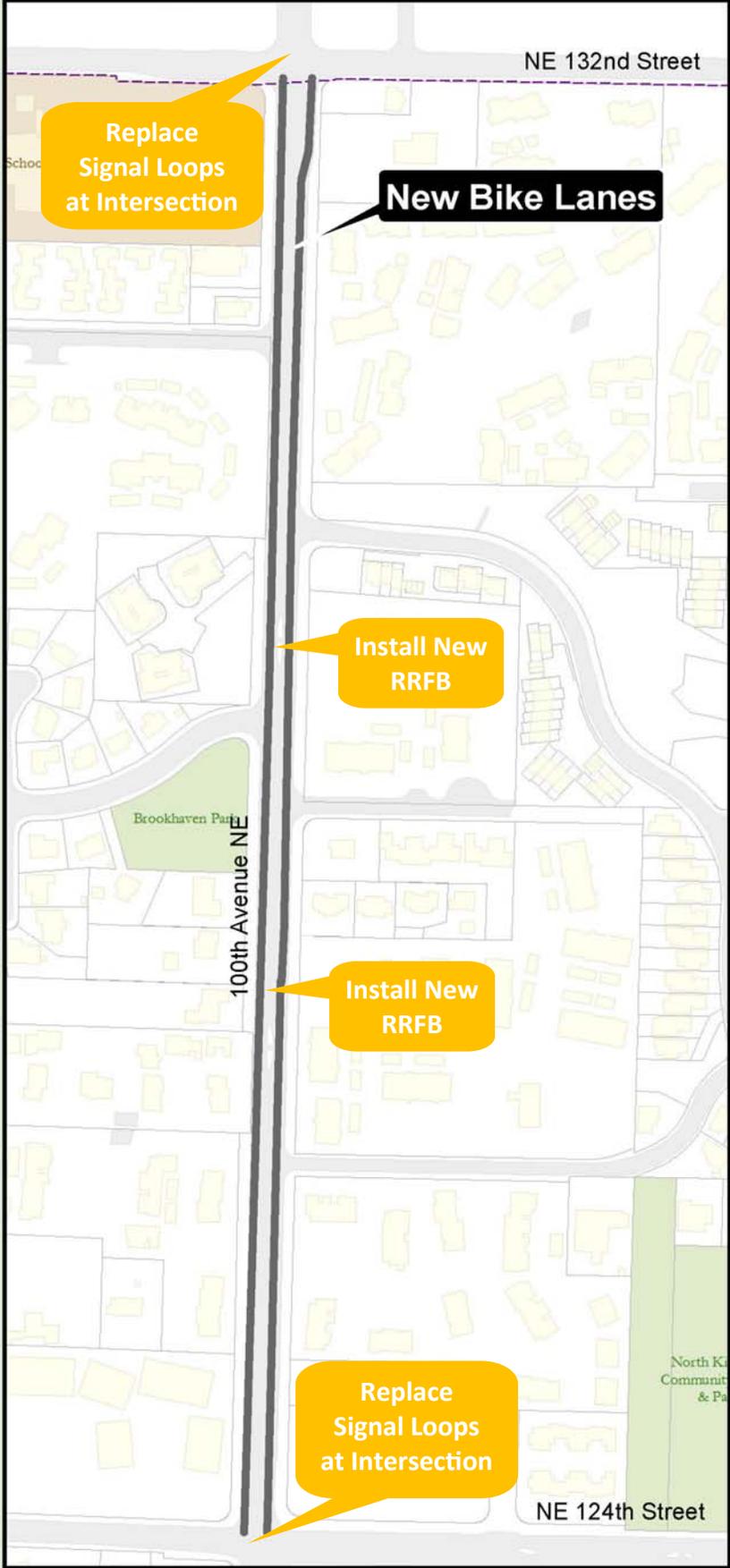
Given this cost increase, staff evaluated whether to still proceed or defer the project. After considerable review, staff is recommending implementing the project and funding the gap with REET 2 reserves. Deferring the project would lose the existing \$119,000 in grant funds with no certainty of future grants. This Project remains a priority for the continued development of Kirkland's bicycle network, as outlined in the Active Transportation Plan; It also scored highly as a regional priority as evidenced by the receipt of Federal grant funding. The Corridor Map (Attachment C) shows how the Project fits into the context of bicycle facilities that will connect the SR 520 Trail Corridor with the Sammamish River Trail. The 100th Avenue NE corridor was also identified in Cascade Bicycle Club's Regional Report "Left by the Side of the Road" as a high priority for improvement when considering the entire region's bicycle facilities. During preparation of the City of Kirkland's Active Transportation Plan, the 100th Ave NE corridor was often cited by those who emailed comments as one of the most important corridors to improve and the restriping of this link, between NE 124th and NE 132nd Street, was included in the Active Transportation Plan as a key project to improve bicycling in Kirkland. Completing the connection will be evaluated as part of the 100th Street Corridor study recently authorized by the Council.

This project has also highlighted a larger issue. The pedestrian refuge islands on 100th Avenue NE, similar other crosswalk locations, each contain large steel utility poles that support lighting fixtures and overhead pedestrian warning signs. Because this Project includes narrowing the travel lanes and the islands, vehicles will be operating closer to the poles than at other crosswalk locations where similar poles are installed. Ideally, the existing poles would be relocated from the medians to locations farther from traffic such as behind the adjacent sidewalks. Another acceptable option would be to replace the existing steel poles with a different type of material or poles that include a different mounting system that will "break away" in the unlikely event of a vehicle collision. To be clear, the location of the existing poles will meet minimum standards when the Project is completed, and rather than expand the Project scope to include a different pole alternative, staff is in the process of comprehensive review of all locations in the City where poles similar to those on 100th Avenue are located and developing options and costs for their systematic modification. The increased pace of investment in crosswalk upgrades with the recent approval of Proposition 1 will necessitate a timely review of these alternatives, and staff will return to Council with the outcome of the assessment including the financial implications of various relocation options.

Completing this Project will continue to close the gap in bicycle facilities in the corridor that runs between Bothell and Bellevue. As such, it is recommended that REET 2 reserves be used as a funding source to increase the Project budget (Attachment D). With City Council approval of this budget increase, the STP grant funds will be obligated in January, 2013, and the Project will be advertised for contractor bids in early spring 2013.

Attachment A: Vicinity Map
Attachment B: Budget Report
Attachment C: Corridor Map
Attachment D: Fiscal Note

100th Avenue NE Bike Lanes



Legend

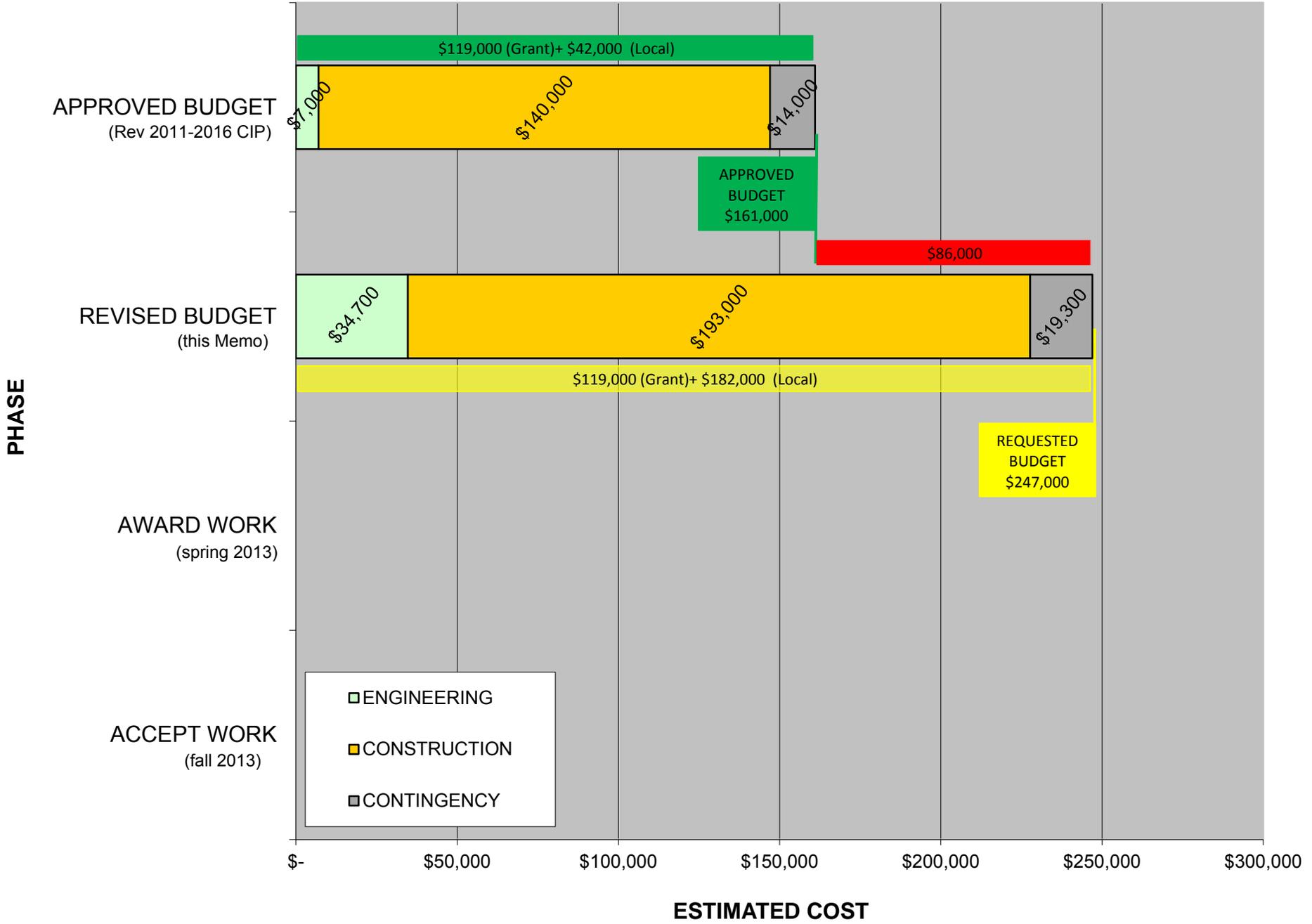
- Building Footprint
- Park
- School
- Tax Parcels



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**100th Ave Bike Lanes
(CNM-0069)
Project Budget Report**



Attachment C SR 520 to Samm. Rvr Trail Corridor

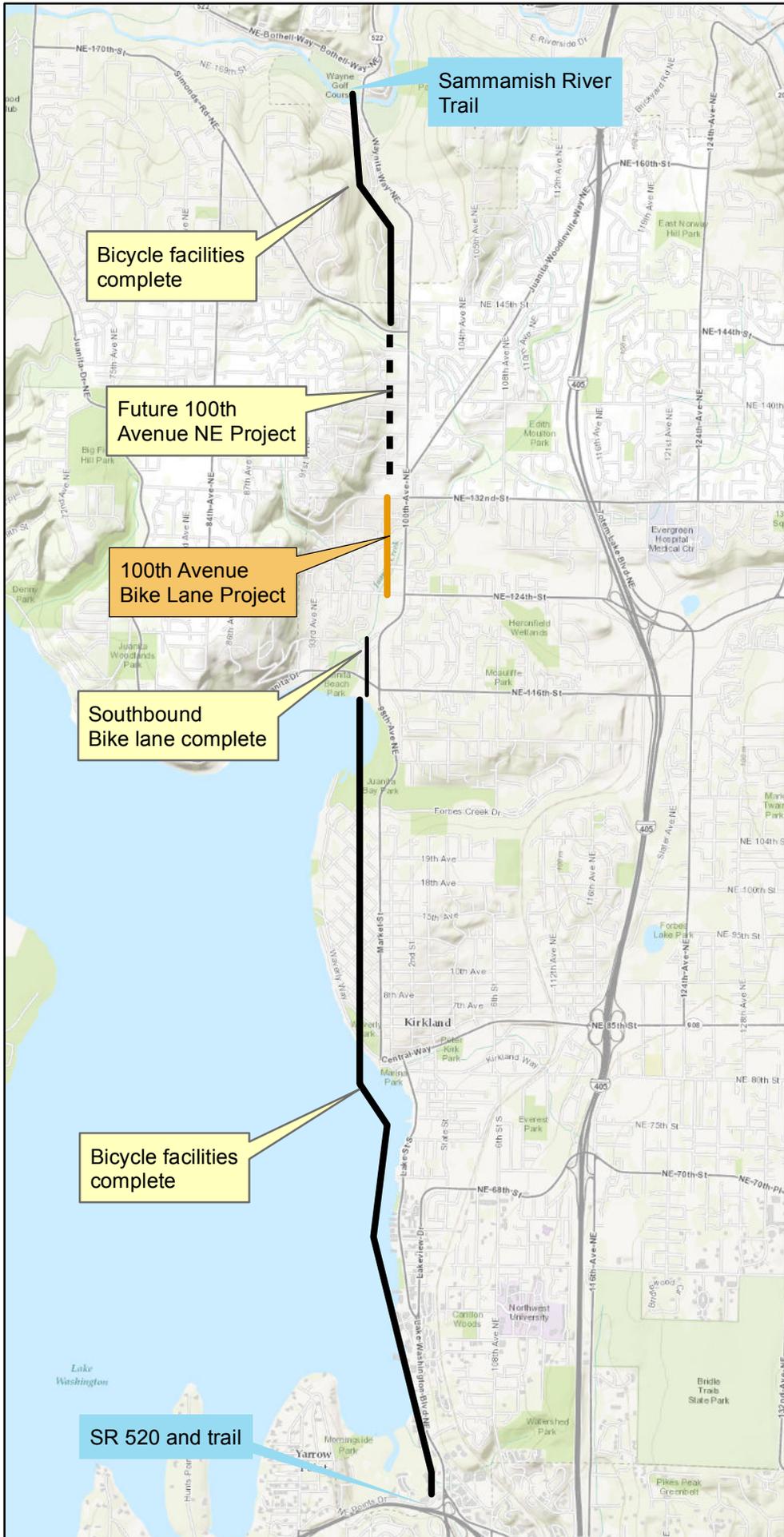
- Buildings
- Road
- Overpass
- Parks
- Schools
- Parcels
- Railroads
- Major Streets
- Streets
- City Limits
- COK Grid
- QQ Grid
- Lakes

0 950 1,900 2,850 3,800 Feet
0 0.1 0.2 0.3 0.4 Miles



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Author:
Name: bike lane map attach C



FISCAL NOTE*CITY OF KIRKLAND*

Source of Request							
Ray Steiger, Public Work Director							
Description of Request							
Request for funding of a total of \$86,000 in city funding for the 100th Avenue NE Bicycle Lanes Project (CNM 0069) due to a change in scope of the project as described in the project status memo to Council on December 11, 2012. The requested source is REET 2 Reserves.							
Legality/City Policy Basis							
Fiscal Impact							
One-time use of \$86,000 from REET 2 Reserve. The reserve is able to fully fund this request.							
Recommended Funding Source(s)							
	Description	2012 Est End Balance	Prior Auth. 2011-12 Uses	Prior Auth. 2011-12 Additions	Amount This Request	Revised 2012 End Balance	2012 Target
<i>Reserve</i>	REET 2 Reserves	4,975,718	2,248,253	0	86,000	2,641,465	N/A
	2011-12 Prior Authorized Use of REET 2 Reserve: \$83,253 for 6th Street S. Sidewalk Improvements, \$200,000 for Street Operations (REET flexibility program), \$34,000 for Central Way Pedestrian Improvements, and \$1,931,000 for NE 120th Street Roadway Extension Project (CST 0057 001).						
<i>Revenue/Exp Savings</i>							
<i>Other Source</i>							
Other Information							
Prepared By	Sri Krishnan, Financial Planning Manager				Date	November 28, 2012	