

SUMMARY

Spring 2014

ABOUT THE STUDY

The City of Kirkland has developed a master plan for future improvements to the Juanita Drive Corridor between Juanita Village and the northern City limits in Finn Hill. A key route around the northern end of Lake Washington between Kirkland and Kenmore, Juanita Drive serves over 10,000 vehicles per day and traverses steep topography with many twists, turns, and hills. The existing roadway geometry, multiple driveway access points, and limited sight distance complicate overall safety conditions along the corridor.

The Juanita Drive Corridor Study evaluates existing conditions, relies on input from stakeholders and users, and analyzes potential safety improvements for drivers, bicyclists and pedestrians. The study identifies key improvements that may be included for future construction in the Capital Improvement Program.



GUIDING PRINCIPLES

The vision for the future of the Juanita Drive Corridor will adhere to the following guiding principles:

- > Address safety needs for all travel modes.
- > Maintain the corridor's unique identity, diversity of roadway character, and natural landscape.
- > Respect neighborhood values and engage the community in a shared vision for future improvements.
- > Protect the extraordinary natural environment and encourage low impact design approaches.
- > Provide a financially feasible, strategic, and realistic set of community priorities for the corridor.

These were developed after consulting with stakeholders.

COMMUNITY OUTREACH

The City identified key target audiences to engage:

- > Businesses and residents along the project corridor and within the City of Kirkland
- > Users of the project corridor; local and regional
- > Management and users of parks and public spaces
- > Local agencies, such as Lake Washington School District and King County Metro Transit
- > Community groups and organizations
- > City of Kirkland staff, including public safety officials
- > Elected officials



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THE PROPOSED MASTER PLAN

Working with a Citizen Advisory Committee, the Kirkland Transportation Commission, and by conducting extensive public outreach, the City used the guiding principles to identify and prioritize the corridor recommendations. The Transportation Commission reviewed the draft recommendations and approved them for consideration by the City Council.

The Juanita Drive Master Plan contains a variety of projects that meet the study's guiding principles and that can be phased in over the next several years. While the needs vary throughout the corridor, the plan contains several corridor-wide features, including the following:

- > A basic roadway cross-section that contains a travel lane in each direction, buffered bicycle lanes, and a walkway on at least one side of the roadway. In some sections, an off-road multipurpose path is an option.
- > Pedestrian crosswalks with flashing beacons.
- > Street lighting upgrades.
- > Drainage improvements.
- > Intersection treatments, such as turn pockets and better sight distance.
- > Traffic calming treatments to reduce speeds.
- > Removal of on-street parking.

The master plan does not envision the addition of travel lanes to accommodate more traffic, but the intersection treatments will improve overall traffic flow and safety.

The master plan consists of 32 projects grouped into logical packages along Juanita Drive. The total cost of the plan ranges from \$19 to \$26 million, depending on the design options. About half of the cost (\$10 million) is to provide the basic cross-section through the corridor. Building the wider multipurpose trails through the parks would add around \$3.3 million in project costs. Intersection treatments, including turn pockets, crossing

treatments and lighting would cost an additional \$5 to \$6 million, while various other nonmotorized, Intelligent Transportation Systems (ITS), safety and lighting treatments would add around \$3 to \$4 million in cost. Recognizing that because of their cost they will take several years to fund and implement, the plan sets priorities and identifies 'quick win' projects with a total cost of \$1.0 to \$1.5 million and which could potentially start in the near future as funding becomes available.



Projects	Basic Cost	Additional Costs for Option
Basic Cross-section	\$10.4M	\$3.3M (Multipurpose Trails)
Intersections	\$5.3M	\$1.2M (Roundabouts)
Uphill Bicycle Lane throughout Corridor	\$0.6M	
Other Pedestrian/Bike Safety Treatments	\$1.5M	
Intelligent Transportation Systems (ITS)	\$1.1M	\$1.2M (undergrounding utilities)
Other Safety Projects	\$0.2M	
Total Projects	\$19.1 Million	\$5.7 Million

Note: Projects not in priority order



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MATCHING THE RECOMMENDATIONS TO THE COMMUNITY VISION

What we Heard from the Community	What the Proposed Master Plan Recommends
Improving safety in the corridor is important; especially for bicycles and pedestrians	Separated walkway and bicycle lanes with buffer strips; intersection channelization; active pedestrian crossings
There are too many vehicle collisions	Intersection turn lanes to reduce rear end collisions; center line rumble strips to reduce head-on collisions
Traveling the corridor during rush hour is difficult, but minimal interest in widening the corridor for more automobile lanes	No new auto lanes, but some intersection turn lanes and traffic signal improvements
There aren't enough connections between neighborhoods and parks, including safe routes to local schools	Several new 'flashing' pedestrian crossings and links to neighborhoods, schools and parks
Provide as much separation as possible for pedestrians and bikes	Bike lanes with buffer strips and walkway on one side of road; option for multipurpose trail in Woodland and Big Finn Hill parks.
Mixed reactions to roundabouts; some people wanted them, some did not.	Options for a roundabout at NE 122nd St/Holmes Point Dr and at NE 138th Pl.
Don't impact the parks along the corridor	Two options in parks- basic cross section or wider section with multipurpose trail. Sensitivity to roadway width and right-of-way
Get something done soon!	Several 'quick win' projects that could be implemented soon as funding is available

Stay Involved!

Visit www.kirklandwa.gov (search "Juanita Drive") to:

- > Find up-to-date news on the study
- > Provide feedback on the City's interactive map
- > Sign up for emails from the project's list serve



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