

THE PROPOSED NETWORK PG. 3



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CAPITAL PROJECTS



CARING FOR YOUR INFRASTRUCTURE TO KEEP KIRKLAND HEALTHY, SAFE AND VIBRANT



ALL AGES & ABILITIES

Construction begins in 2018 on Kirkland's first two greenways—neighborhood roads where walking and bicycling are the primary travel modes and driving is the alternative.

Michelle Plesko rides her motor-assisted cargo bicycle home on South Rose Hill's Northeast 75th Street from her 3-year-old twins' swim practice in the Highlands. Plesko, the executive director of Kirkland Greenways, said her bike-commuting began in 2012 with drop-offs and pick-ups at her children's school. "I think it's easier than driving," she said. "I drive two to three days a week. And those are so stressful. I have to worry about traffic and parking."

Northeast 75th Street is the kind of street where a child might dare to ride with no training wheels or with no hands for the first time; where an evening stroll on the roadway is as common as it is on the sidewalk.

It feels this way largely because of how scarce the automobile is. Just 1,500 cars roll through its west end each day—a stretch that features the campuses of Holy Family Catholic Church and Lake Washington High School. On its

more residential east end, fewer than 250 automobiles will drive through. Northeast 85th Street, by contrast, ushers more than 44,000 automobiles each day.

And yet, this is still a street that connects to significant destinations: South Rose Hill Park and the Bridle Trails Shopping Center, Holy Family Catholic Church, Lake Washington High School and the 80th Street pedestrian bridge.

Starting in 2018, the City of Kirkland

TO LEARN MORE

■ Contact Christian Knight, Neighborhood Services Coordinator: 587-3825; or email cknight@kirklandwa.gov

■ Or Laura Drake P.E.: 587-3833 or email him at ldrake@kirklandwa.gov

Transformative DEVICES

These tools can help transform neighborhood streets into neighborhood greenways.



Wayfinding



Reducing speed limit



Traffic circles



Stopping traffic on the busier road of a four-way intersection to give greenway traffic the right-of-way.



Diverter or street-end closures



Safe street-crossings



Plesko rides along 127th Place Northeast, near its intersection with Northeast 75th Street. This new residential road makes possible a continuous greenway from the Bridle Trails Shopping Center to Lake Washington Institute of Technology.

will accentuate 75th Street's comfort and connectivity—often mutually exclusive characteristics—by transforming it into Kirkland's first Neighborhood Greenway.

And it will do the same to 128th Avenue Northeast, a neighborhood road that connects residents to the Lake Washington Institute of Technology, Mark Twain and Rose Hill elementary schools, businesses at Northeast 85th and 116th streets, as well as the South Rose Hill Greenway on Northeast 75th Street.

These two greenways will be the first in a city-wide network of them.

"The idea is to create more choice for our residents by taking roads that drivers rarely use and transforming them into walking and

bicycling corridors that connect to schools, parks and businesses," says Laura Drake, the project engineer currently managing the designs for the Northeast 75th Street and 128th Avenue Northeast greenways.

"... we can use technology to maximize the efficiency of the street network we already have and provide more feasible choices to people for how they get around: walking, riding a bicycle, taking transit or driving."

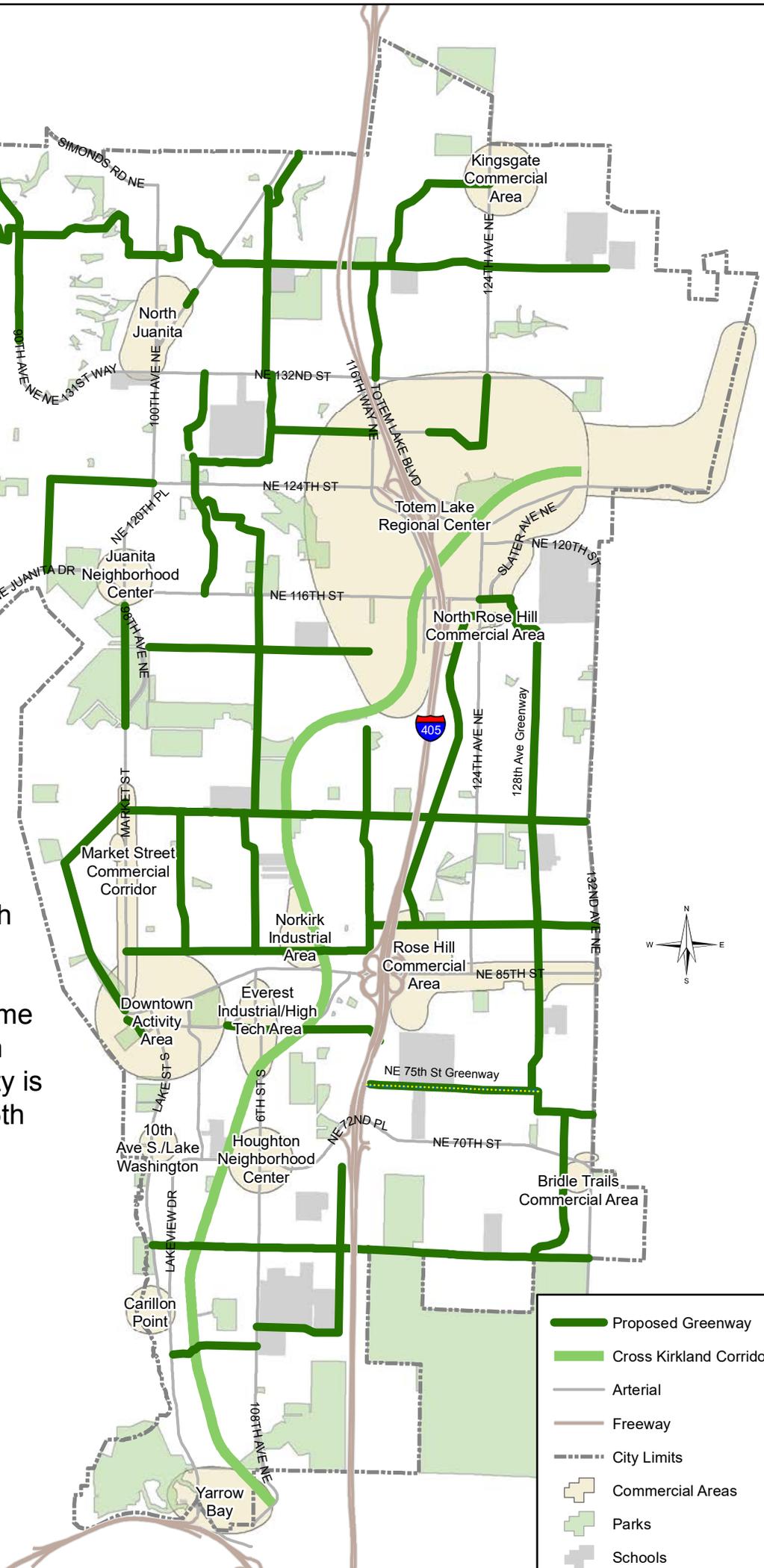
—JOEL PFUNDT
Kirkland Transportation Manager

To achieve this, the City of Kirkland will consider a variety of devices on these greenways, such as traffic circles, speed humps and way-finding signs that mark the greenway routes. One of the most effective of these devices is called a "diverter," which, for driving, converts two-way street-sections into one-way street-sections by placing a physical obstruction at the ends of the block. The street remains a two-way road for walking and bicycling.

The cities of Portland and

THE PROPOSED NETWORK

City of Kirkland staff worked with Kirkland Greenways to propose this greenway network in the Transportation Master Plan. Some of the specific routes, marked in dark green, will change. The City is now designing the Northeast 75th Street Greenway and the 128th Avenue Northeast Greenway.



- Proposed Greenway
- Cross Kirkland Corridor
- Arterial
- Freeway
- City Limits
- Commercial Areas
- Parks
- Schools

Seattle have used diverters on sections of their own neighborhood greenways. Vancouver, British Columbia has relied on them to create a vast network of neighborhood greenways that have helped crown Vancouver as North America's leader in non-motorized transportation. Bike-commuting increased 54 percent between 2013 and 2016. It now accounts for 10 percent of Vancouver's trips to work, says Dale Bracewell, the City of Vancouver's manager of transportation planning.

One of the reasons greenways helped Vancouver breach the 10 percent threshold for bike-commuting is they appeal to the 60 percent of the population that is, according to a study by the Portland Bureau of Transportation, willing to ride their bicycles to destinations, but weary of riding them in bicycle lanes on busy streets with automobiles.

"As it turns out, about seven percent of the population is willing to do that," says Joel Pfundt, Kirkland's transportation manager. "But two-thirds of them want to be able to walk and ride bicycles to important destinations. So while bicycle lanes work well for some people, we've got to do more so we can serve more people."

Greenways are a fundamental part of Kirkland's multi-modal transportation strategy to accommodate the growth its leaders expect in the coming decades.

City leaders are planning for the city to grow by more than 23,000 jobs and 8,500 homes by the year 2035.

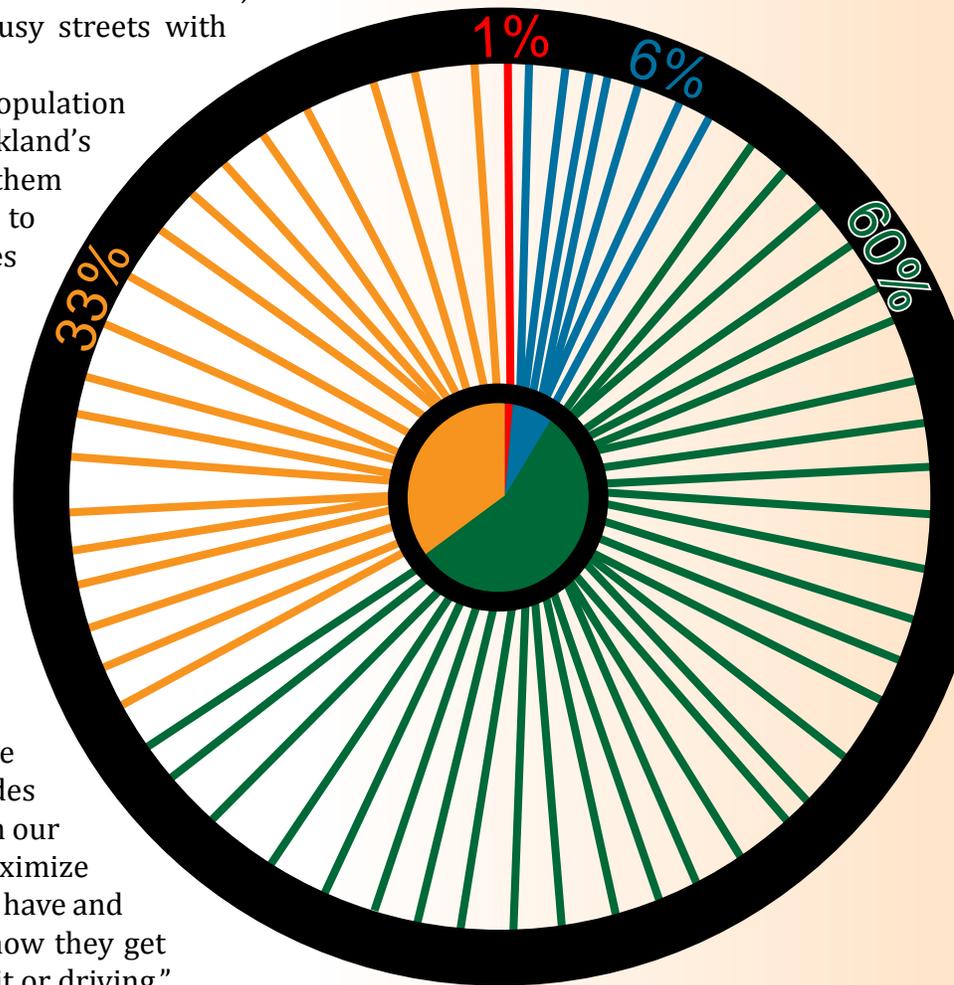
"That amount of growth will apply even more pressure to our transportation network," Pfundt says. "To alleviate it, we really have two options: We can use our entire transportation budget for the next two decades to build wider streets with more lanes through our neighborhoods. Or we can use technology to maximize the efficiency of the street network we already have and provide more feasible choices to people for how they get around: walking, riding a bicycle, taking transit or driving."

This is the transportation strategy residents have asserted in several forums that they want. That includes the 2035 Comprehensive Plan update, the master planning processes for both the Cross Kirkland Corridor and Totem Lake Park. It also includes a more practical, day-to-day forum called "Suggest-a-Project," which allows residents to suggest infrastructure projects. That interactive system has accumulated more than 500 transportation-related suggestions. Eighty percent of those suggestions ask for projects that would protect residents from cars, such as sidewalks, crosswalks, bike lanes and traffic calming devices.

"A robust multi-modal network is both what we need to deal with the transportation challenges that come with population growth and it's what many of our residents say they want," Drake said. "So we believe we are heading in the right direction."

SILENT MAJORITY

More people would ride, if they felt safe

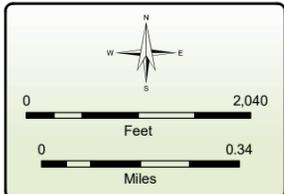


- Willing, but wary
- No way, no how
- Enthused & confident
- Strong & fearless

Source: Four types of transportation cyclists, Roger Geller, *Portland Bureau of Transportation*

128th Avenue Greenway Project Map 30% Design

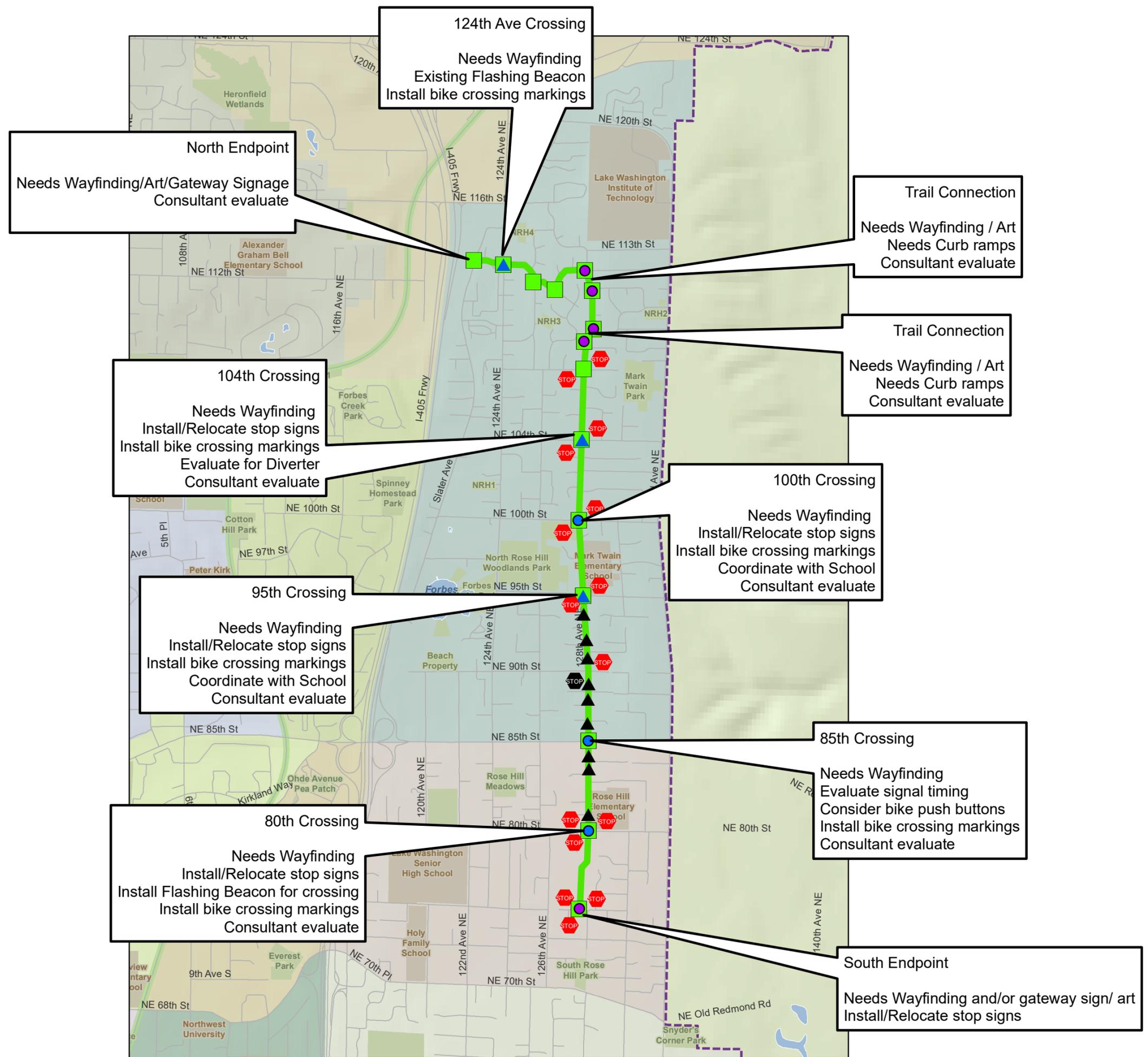
- Parks / Open Spaces
- Schools
- Cross Kirkland Corridor
- City Limits



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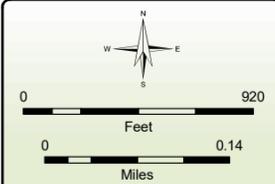
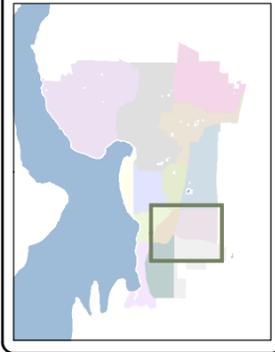
- Arterial Crossing Improvement
- Art / Gateway Signage
- Relocation of Stop Signs
- Speed Control Device
- Existing Speed Control Device
- Wayfinding



75th Street Greenway Project Map

30% Design

- Parks / Open Spaces
- Schools
- Cross Kirkland Corridor
- City Limits



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- Arterial Crossing Improvement
- Art / Gateway Signage
- Relocation of Stop Signs
- Speed Control
- Additional Improvement
- Existing Speed Control Device
- Wayfinding
- STOP

