

**CITY OF KIRKLAND****Public Works Department****123 Fifth Avenue, Kirkland, WA 98033 425.587.3800****www.kirklandwa.gov**

MEMORANDUM

To: Joel Pfundt, Transportation Manager

From: Blair Daly, Assistant Transportation Planner / Outreach Coordinator
Armaghan Baghoori, Transportation Program Coordinator

Date: November 24, 2020

Subject: NE 131ST WAY / 90TH AVE NE MULTIMODAL CORRIDOR STUDY

RECOMMENDATION:

Staff present progress to date on the NE 131st Way / 90th Ave NE (aka "Goodwill Hill") Multimodal Corridor Study to the Transportation Commission on December 2, 2020 and receive their input.

BACKGROUND DISCUSSION:

The Juanita and Finn Hill neighborhoods were annexed to the City of Kirkland in 2011 as part of the 7.17-square mile "Juanita / Finn Hill / Kingsgate" annexation. Beginning in 2016 and lasting two years, the City undertook a planning process with the community to develop the first City-initiated Finn Hill neighborhood plan. The Council adopted the Finn Hill Neighborhood Plan unanimously in January 2018. View the neighborhood plan in Chapter XV.P. of the [Kirkland Comprehensive Plan](#). Chapter 7 of the neighborhood plan, titled "Transportation and Mobility", calls for studies that will determine design standards three corridors in the Finn Hill neighborhood area including the Northeast 131st Way / 90th Avenue Northeast corridor. City Council funded a total of \$150,000 for the three studies and City staff allocated \$30,000 of that amount to complete this study under the City's on-call contract with Otak Inc.

Project Background

Northeast 131st Way / 90th Avenue Northeast is a minor arterial corridor which links 100th Avenue Northeast, a principal arterial in the Juanita neighborhood, to collector streets in the Finn Hill neighborhood (see Study Area Map below). It is one of the primary routes for residents of Finn Hill to access their community.

Prior to annexation, King County installed extruded curb – primarily for stormwater-related purposes – along the north / east side of this road segment, within the paved shoulder. The curb sits about one foot from the painted edge line, leaving roughly two feet of paved shoulder on the opposite side of the curb. On the south / west side of the road is a four-foot-wide paved shoulder and then a metal guardrail. The guardrail sits atop a steep embankment.

Northeast 131st Way / 90th Avenue Northeast functions today as primarily a transportation corridor for people in vehicles. Ten thousand vehicles drive it per day at an 85th percentile speed of 36.4 mph (data from October 2018). The corridor needs improvement, however, for people walking, jogging, biking, or scooting, many of whom likely feel unsafe and uncomfortable using this route into and out of Finn Hill. The corridor has no raised sidewalk and no bike lanes. The extruded curb has very limited space between it and the hillside providing little refuge for people. It is also difficult for City of Kirkland maintenance staff to keep clear of debris and it is broken in many places. Where the curb is broken, not only does it fail to perform its functions, but also broken pieces sometimes impede people traveling on the shoulder.

The need for this study is also identified in the following locations:

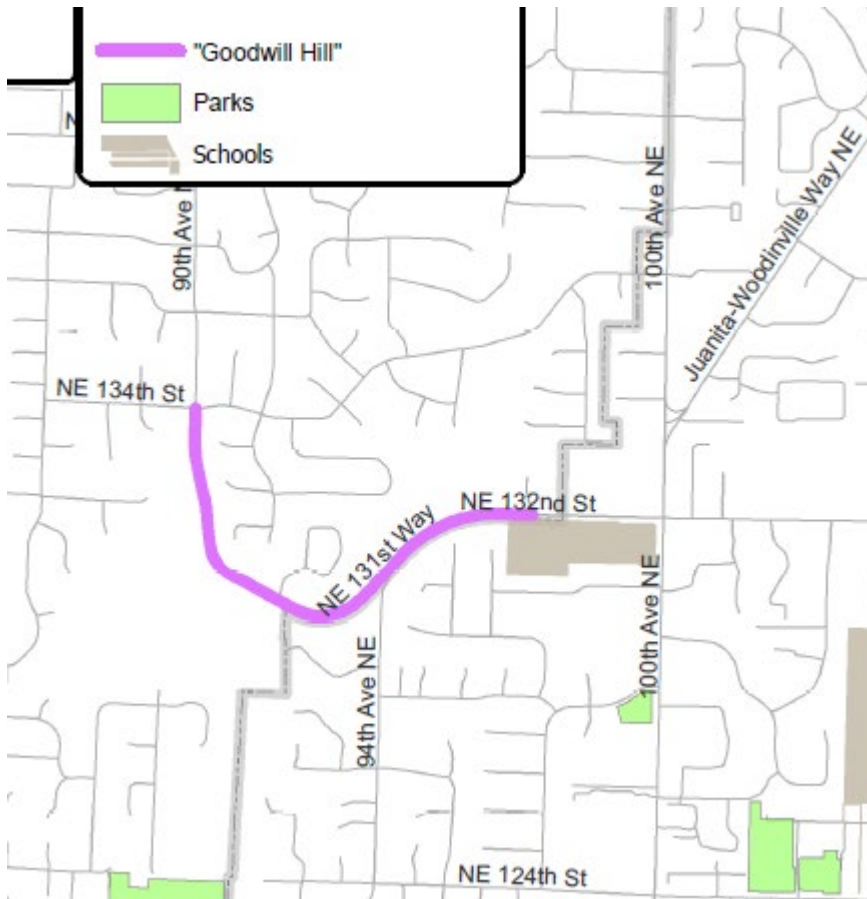
- A. In the Finn Hill Neighborhood Plan, *Policy FH-14.3: Conduct studies to determine the design standards for the following streets...*
- B. Safer Routes to School (SRTS) Action Plans
 - a. [SRTS Action Plans document](#)
 - i. See pages 32 to 37 for recommended capital projects in the Finn Hill neighborhood, including NE 131st Way / 90th Ave NE (projects FH 22 and FH 10)
 - b. [online interactive map](#) (projects FH 22 and FH 10)

Some background data on the corridor is provided below:

- A. Collision Data
 - a. Between 2015 and 2019, there have been zero crashes within the study area that 1) involved pedestrians or cyclists, or 2) resulted in a serious injury or fatality.
- B. Traffic Counts
 - a. Average annual daily traffic counts go from over 11,000 on NE 132nd St west of 100th Ave NE, down to under 5,000 on 90th Ave NE north of NE 134th St, down to under 2,000 on 88th Ave NE south of NE 145th St (see table below).
 - b. This demonstrates that most vehicle traffic using this corridor is local traffic whose origin/destination is within the neighborhood.

		Annual Avg Daily Traffic in both directions		
On street	At	2019	2017	2015
NE 132nd St	west of 100th Ave NE	11,295	9,798	9,779
90th Ave NE	north of NE 134th St	4,793	4,261	4,247
88th Ave NE	south of NE 145th St	1,714	1,591	1,620

Study Area Map (purple line indicates the extent of the study area)



Scope of Work

The City is employing Otak Inc. to develop recommendations for improving safety and comfort for people walking and biking this corridor. The recommendations will consider complications such as the steep incline on both sides of the road, the bend in the road, and stormwater drainage requirements. Also, the recommendations will address existing maintenance concerns, primarily about the broken extruded curb and the guardrail posts, some of which are fully exposed at the top of the hillside due to erosion.

The proposed 2021-2026 Capital Improvement Program includes project "NMC 08720 – NE 131st Way/90th Ave NE Nonmotorized Improvements (97th Ave NE to NE 139th St) Scope and Design (\$439,000)". This funding will be used to complete additional design for work in the corridor informed by this study, as well as provide some funding to support future project construction in the corridor. This funding could also be used as valuable matching funds for possible grant opportunities.

Project Timeline

The target for the final report being transmitted to the City is Thursday, December 31, 2020.

Engagement Plan

City staff will lead the public engagement effort for the project. Otak staff team will provide support at one or more virtual public engagements meetings. The first engagement session is scheduled for Thursday, December 3, 2020 at 6:00 PM via Zoom. Throughout this 45-minute online meeting, City staff and consultant staff will explain the study and receive input from the public. If an additional public meeting is needed to finalize the study's recommendations, City staff will schedule a second engagement session during January 2021.