

# MAP IT OUT

See the basic plan for 100th Avenue **Page 2-3**



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## CAPITAL PROJECTS



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

### *A new design for* **100TH** *Avenue*

Kirkland is beginning a \$3 million-redesign of 100th Avenue Northeast, from Northeast 132nd Street to Northeast 145th Street.

**T** Tyler and Ciara Zara’s journey along 100th Avenue Northeast to Chase Bank can be a little worrisome. The section they routinely travel to the commercial district at Northeast 137th Street involves a lot of cars—nearly 19,000 in a day—and very few, if any, sidewalks, crosswalks or street lights.

“Every time we have to cross the road,” Tyler, 23, says “there’s no light and no crosswalk.”

#### TO LEARN MORE

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“So we end up running across the road with our baby,” says his 20-year-old wife, Ciara.

#### New design for 100th Avenue

The City of Kirkland wants

to make the Zaras’ journey less worrisome and more pleasant. To do so, it is beginning a \$3.2 million re-design of the corridor this spring that will improve traffic flow and create a 100th Avenue that accommodates people when they



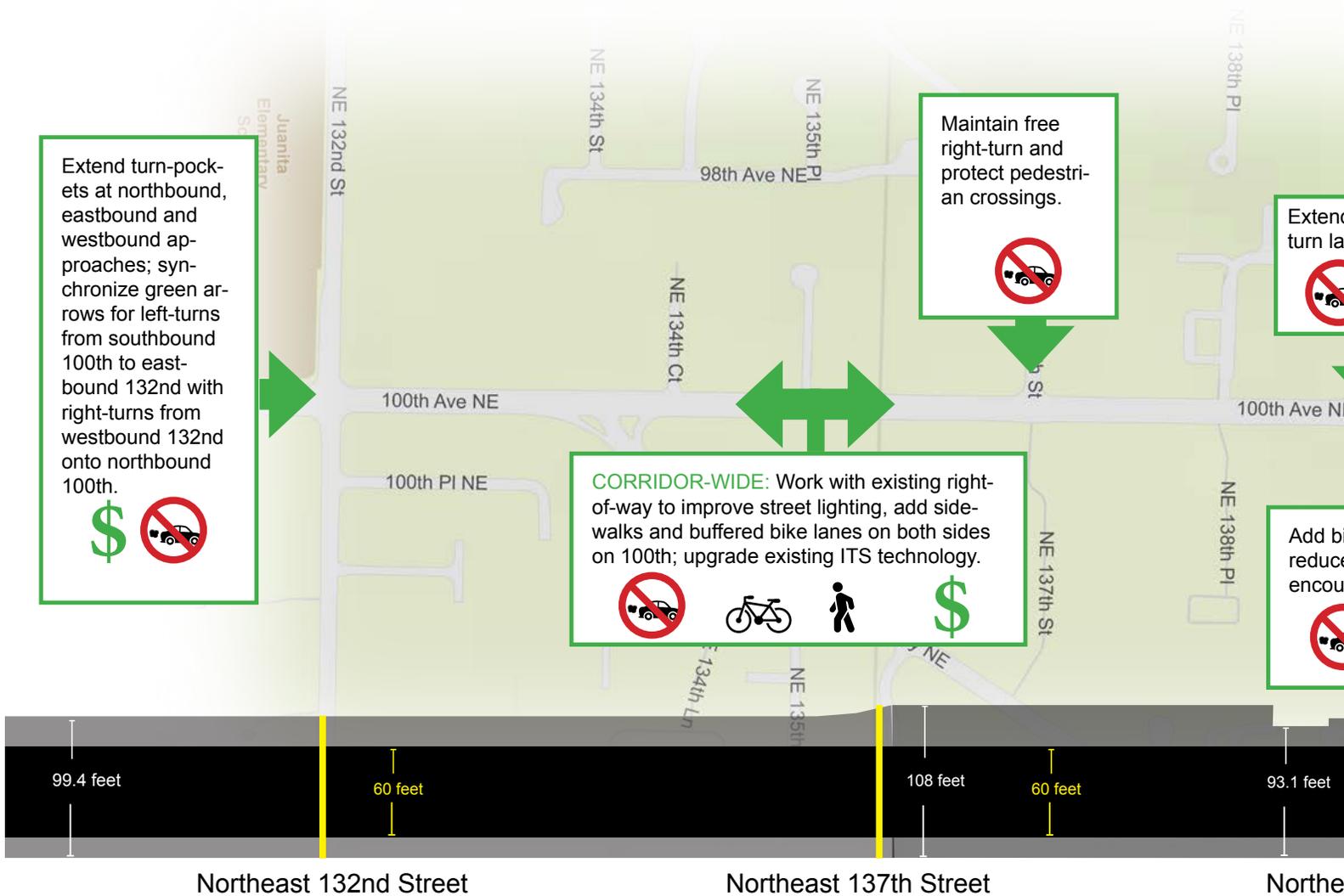
Ciara and Tyler Zara and their 1-year-old son, Jayden, walk along 100th Avenue toward Safeway and Chase Bank in the north Juanita commercial center. Tyler said his family makes this journey often.

travel by car, by foot and by bike.

To create the design, Kirkland’s project team will work with City leaders and residents through a series of workshops, open

# Now, design it.

Kirkland’s staff and HDR, its consulting engineers begin a \$3 million design study for the 100th Avenue Northeast corridor, from Juanita Elementary School to Kirkland’s... grant-funded design will rely on residents’ vision for the corridor, as well... This map details some of those findings.



houses and surveys.

Once complete, Kirkland will have the blueprint for a series of construction efforts—totaling an estimated \$11 million—that will transform 100th Avenue Northeast into a more walkable, more bikeable, more driveable corridor.

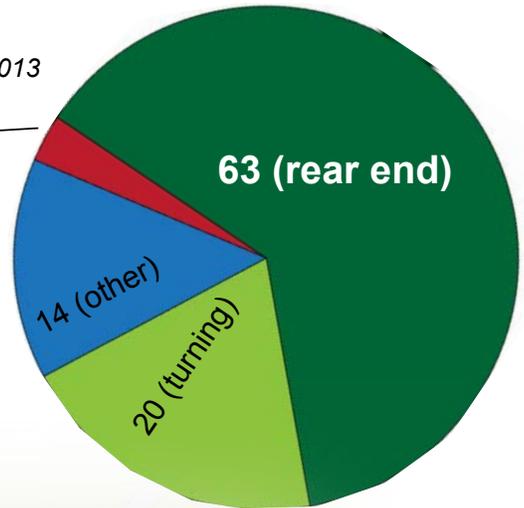
### Study says

The design, itself, will generally follow the broad recommendations provided by a 2014 study of the corridor. That study relied on the expertise of Concord Engineering’s transportation expert Dr. Xiaoping Zhang and the experiential expertise of the

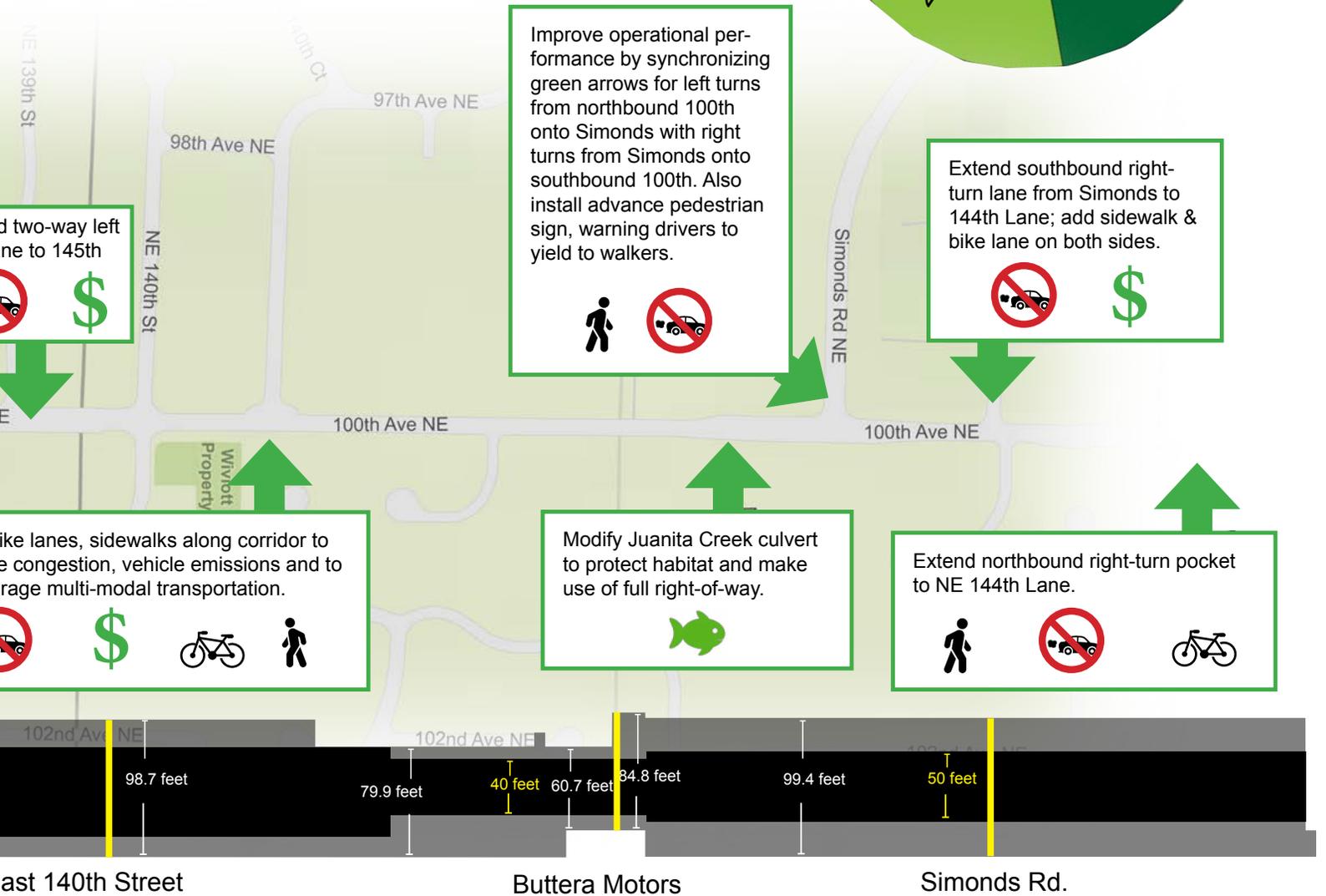
### COLLISIONS

from Jan. 2012-Dec. 2013

3 (pedestrian)



design this spring of the 100th  
 s northern border. The  
 as findings from a 2013 study.



community. It identified a corridor-long need for safe bicycle travel, safe pedestrian travel and more efficient automobile travel.

It also highlighted some of the corridor’s specific challenges—some that plague drivers; others that plague pedestrians and cyclists.

#### A list of challenges

The intersection at Northeast 132nd Street, for example, is operating at a service level of ‘E.’

“In the evening, the northbound traffic is so heavy, many vehicles, can’t go through the intersection,” Zhang says. “We call that ‘cycle failure.’”

Northeast 132nd Street is the same arterial that connects thousands of employees from the Finn Hill and North Juanita neighborhoods to Totem Lake, Kirkland’s designated Urban Center, where more than 15,000 people work.

But the 132nd Street intersection is only one challenge. The corridor has many more.

The intersection at Northeast 137th Street is misaligned. The right-turn pocket at Northeast 145th Street is too short. The turn-signals at Simonds Road unnecessarily force automobiles to wait, when they should be on their way. These kinds of inefficiencies contribute to excessive congestion along 100th Avenue Northeast. And congestion is what contributed to 63 of the 100 collisions, according to the study.

“The most striking pattern is over one-third of all collisions occurred between the hours of 3:30 p.m. and 6:30 p.m.,” the report said. “These can be related to heavy congestion during these three hours.”

Another major challenge is the corridor’s driveways. In a five-block section from Northeast 132nd Street to Northeast 137th Street, for example, drivers must be alert to automobiles that could be entering into or exiting from 24 different driveways—two within 75 feet of the 132nd Street intersection. And this does not include the corridor’s intersections.

“The turning-traffic related collisions consist mostly of vehicles turning out of or into driveways or uncontrolled intersections,” the study says.

Nowhere is this dynamic more pronounced than 100th Avenue’s Y-shaped intersection with Juanita-Woodinville Way, where Starbucks’ drive-thru customers regularly extend onto 100th Avenue Northeast and Shell gas station customers can enter into or exist from four different driveways—two on 100th, two on Juanita-Woodinville Way.

“There’s a lot of issues corridor wide,” Reinart says. “But that section of the corridor is kind of a microcosm of all the problems that exist on 100th Avenue.”

### **The bike-commute challenge**

Pedestrians and cyclists have their own challenges on 100th Avenue Northeast.

One is visibility. The northern section of 100th Avenue Northeast has no street lights. It has no bike lanes and disjointed sidewalks. North of the



The transition of this space into a turn lane confuses some drivers.

Simonds Road intersection, the pedestrian walkway is a shoulder that transitions into a right turn-lane onto Simonds Road. In fact, the northern section of 100th Avenue—the section Inglemoor High School students use every school day to travel from a 73-unit apartment complex off 144th Lane Northeast to class—has just one 100-yard-section of sidewalk. And it is south of the Simonds Road intersection—which means it has no use for the high school students, who live north of Simonds Road.

These are just a few of the barriers to a more efficient, multi-modal corridor. The study began identifying these barriers. The design will identify the solutions for them. ■