



# Appendix A:

## Engagement and Public Comment

**DRAFT** – Subject to Change



## Appendix A – Public Engagement

### Initial Community Engagement

A Community Engagement Plan was developed for both the Comprehensive Plan and the Transportation Strategic Plan. Beginning in early 2023, staff conducted a substantial number of public outreach and community engagement activities to implement the community engagement plan. Below is a summary of community engagement activities during the early stages of the TSP plan development:

- Development of a [Community Engagement Plan for the entire Comprehensive Plan Update effort](#).
- [Equity Review Report](#) of existing Comprehensive Plan elements.
- Project webpage updates and listserv email announcements.
- Transportation and Land Use survey.
- Focus Group recruitment focused on priority populations.
- Focus Group meetings for Transportation and Land Use elements.
- Publication of informational handouts (included introduction materials translated into the four most common languages in the City besides English).
- Presentations to community groups, Boards, Commissions (Planning Commission, Transportation Commission, Youth Council, Senior Council, Human Services Commission), and Kirkland Alliance of Neighborhoods.
- Community events (Town Hall on Bikes, Eastside for All event, Kirkland City Hall for All event).
- Tabling events (seasonal events, Evergreen Health Fair, City Hall for All).
- Class projects with Lake Washington High School and student surveys.
- Community-wide visioning event (January 2023).
- Virtual Community-wide meeting (June 2023) specific to the TSP.

### Transportation and Land Use Survey

The initial outreach for the TSP was coordinated with the Comprehensive Plan outreach, specifically with the land use element since transportation and land use are intricately linked. This included the Transportation and Land Use survey which was open for several months from March through June 2023. The survey asked questions about commute patterns and typical travel modes as well as interest in using other modes (such as what would influence a person to take another mode of travel). There were over 500 responses to the survey. A summary of public engagement and comments is in Appendix A.

### Focus Groups

Reflecting Kirkland's emphasis on reaching priority populations, the Community Engagement Plan recommended several focused conversations with targeted recruitment to underrepresented groups. Larger community-wide discussions, which tend to attract people more comfortable with City planning processes, were paired with two focused conversations that recruited priority populations to lift their often-underrepresented perspectives.

Recruitment for the focus groups started with priority populations, but anyone interested was welcome. There was a lot of interest in both the Transportation and Land Use focus groups, which met twice in May 2023, and had twenty-three people attend the first session and fourteen people attend the second. The people in the focus group ranged in age from 25-65+, were almost 60% white, 40% BIPOC, had almost 30% representation from the LBGTQIA+ community and included a wide range of incomes. About 50% of the focus group participants identified as having a household income of over \$100,000 per year (22% preferred not to answer). Participants were almost split 50/50 by identified gender (one person preferred not to answer).

The first focus group session gave an overview of the Land Use and Transportation Elements, shared the Guiding Principles from the 2015 Transportation Plan and asked for thoughts on the future of transportation (changes, desires, challenges, etc.). The guiding principles were then refined.

At the second session, the group reviewed the revised guiding principles and offered additional comments. The updated guiding principles reflect the feedback received from the first two focus group meetings and were used to develop the goals and policies in the TSP.

## Transportation Commission

Staff has been working closely with the Transportation Commission, which has spent a significant portion of its work program, almost two years, on the TSP. The Transportation Commission has held three workshops on the TSP, including at the May 2023, June 2023, and September 2024 meetings. On October 25, 2023, a joint meeting was held with the Transportation Commission and the Planning Commission to discuss the land use related policies and land use related project prioritization measures.

The Transportation Commission continued to work with staff throughout 2024 leading to the development of the draft and final TSP.

## City Council

Staff has also worked very closely with Council on the development of the TSP by presenting and hearing feedback during six study sessions starting in September 2023. These discussions included reporting on what was heard through various public engagement processes, the goals and policies update, project list development, and mapping.

## Project List Outreach

One requirement for the Comprehensive Plan is to have a fiscally constrained project list that balances identified projects with projected local revenue over the 20-year horizon. There are over 430 projects that have been identified through various plans and processes in addition to projects that would fall under a program (such as over 1,600 sidewalk gaps). A [public engagement map](#)<sup>1</sup> of these was launched

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<sup>1</sup> Public Engagement Webmap for projects: <https://dks.mysocialpinpoint.com/kirkland/map#/>

in February 2024 which allowed people to comment on any specific project in the map or add a new comment to any location on the map.

Comments were used in the following ways:

- Synthesized to communicate themes.
- Identified as service requests which are managed by city staff as part of day-to-day duties.
- Identified as a project for consideration into the CFP.

Overall, there were over 1,204 unique users who made 2,655 reactions in the form of likes/dislikes and comments with 1,928 'likes', 315 'dislikes' and 358 specific comments on 196 projects. A more specific summary can be found in Appendix A.

## **Public Hearings**

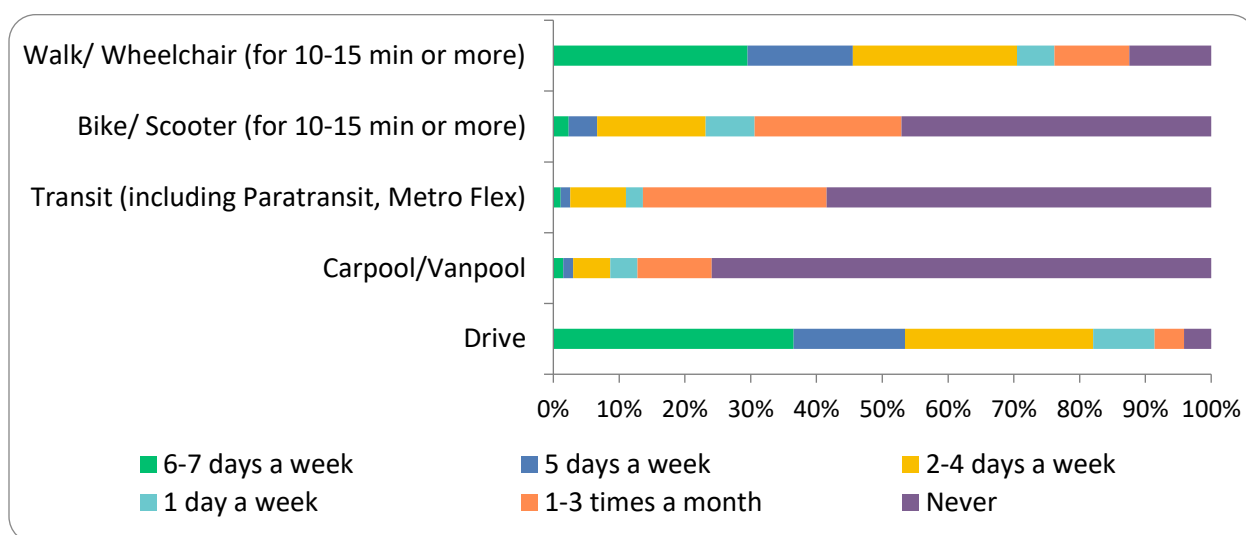
A public hearing was held with the Planning Commission on the Transportation Element of the Comprehensive Plan. Following public testimony, the Planning Commission recommended to Council the Transportation Element with a few minor changes. Additionally, a public hearing for the full TSP was held with the Transportation Commission.



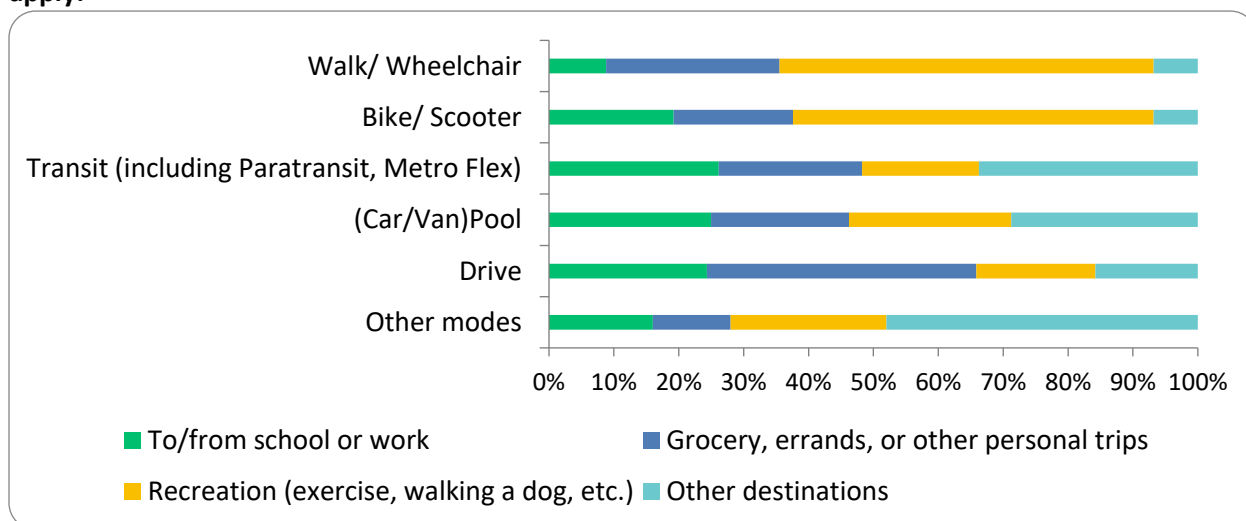
## Transportation and Land Use Survey Results

This report provides a snapshot from the Transportation and Land Use survey results that ran from March through June. There were 548 responses.

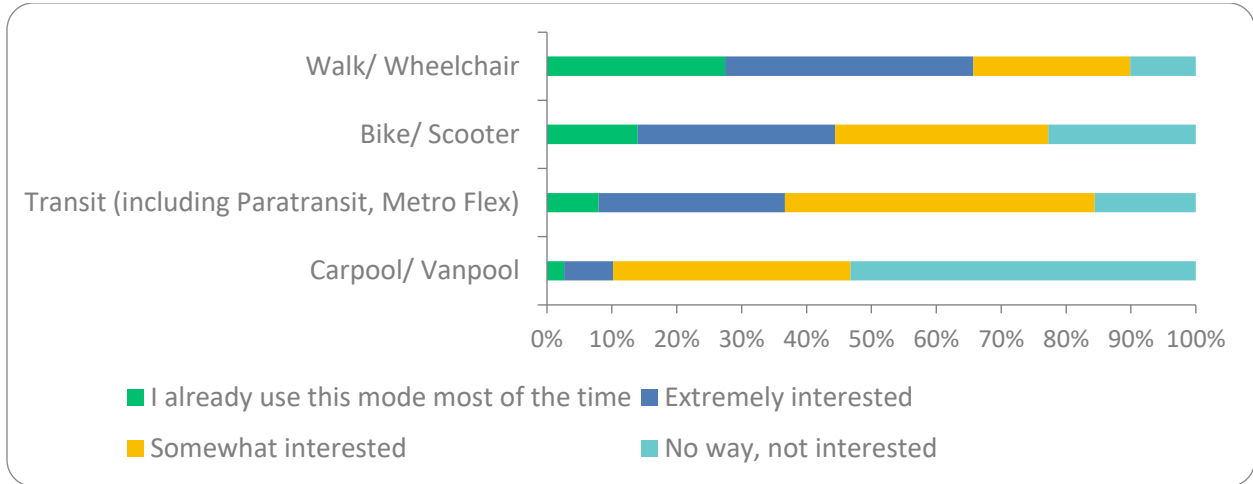
**In a typical week, how often do you travel using the following modes of transportation (to school/work or for personal trips) – check all that apply:**



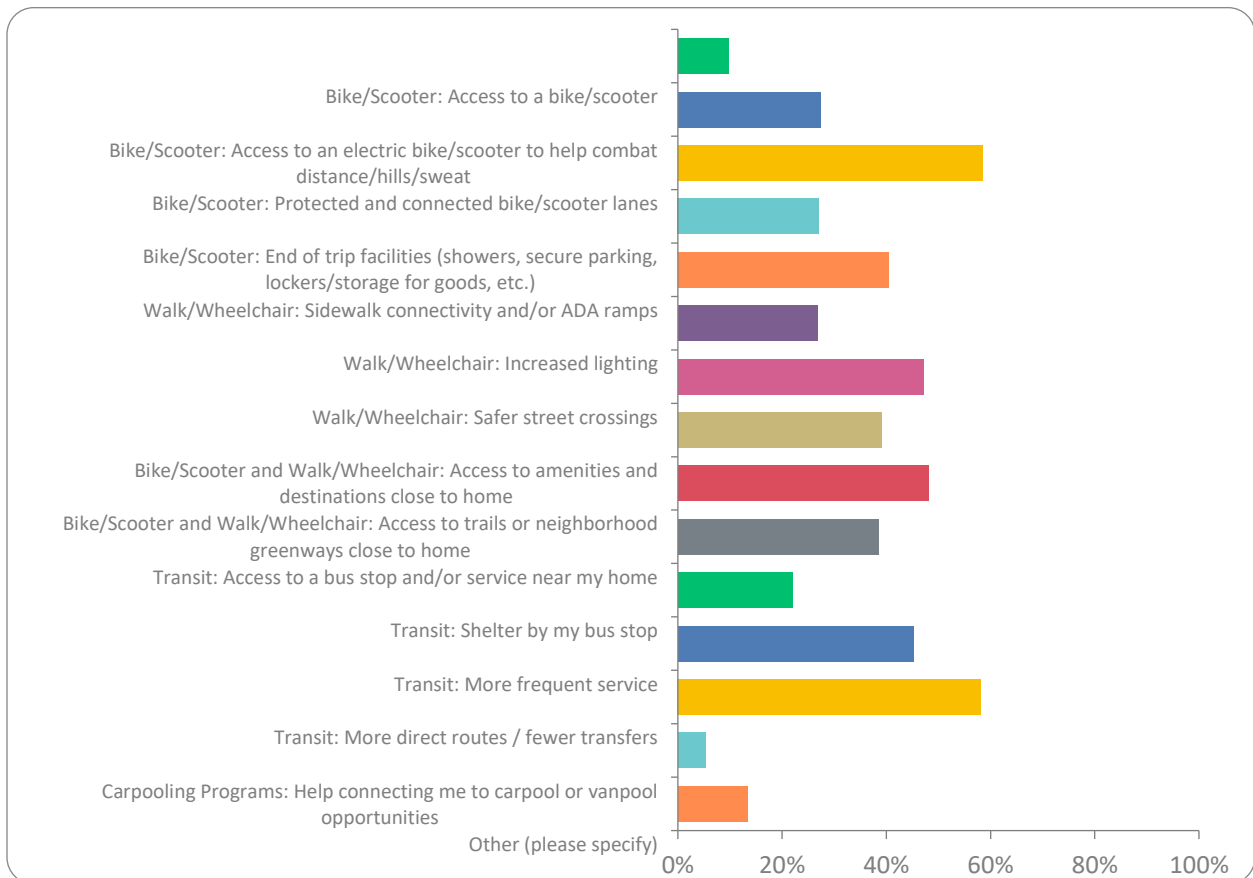
**When you travel using the following modes, what is your typical destination/ trip type? Check all that apply:**



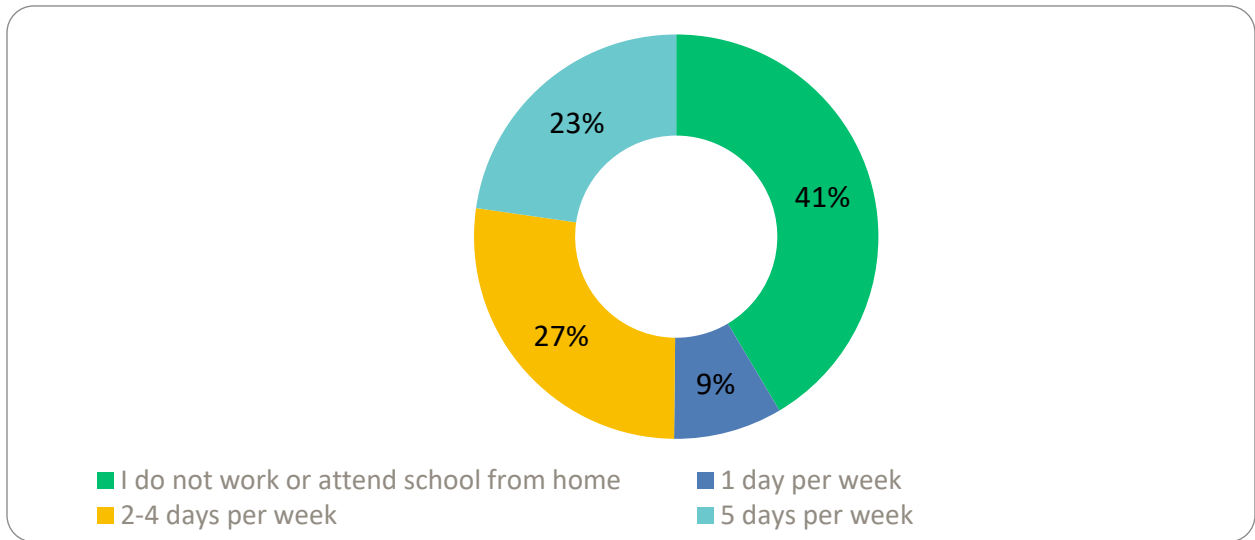
**With increased population growth, limited space, and climate considerations, shifting from driving to other modes of transportation can help us meet our climate goals, reduce congestion, and make way for people who have no other choice but to drive (for deliveries, health, carrying capacity). How willing or interested are you to take other types of modes for transportation?**



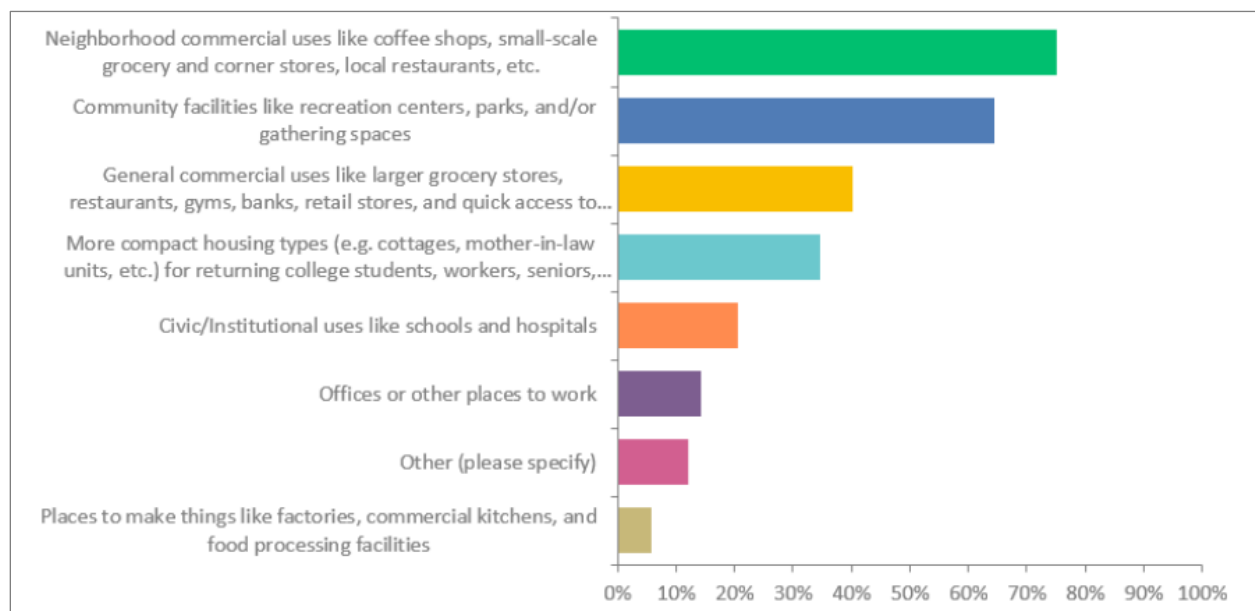
**For those modes you are interested in, what would it take to encourage you to take other modes of transportation? (check all that apply)**



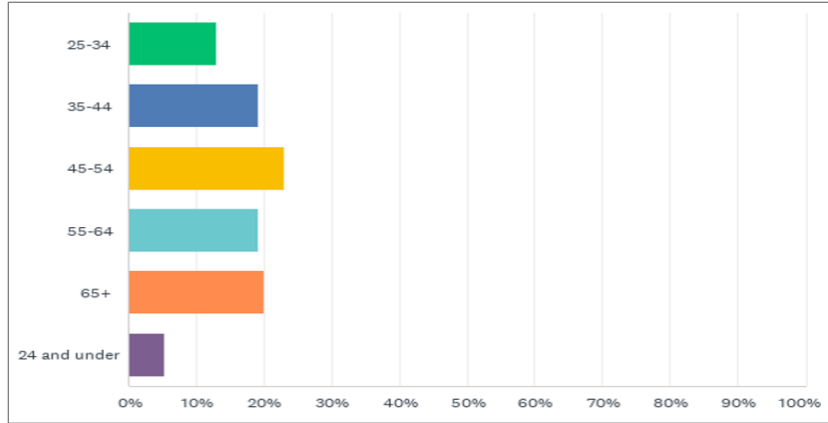
**In a typical week, how often do you work or attend school from home?**



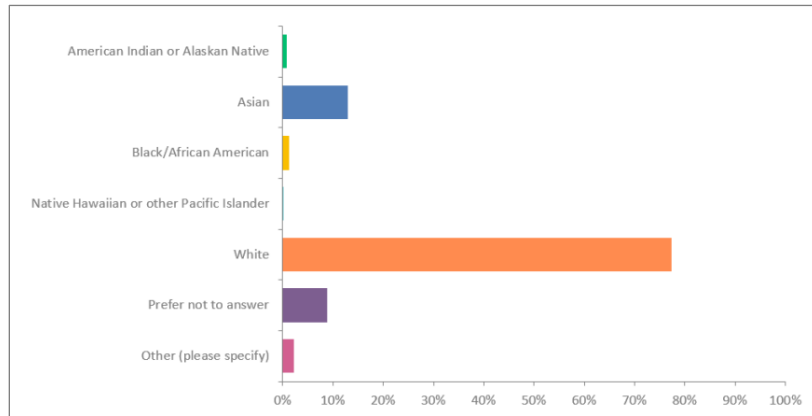
**What types of uses would you like within walking distance of your home? (check all that apply)**



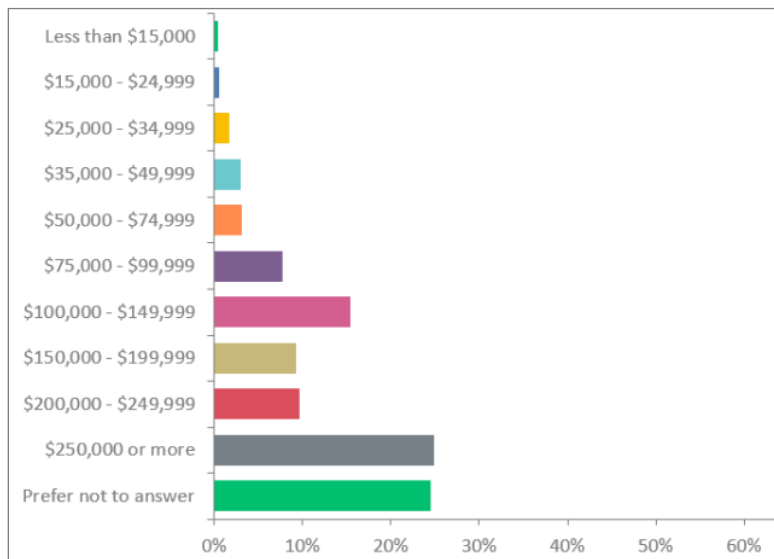
### What is your age?



### Do you consider yourself... (Please select all that apply)



### What is your household income?





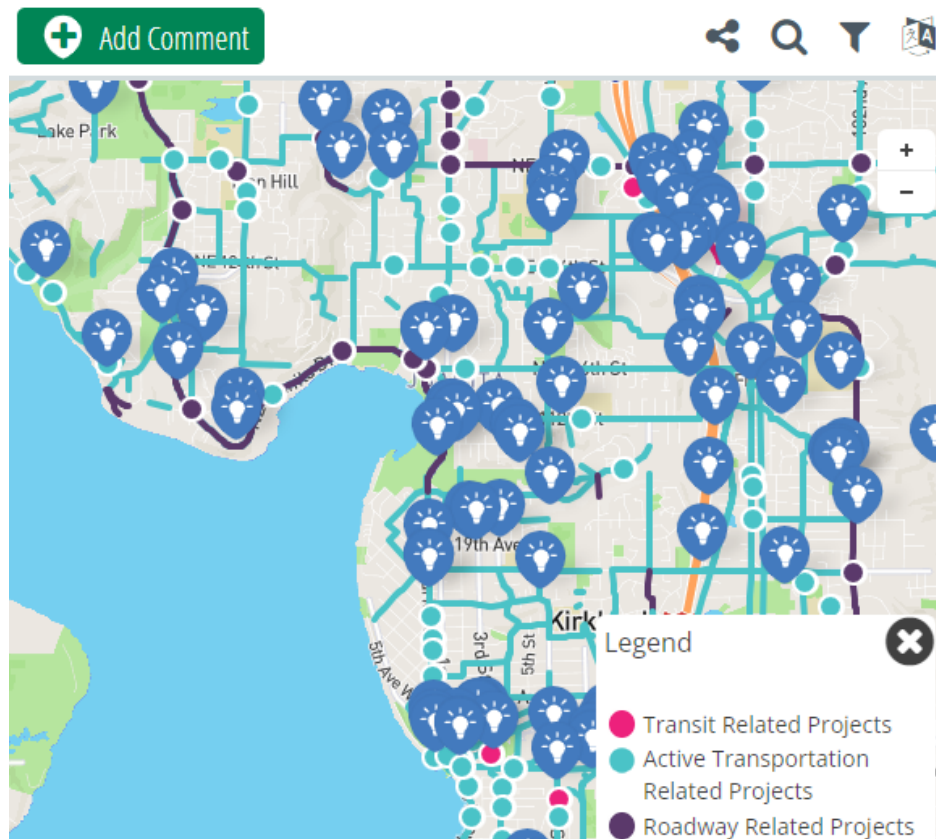
# Transportation Strategic Plan (TSP) - Project List Public Engagement

## RESULTS SUMMARY

A 20-year project list is a required component of the Transportation Element and of the Capital Facilities Element (CFP) of the Comprehensive Plan. It is a set of projects that is estimated at a high level to be funded within reasonably expected revenues. This will become the 'fiscally constrained' project list for the next 20-years and will be prioritized for local and external funding.

Over 450 projects have been identified as candidates for future capital projects. A public engagement map of these was launched between February 5 and February 29, 2024.

Overall, there were over 1204 unique users who made 2655 reactions in the form of likes/ dislikes and comments.



[Kirkland's Transportation Project Engagement Map | Social Pinpoint \(mysocialpinpoint.com\)](https://mysocialpinpoint.com)

### COMMENTS AND REACTIONS RECEIVED:

The map had two ways for people to comment:

1. Select a project from the map and like, dislike (I don't like it) and/ or make a comment about the project
2. Add a point on a map with a specific comment. Others had the opportunity to like or dislike any comment.

There were 2350 responses (referred to as 'reactions') with 1928 'likes', 315 'dislikes' and 358 specific comments on 196 projects (some projects had up to 6 comments). NOTE: People were not required to like or dislike a project to leave a comment.

441 projects had some sort of reaction:

- 6 projects had more than 20 reactions (the highest was 30)
- 56 projects had between 10-19 reactions
- 260 projects had 3-9 reactions
- 119 projects had 1-2 reactions

### Reactions to Projects in Webmap:

- Projects with the **most reactions**:
  - Raised crosswalk at the Kirkland Transit Center - 22 likes, 6 dislikes and 5 comments mostly focusing on not wanting new turn restrictions (which this project would not impose)
  - NE 132nd St Multimodal Corridor (100th Ave NE to I-405) project - 21 likes and 1 unlike with three additional comments that were generally supportive.
- Projects with the **highest positive reactions**:
  - Lake Washington Boulevard Promenade – while the actual project didn't get as many likes or dislikes, a separate comment advocating for this and the connections to the SR 520 trail garnered 68 likes and 5 dislikes
  - 5th Ave Trail (6th St to CKC) – 19 likes and three additional comments (all likes)
  - Juanita Drive at NE 132<sup>nd</sup> St Intersection Improvements – 18 likes, 1 dislike and one comment (bike/ped safety focused)
  - There were 406 additional projects where the likes outweighed the dislikes
- Projects with the **highest negative reactions**:
  - New signal at 108<sup>th</sup> Ave NE and NE 53<sup>rd</sup> St – 12 dislikes, 3 likes and four additional comments mostly expressing concern a new signal would cause more delay (related to the 108<sup>th</sup> Ave Transit Queue Jump project)
  - A new roadway connection adjacent to the CKC between 120th Ave NE to 120th PL NE (identified in [Citywide Transportation Connections](#)) – 10 dislike, 4 like and one additional comment (all dislikes)
  - Aside from the above two projects, 16 additional projects were more negative than positive by one or two reactions
- Projects with **mixed opinions**:

- 90th Ave NE/ NE 134th St mini roundabout – 16 likes, 11 dislikes and 4 additional comments (dislikes noting concerns for large vehicle space, need and icy conditions)
- Juanita Dr/ NE 138th roundabout option – 9 likes, 7 dislikes
- NE 70th Street / 122nd Ave NE roundabout – 7 likes, 4 dislikes

**Additional Comments:**

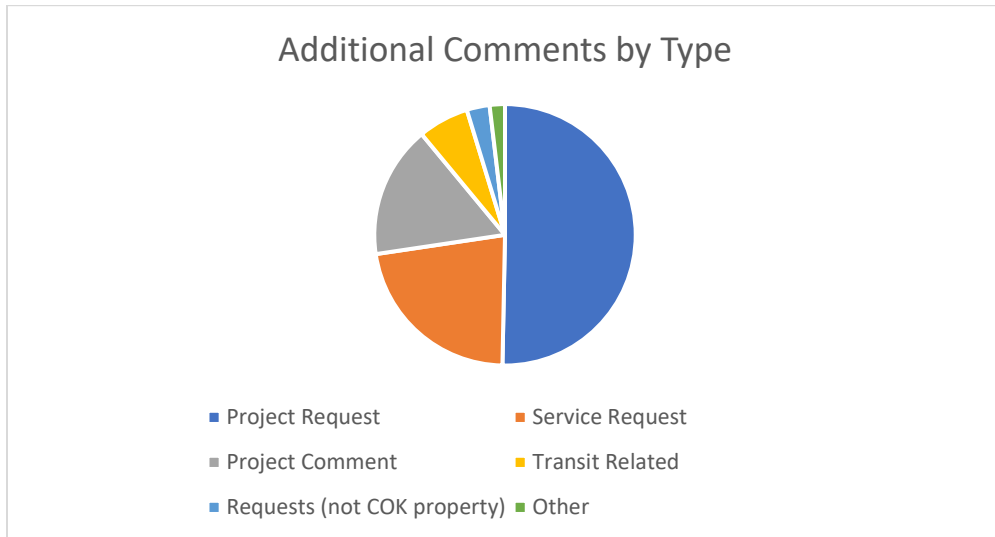
There were 328 additional comments made in the map. Those were all reviewed by transportation staff and categorized into themes: Support of an existing project, potential for a future capital project, service requests, those outside of Kirkland’s jurisdiction, transit related or other (not project related).

- Comments labeled as **Project Requests** may become a future candidate through the city’s capital improvement program.
- Comments labeled as a **Service Request** will be managed through the city's day to day programs such as site distance evaluations, speeding concerns, street maintenance, etc.

All comments/ suggestions will require additional transportation and engineering review.

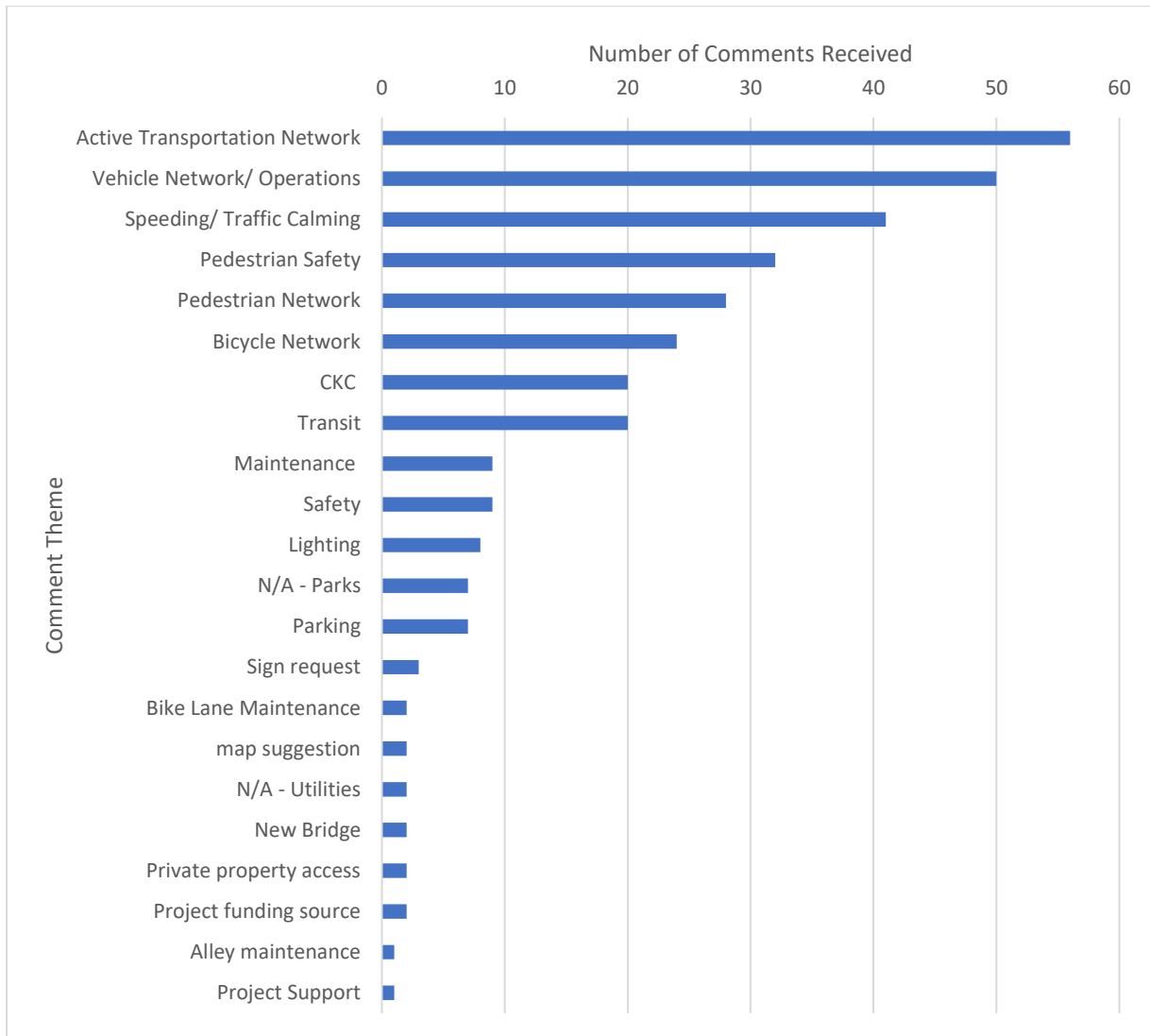
There were some additional comments that received a lot of additional reactions:

- Request for traffic calming at 16th Ave W & 6th St (Market neighborhood) – 93 likes and 2 dislikes
- Comment related to traffic calming on Central Way – 52 likes and 5 dislikes
- Lack of compliance with the no-turn on red sign at the NE 116<sup>th</sup> St/ 98<sup>th</sup> Ave NE intersection – 49 likes, 3 dislikes

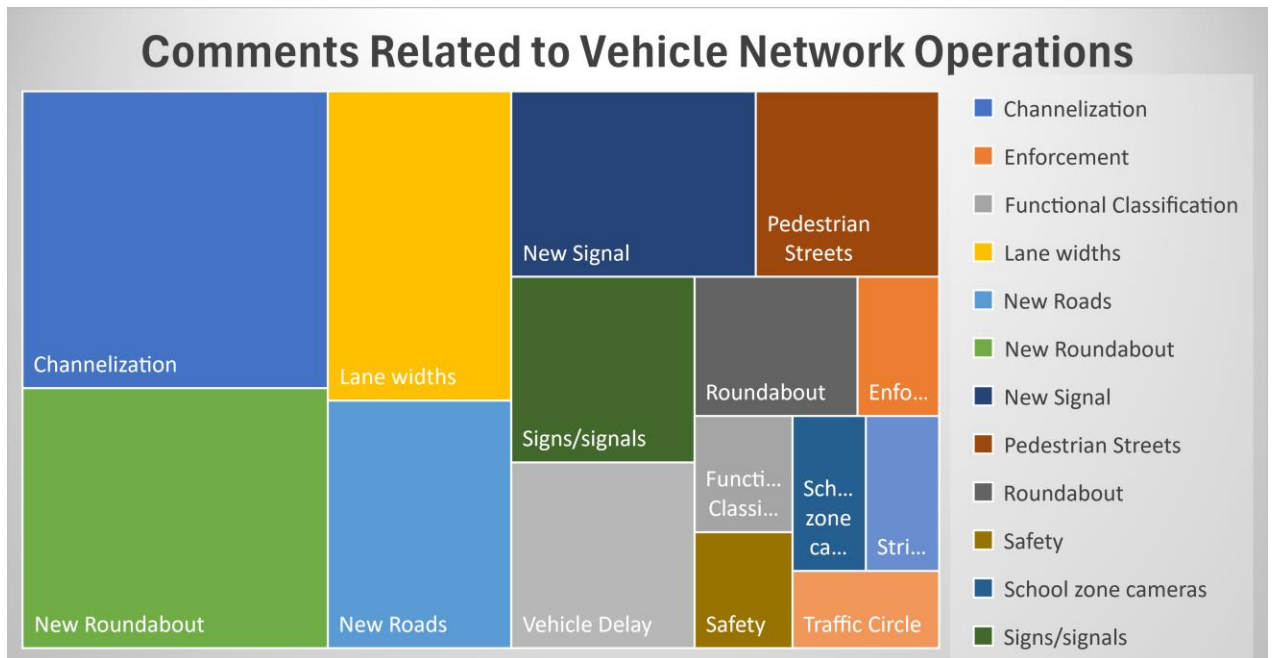
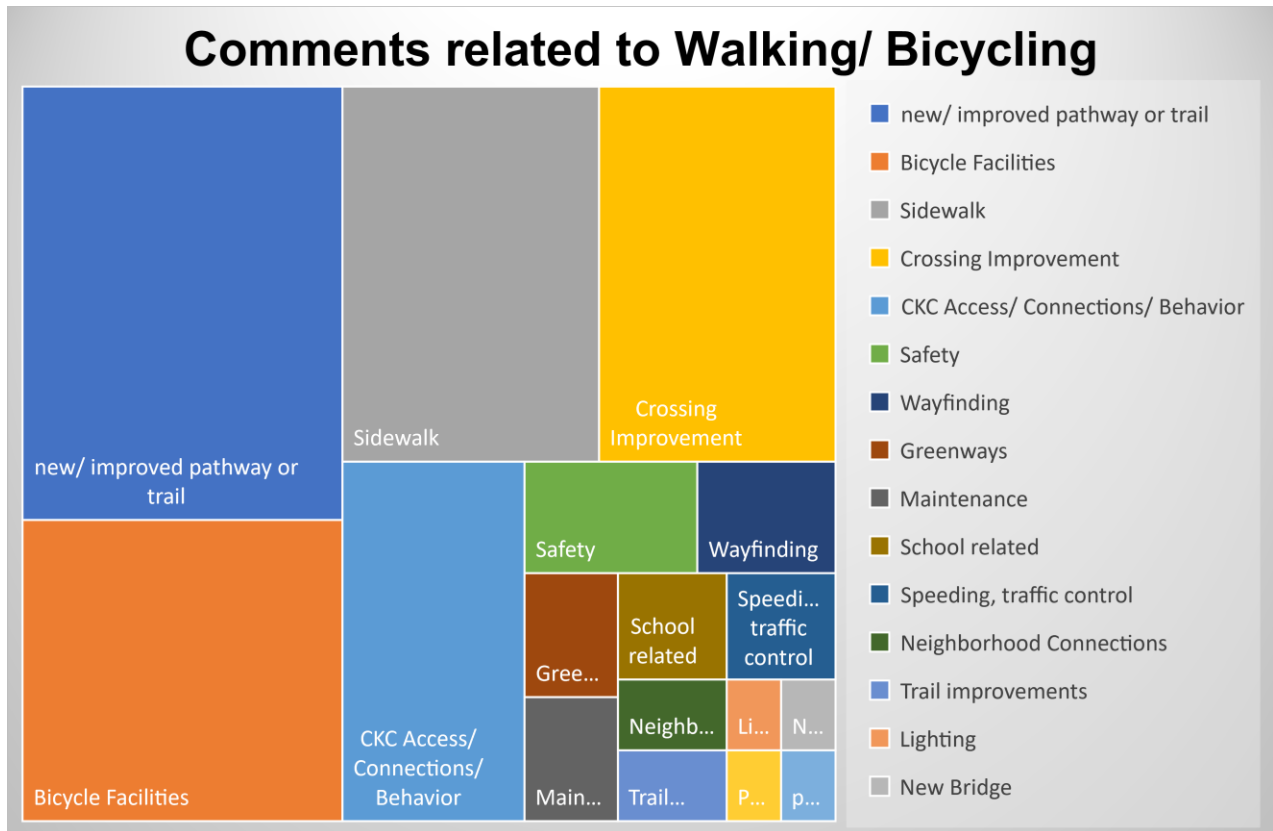


Comment Type	Count
Project Request	160
Service Request	71
Project Comment	52
Transit Related	20
Requests (not COK property)	9
Other	6

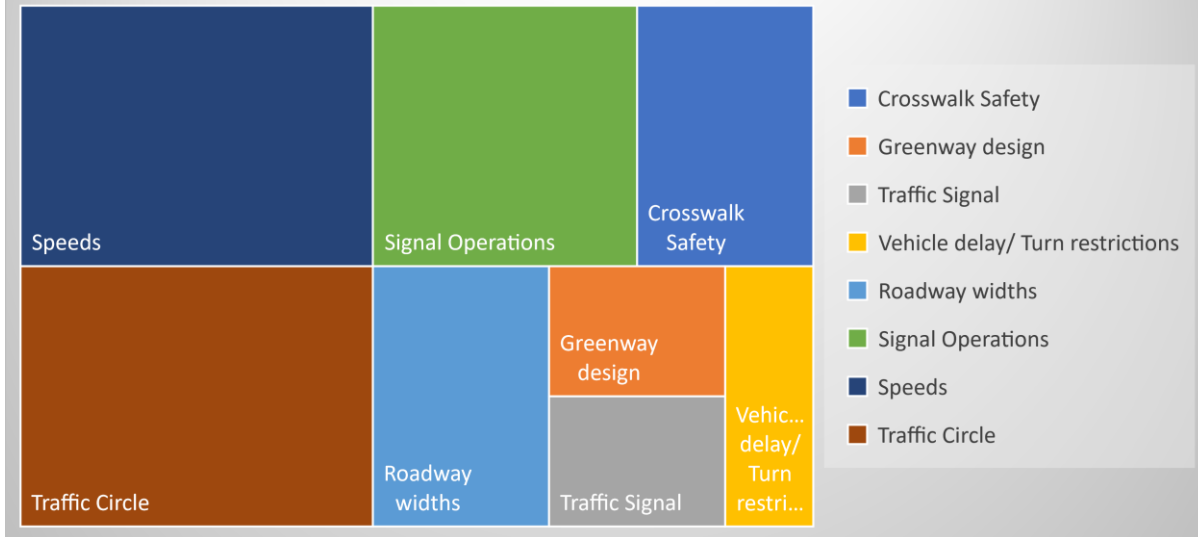
Most of the comments received were related to walking and bicycling. Comments labeled as 'Active Transportation' referenced both modes. The combined total for Active Transportation, Pedestrian Safety and Networks, Bicycle Networks and the CKC amounted to 162 comments (almost half of the total comments received).



The charts below show some of the sub-categories for some of the highest themed comments:



## Comments Related to Speeding and Traffic Calming



Comments were received from sources in 33 cities:

Zip Code	count by zip code	% by zip code
Kirkland	732	38.6%
Woodinville	337	17.8%
Redmond	226	11.9%
Bellevue	130	6.9%
Renton	108	5.7%
Seattle	100	5.3%
Bothell	65	3.4%
Marysville	33	1.7%
Everett	24	1.3%
San Rafael	18	0.9%
Arlington	17	0.9%
Los Angeles	17	0.9%
Tustin	11	0.6%
San Jose	9	0.5%
Olympia	7	0.4%
Ottawa	7	0.4%
Puyallup	7	0.4%
Issaquah	6	0.3%
Kenmore	5	0.3%
Mount Vernon	5	0.3%

Denver	4	0.2%
Edmonds	4	0.2%
Park City	4	0.2%
Stanwood	4	0.2%
Mercer Island	3	0.2%
Esbjerg	2	0.1%
Honolulu	2	0.1%
Lake Stevens	2	0.1%
Snohomish	2	0.1%
Rancho Mirage	1	0.1%
Snoqualmie	1	0.1%
Tacoma	1	0.1%
Vancouver	1	0.1%

Comment made by dropping a point on the map and making a comment.

These are votes in response to the initial comment.

Comment	Total Votes	Up Votes	Down Votes
<p>Crossing Central Way in the downtown corridor is hazardous for pedestrians, and that includes the new RRF crossing at the Wingdome corner which give pedestrians a false sense of security since many cars ignore the flashers. Central Way should be un-designated as an arterial, which would allow more effective traffic calming measures such as raised crosswalks.</p> <p>Please provide a safe path for pedestrians to reach the Waverly Park waterfront without sharing the narrow and downward-sloping entrance road with cars.</p> <p>There is no safety guardrail on the left side of the road going downward. There is no sidewalk either. It would be beneficial to build a staircase at the entrance to reach the middle parking lot level. This would separate cars from pedestrians and lead to higher usage of the existing staircase from the middle parking lot level to the waterfront.</p>	41	36	5
<p>Create a walking trail under the power lines to connect students to the east entrance of Juanita High School.</p>			
<p>This new trail would allow students coming from NE 124th (at about 108th Ave NE) to walk to the east entrance of Juanita High School on 128th.</p>	38	37	1
<p>Students would be able to safely walk this short path away from cars and would avoid traveling 1.5 miles out of their way to get to school.</p>			
<p>520 Bike Trail to CKC Connection.</p>			
<p>We need a better way to connect (on a bike) from the 520 trail to the CKC. They are two great pieces of bicycle infrastructure, but connecting between them feels dangerous.</p>	36	36	0



NB bike lane needs to continue all the way to the CKC 33 31 2

Close Park Lane to most traffic (deliveries if needed only). All great cities in the world have pedestrian shopping streets that don't have vehicle traffic. Park Lane is the perfect street for this. Not only would it be more attractive to shoppers and restaurant-goers, but it would help the traffic backup on Lake Street. 32 29 3

Create a short trail to connect the east entrance of Juanita High School to 124th, allowing students to walk safely and avoid traveling 1.5 miles out of their way. 32 31 1

The trail could go under the power lines, as shown behind the people in the attached photo.

Central Way should be one-lane west of 3rd street. There are a lot of residential buildings and businesses on the north end that are difficult to access by foot. Central Way already shrinks to one lane once it passes Lake St. 30 27 3

Roundabout needed. This would allow for safer pedestrian crossings as well as safer U-turns to/from Central. This is a very confusing intersection and a roundabout would make it clearer who has right-of-way without significantly impeding traffic flow. And clarify those turning left and going straight when coming down the hill. 29 21 8

This section of Juanita drive is dangerous and needs sidewalks for pedestrians and better separation of bike lanes from the car lanes. 28 27 1

Addendum to: "Please provide a safe path for pedestrians to reach the Waverly Park waterfront". Here is a diagram of a non-motorized path with stairs that was in the Waverly Beach Park Renovation Plan Phase 1 circa 2014. (See bottom right of the diagram.) This path was pushed to Phase 2, but that was 10 years ago. Let's get this done! MANY pedestrians of all ages and abilities mix with vehicles on that scary access road. Let's include runnels for bikes, too. Thank you!

	27	27	0
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The Kirkland City Council voted in 2023 NOT to close Park Lane. 100% of the property owners and businesses were against the closure of Park Lane. The City of Kirkland has stated in writing that the decision of the council cannot be appealed. This is a closed case.

	26	5	21
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Downtown Kirkland needs all ages and abilities bike facilities and safer crossing facilities for pedestrians.

	26	23	3
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This crossing from the connector trail to 8th is dangerous for bikes, as cars coming from Kirkland way are usually speeding and this is a blind spot right after the truck eating bridge. Suggest adding some warning crossing signal

	26	26	0
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There should be a streetlamp here to light up walkers to the grocery market and other retail destination. There is a turn in from market that is dangerous in the dark hours when drivers cannot see the many pedestrians walking to and from the grocery market along this street. There is currently little or no lighting for those cars pulling into the neighborhood from busy market street.

	24	24	0
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Roundabout with dedicated slip-lane for Westbound to Northbound traffic.

	23	16	7
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We really need a traffic signal and pedestrian crosswalk installed here on the intersection of 85th street and 126th Ave.

This intersection is the only one in this block of 85th street which lacks a traffic signal - making it dangerous for drivers entering 85th from 126th and especially dangerous for Pedestrians who need to cross here to access the Bus stops placed on either side of this intersection (Stop ID: 73845)

21 20 1

The newer implementation of the northbound/left turn bike box here is much worse than the old one. Current design forces a cyclist to wait for two pedestrian crosswalk cycles. The previous large green area allowed for crossing in front of stopped cars to make a left turn and was both safe and much more efficient.

21 20 1

There is no pedestrian access to this building at all. No sidewalks and no crosswalk.

21 21 0

We need a safer crossing option for students and those crossing to go to the little grocery market here. Neighbors have witnessed multiple close encounters specifically with high school students running across market in the dark winter mornings. I am afraid it is matter of time before something terrible happens. We need a better solution such as crossing bridge over market for a safe connect ion of East and West of market that will not impact traffic but keep our community members safe.

20 18 2

A multiuse path should be created in this green space to create a safer walking/biking alternative up Finn Hill. Could also tie into the proposed green loop.

20 19 1

Install protected bike facilities in this portion of 100th.

17 14 3

There are three car lanes to enter/exit the Totem Lake Center here but no sidewalks. This makes it hazardous to enter as a pedestrian here since you are forced to walk in the roadway where people may be quickly turning and not see you.

17 17 0

There is a tiny curb cut that can be used to exit/cross the CKC at Kirkland Ave. This should be expanded and ideally filled with gravel as the current cut is small and a bit muddy.

16 15 1

Improving bicycle access here will make bikes less likely to take the sidewalk on Kirkland Ave.

Add a sidewalk along this corner. It is a VERY blind turn with no real safe place for pedestrians	16	16	0
There's been talk for years about putting a sidewalk from Market up the length of 19th to KMS. What's being done on this! It's so dangerous for walkers old and young alike!	16	16	0
The greenway proposed for NE112th is an excellent idea. It is a very good connection between the CKC and Market and traffic calming would increase safety for students/families walking to AG Bell. However, for cyclists continuing north or west, joining Market at the emergency vehicle cut-out at the base of NE110th is much safer than attempting to navigate the very complicated intersection at NE116th, 98th AVE NE, and 99th PL NE.	16	16	0
Adding a street lamp on this corner would be very beneficial for both the vehicles coming into the neighbor from Market and pedestrians and or bikes coming up Market as they cross in front of you. Especially with all the new construction on Market I would think this is hopefully already in the works...	15	14	1
Add a small ramp to get into 10th street from the connector trail	15	15	0
Change the all-way stop to a roundabout on this intersection. Right now it creates tons of traffic during the school and rush hours, roundabout would make it much more efficient	14	12	2
There is also no safety for pedestrians. Juanita Drive is a major thoroughfare. Northwest citizens are not being represented or attended to by the city of Kirkland.	14	13	1
Have a pedestrian bridge go from Kingsgate P&R to Totem Lake Freeway Station. Currently transit riders parking at Kingsgate P&R have to walk all the way out to 128th st and back around to get to the bus stop.	14	14	0
For students with ebikes, getting from the CKC up to Kirkland Middle School is a real challenge. The bike runnels near the frog on the CKC are not feasible for a middle schooler to push an ebike up. As a result, many students choose to ride out past Peter Kirk Elementary and then up this stretch of road. There's no bike lane here at all and students are forced to ride on the sidewalk. We should really address this use case.	14	14	0
connection between the street end and the CKC here. There is rail/City right of way between 2 houses here.	14	14	0

Consider widening the road to include a two-way left turn lane. This would support better access in/out of the neighborhoods and keep traffic from backing up for blocks when someone needs to turn left....but cant.	13	2	11
Kirkland is short on North/South roads for vehicles (limited mostly to Market Street, I405 and 124th Ave NE). Adding additional N/S routes is key to solving road congestion, which is only getting worse each year. In 20 years, we'll need more N/S routes for local access and for the tens of thousands of commuters who travel from the norther cities (Everett, Edmonds, Lynnwood, etc.) to southern cities (Bellevue, Redmond, Kent, etc.). Please plan new N/S routes.	13	4	9
Put a side walk on NE 110th Pl	13	9	4
There is no sidewalk on 19th and it is extremely dangerous for pedestrians, many of whom are middle school children on their way to/from KiMS. This is a HIGH priority and involves the safety of our kids.	13	12	1
Complete missing sidewalk segment on two parcels along the south side mid-block of NE 140th Street to make a more pedestrian safe and continuous walkway for children and families as they walk to and from Helen Keeler Elementary School. This will eliminate the need to maintain the existing striped on-street walkway segment.	13	13	0
Design a safe pedestrian crossing of 7th Ave S and 5th Pl to the CKC. This is a major walking route of kids to and from Lakeview as well as the community at-large to access the CKC. Should also install speed bumps along 5th Pl.	13	13	0
What all ages and abilities connections do we have between parks with play structures and the greater neighborhood communities? connections between points of interests like a park and the neighborhood would be great to see.	13	13	0
The park needs a sidewalk next to it. There are so many pedestrians walking in the road here, including small children since this is the only way to walk to the playground from the north part of the neighborhood. I even saw an older man with a walker walking in the road here. A sidewalk here would really improve safety.	12	8	4
Culvert work at I-405 at NE 145th street should include future Juanita Public Pathway (to connect the CKC to Burke-Gilman via JHS and three parks)	12	8	4

Another insanely wide road in a neighborhood. Can this road be made narrower for cars, but better for pedestrians and cyclists? 12 11 1

Dangerous intersection with no marked crosswalk. Kids walking to school have to cross from the north side of the street to the south side of the street through an intersection with no crosswalk, while distracted drivers are on their way to work in the mornings. Also, is a blind corner that many drivers roll through without completely stopping. 12 12 0

Cars routinely speed through here around many pedestrians. We need physical traffic calming like raised crosswalks. 12 12 0

Some of the school bus stops along Holmes Point feel pretty dangerous in the dark of winter: kids are standing in the mud and rain on the side of the road at or near semi-blind corners. Recent restriping has been a nice improvement. Curbs or even large rocks at bus stop corners would further help to separate the grade from where children are congregating. 12 12 0

Put a sidewalk on the east side of Urban Plaza where the Vinason/parking entrance is. I see people walking up the road all the time because it's the natural path to Central Way. Yes, they could cross to the west sidewalk but then they'd just have to cross again at the crosswalk over Central Plz at the top of the hill. 12 12 0

Additional request for sidewalks here. It is very dangerous turn for pedestrians and so many in the neighborhood use it to get to the Juanita parks and public transportation. 12 12 0

Making the car lanes slightly narrower on Juanita Drive would reduce the speeds of cars, making the road safer, while giving more room for bike and pedestrian infrastructure. If the city were to build sidewalks which would be great, the road itself would not need to be widened as much or at all reducing the cost of construction. 11 9 2

Going up 6th St. then 12th Ave. is the most convenient way to get to the Cross Kirkland Corridor from Kirkland Urban by bicycle. Putting wayfinding signs up 6th and at the intersection of 12th would make the route clear. 11 11 0

Walk connections - general comment: it is notable this entire plan misses the infrastructure for walk routes that use right of ways and easements between streets, and only focuses on existing streets and roads. King County showed foresight with right of ways that are not utilized. We need a non-motorized plan for the city. 11 11 0

Build a large underground parking garage underneath the baseball field. Eliminate the lake shore plaza parking and the one at the corner of Central and Lake and turn these into parks. 10 1 9

143 is absurdly wide here. The traffic lanes need to be narrower. Either install a median or narrow the road (AND INSTALL SIDEWALKS AND BIKE LANES) as a traffic calming measure 10 8 2

Please pave the CKC. The amount of silica dust kicked up by ebikes and e-motorcycles makes the corridor a cancer and silicosis risk for users during dryer months. 10 8 2

Please repave this road. Excuses were made about why it wasn't repaved this past year - and those excuses don't make sense. 10 9 1

As more and more houses are built west of Juanita, something needs to be done at the intersection of 138th and Juanita. If a roundabout, it needs to be designed to handle big trucks and buses. Developers of new houses need to contribute to the road changes.	10	9	1
Add a roundabout at NE 132nd St and 120th Ave. This will help relieve congestion at the intersection and will improve safety for those living in the neighborhood to the north. Cars sometimes blow through red lights on NE 132nd St.	10	10	0
The stop sign here creates large traffic backups on 116th during rush hour. There's hardly any cross traffic here. A round-about or a triggered traffic light would let the 116th Ave traffic flow much more smoothly.	10	10	0
118th Ave. NE allows people bicycling from neighborhoods around NE 116th St. to connect to the Cross Kirkland Corridor, but is currently too dangerous because the bike lane abruptly ends with street parking. Street parking isn't needed with the multi level parking garage and a surface lot right next to 118th at the Windsor Totem Lake Apartments.	10	10	0
If the bicycle lane from 116th continued up 118th Ave, then along NE 118th St., the bike route would be fully connected			
Build another road between Rose Hill and Willows Run Golf Club. There is no easy access now and that causes traffic jam since people have to drive either from TL or Redmond	9	2	7
COK needs to make a commitment to the corner of LW Blvd and 85th as to whether it will be a parking lot (structured) or not. I would be more than happy to build a structured parking lot on this site and share revenue with COK	9	3	6
Improve shoulder to provide actual parking. Anything to work in more parking to support the part.	9	5	4
Don't allow left turns to Park Ln from SB Lake St. It's 1/2 the reason traffic backs up for a mile every day in the afternoon (the other half is the two signals aren't synchronized)	9	9	0
There should be painted (and ideally raised) crosswalks at every intersection.	9	9	0
Put a roundabout here to slow down traffic on 143rd.	8	4	4
Not only is there a missing sidewalk here to the park and to AG Bell School, there is also a crest vertical curve. It is a dangerous road to walk on as cars cant see you as you walk in the street due to a lack of pedestrian facilities.	8	6	2



This intersection (6th and 7th) should be a small roundabout. Traffic always flows well through the other roundabouts on 7th, but then comes to a halt at this intersection. A small roundabout like the rest of 7th west of this intersection would be smoother than a simple 4-way stop. It also prevents cars from running straight through the stop signs which would make traffic safer.

8 7 1

put a Don't Block the Box on 68th in front of the Lakeview Elementary driveway. That way people leaving pick up/drop off area can make a left onto 68th when traffic is stopped for cross walk and bus.

8 8 0

There is a huge gap here with no crosswalks. Pedestrians should not need to go way out of their way for a safe crossing.

8 8 0

Uphill bike accommodations are needed on 3rd St north of Central Way. My current alternative is to transition to the sidewalk since I'm moving much closer to the speed of walkers than vehicles while moving up this. Either add a bike lane or improve the accommodation/routing on/off of the sidewalk for people on bikes. (This is a common route between Downtown Kirkland/Moss Bay and City Hall, followed by a turn left/west onto 4th Ave).

8 8 0

Please consider 2-lane roundabouts at 145th and Simons Rd. Traffic backs up from one intersection and creates blockages at the other intersection.... further backing up on 100th, Simons and 145th.

7 3 4

All of these streets with diagonal intersections need to be revised to improve driver line of sight for seeing peds and bikes on Market St. Consider making them alternating one-way streets in the 1-2 blocks leading up to Market St then using the extra pavement to create a perpendicular intersection with Market St and add features that cause drivers to slow down to make the turn.

7 3 4

Please get rid of these little bike lane side paths. The only thing they accomplish is making it so that street sweeper vehicles can't keep the bike lane clear of debris.

<https://www.google.com/maps/@47.6447102,-122.1855946,3a,75y,181.52h,74.16t/data=!3m6!1e1!3m4!1sAD2Zx2ECyAQWmqogt5zwMQ!2e0!7i16384!8i8192?entry=ttu>

7 5 2

124th Ave is a speedway outside of peak hours. It desperately needs traffic calming: medians, narrower lanes, a lower speed limit. Maybe even a roundabout at 140th to slow traffic. I've seen people nearly get run down on multiple occasions.

7 7 0

115th and 124th could use a crosswalk. Cars frequently turn blind on to 115th at 25 mph+ speeds and only see people crossing at the last minute. This area has foot traffic from the apartments above Visible Coffee, the kids' music studio and the coffee shop itself.

7 7 0

Add a sidewalk between 104th Ave NE and 108th PL NE. In some sections there is basely any shoulder, and there are regularly people walking along this very busy road, including children going to bus stops. When traffic is not backed up cars can be moving well over the speed limit down 145th in both directions. Connecting the existing sidewalks on the East and West ends of the road is not just practical, but a safety issue.

7 7 0

I think some directional signage at the new bridge (and other crossings) would be a helpful addition -- let people know they can cross it and get to Totem Lake Village and Evergreen Hospital, advertise the loop walk around Totem Lake, promote the connection to Woodinville and the Sammamish River Trail. Someone who had taken the bus stopped me to ask where the trail went in this vicinity.

7 7 0

There seems to be missing all ages and ability links between major infrastructure like EastTrail and the surrounding communities. how to you get families and kids to the EastTrail and not just the strong and fearless bike rider in lycra.

7 7 0

Westbound vehicles regularly slide over to the right turn lane well before it begins, creating a hazard for bicyclists. Bike lane needs physical protection from vehicles.

7 7 0

Formalizing this informal connection and adding a crosswalk would be handy

7 7 0

Remove the water tank from MT park. Move somewhere further from houses and buildings.	6	2	4
Light needed at this intersection. Very difficult to turn left onto 124th from 103rd. Students crossing 124th often sprint across all four lanes of 124th because the crosswalks are so far from the main intersection.	6	4	2
A traffic light here would improve both pedestrian and driver safety. This is an extremely dangerous intersection that is used heavily by drivers and pedestrians (many of which are students walking to school or the bus stop)	6	4	2
Juanita Public Pathway connecting CKC to Burke-Gilman trail should go through Edith Moulton park	6	5	1
Continue JPP next to powerline from 128th to 132nd. This would allow car free and safer access to Juanita HS and possibly to the 124th shopping area.	6	5	1
Still no indication of a North South crosswalk for mouth of Slater at NE 115 PL. DESPITE the fact the Council asked the City to finish up 124 AV NE.			
I understand it is difficult to see what I am talking about in terms of danger. My hope is you will get in a wheelchair and go to that spot at 5:30 pm on wk dy.	6	6	0
Would suggest creating a raised crossing with flashers about 20 yards down NE 115th PL. I would PROTEST LOUDLY if the crosswalk were taken all the way back to the bend. LOUD.			
Work with Bellevue to improve continuation of bike lane until the turn off to the 520 bike path	6	6	0
This is a tough left turn at rush hour as the left turn lane is small. If there is room to extend the left turn lane, this would greatly improve traffic flow in this intersection.	5	3	2
Add flashing lights to this pedestrian crosswalk. It is next to a school bus stop that is usually dark in the winter mornings.	5	4	1
More continuity of sidewalks along this entire street as well as better street lighting as this street approaches 70th	5	4	1

Cars do not yield to pedestrians / cyclists here. Since they don't have to stop at the light they continue cruising along fast and avoid eye contact.	5	5	0
Because the angle of the turn is so shallow cars barely slow down to turn right. Feels dangerous to cross as a pedestrian.	5	5	0
Streets with access to the CKC need signage so people know how to connect to trail infrastructure.	5	5	0
Juanita Public Pathway connecting CKC to Burke-Gilman trail should go through Heronfield park	5	5	0
Any way the city could add a public ROW cut-through along the edge of the maintenance center? Would be great to have another connection between the CKC and neighborhood.	4	3	1
Add sidewalks on missing section on west side of 120th Ave NE	4	4	0
Please complete a cement sidewalk all way on 132 nd Avenue. It is very hard for students to walk from slater to Lake Wa tech college. Also 109 street to 104 street.	4	4	0
the south side sidewalk on 118th Street is not ADA accessible as it is too narrow and in poor condition. Also the east side of 120th Ave NE to the CKC is also dangerous for pedestrians and wheelchair users as there is no sidewalk and people are forced into "bike lane"/side of road without any protection from cars.	4	4	0
Add some outdoor street workout and calisthenics combination equipment. Kids are already coming to play basketball here, help them stay more active and healthy	4	4	0

Kingsgate needs improved connecting bike routes to Totem Lake & CKC. 132nd Ave is the only route with bike lanes but has a steep hill with frequent debris on the shoulder and needs more separation from high speed vehicle traffic. 124th Ave and 120th Ave have significant pothole damage and no bike lanes at all. Kingsgate is in need of at least one safe, well maintained bike route to reach the amenities at the bottom of the hill.	4	4	0
79th Ave should become a neighborhood greenway. It's a residential street with heavy usage from school children and neighbors enjoying their yards.	4	4	0
Juanita Public Pathway connecting CKC to Burke-Gilman should go through Windsor Vista park	4	4	0
This stretch needs a streetlight	3	0	3
Stop light needed at the intersection of 124th and 103rd. Observed several accidents and near accidents. JHS students and other pedestrians cross at undesignated areas which has also caused several near accidents.	3	2	1
Street penetrations (manholes, water valve access, storm drains) all over the city streets have deteriorating asphalt rings. This results in these items sinking. I have contacted the city previously suggesting concrete be used to surround them but that was refused with a reason of a different coefficient of expansion between asphalt and concrete. The desert cities of California use concrete and it works there in their heat so why not here? In any event do something.	3	2	1
Add a bathroom facility on CKC similar to the one near Google	3	2	1
Protected bike facilities are preferred but will take years to implement. In the meantime, as an interim solution, PLEASE at least put sharrows and "Share the Road" signs NB and SB since this segment of the corridor connects segments to the north and south that have bike lanes and is frequently used by cyclists. Drivers seem to think cyclists suddenly shouldn't be on this stretch of road or are supposed to ride on narrow sidewalks frequently occupied by pedestrians, strollers, and dogwalkers.	3	2	1
These pedestrian crossings at the 405 offramps are bad news slash terrifying to cross at night. Also walking under 405 there is *grim* with just fake rocks and pavement but at least it's well lit :)	3	3	0

Improved continuity of sidewalks along this major walking corridor	3	3	0
Continuity of sidewalks along this major walking corridor	3	3	0
North rose hill is not well connected.			
There should be bicycle paths between Mark Twain park, Mark Twain School College and TotemLake Village. There is no safe way to go and many areas have 0 sidewalks on busy streets. Please add proper bicycle roads and walking paths.	3	3	0
This pedestrian pathway is a highly used walking route for residents and children traveling to school. It also creates a reasonable walking distance to bus stops. We should identify more locations for these pass throughs to create a more walkable neighborhood throughout Kingsgate.	3	3	0
Build an under/over pass here for ppl and cars to be able to go to Kirkland DT and cross the freeway safely.	2	0	2
This intersection waiting to turn onto Simonds Road can back up significantly when cars are trying to turn left onto busy Simonds Road. Adding separate left & right turn lanes onto Simonds Road would really help shorten wait times for cars seeking to turn right onto Simonds at this intersection.	2	1	1
Middle School students are crossing Market St. to get to and from Kirkland Middle School. As density increases in Kirkland and traffic congestion on Market St. goes up, these children will have to cross an increasingly dangerous road (and will further congest/stop traffic with their crossing). I have seen several dangerous crossings where vehicles miss the blinking lights or children fail to properly use the current crossings. Some kind of pedestrian bridge perhaps?	2	1	1
This intersection backs up at rush hour as the turn lanes are small. Would be great if the right turn lane can be extended to clear up this intersection.	2	2	0
Add speed humps to street and stop signs at corners on 88th. Open up streets north of here to through traffic.	2	2	0

Add a pedestrian crosswalk			
Kids, adults going to the school tend to jaywalk a lot due to the lack of crosswalks nearby	2	2	0
No Sidewalk access on the East side of the street, so medical offices there are inaccessible	2	2	0
Better signage from the neighborhood side for this pedestrian connection to the little shopping center. Allows me to stay on backroads instead of traveling on 70th from the greenway :)	2	2	0
Add some outdoors Calisthenics equipment like <a href="https://www.kompan.com/en/us/p/fsw104">https://www.kompan.com/en/us/p/fsw104</a>	2	2	0
The CKC needs to be widened and lit. This is critical transit infrastructure for bikes and peds.	2	2	0
This small section of the CKC could be paved or rewilded after the bridge reinforcement is finished. The deep ruts and gravel under the bridge are difficult to walk and bicycle on.	2	2	0
New connections and paths here needed	2	2	0
Better pedestrian and bus access to this park would be great.	2	2	0
Traffic frequently backs up here. The intersection with 85th needs improvement	1	0	1
This road frequently backs up with traffic. Please improve capacity and safety.	1	1	0
Install a continuous sidewalk along NE 145 St. With cars parked along side the road and busy, fast traffic, it is hard to walk along the road safely.	1	1	0
Install some outdoors gym equipment like <a href="https://www.kompan.com/en/us/p/fsw104">https://www.kompan.com/en/us/p/fsw104</a> for Calisthenics. Many people are already coming here to play basketball, that will help people be more healthy and active.	1	1	0
East/West Pedestrian/Bike Connection from vicinity of NE 112th St to Slater Ave. Crossing the highway interchange at 116th St is daunting, especially for cyclists.	1	1	0

Could there be a multi-use trail put in here? It's a steep hill, but maybe a switchback path could work. Seems like a great connection from the backside of the Evergreen complex down to Totem Lake part and the CKC. Away from cars. Peaceful. 1 1 0

Mid-block connection so that stores and bus stops on 98th Ave NE are directly reachable from NE 120th St. 1 1 0

No safe walking/bicycling paths towards Kirkland DT. Why is it taking too long to implement these? 1 1 0

That path shall all get paved and add proper bicycle lanes. 1 1 0

Extend the left hand turn lane (which is too short) Cars make illegal u turns from southbound Totem Lake BLVD to turn into the new Bower apartments. I've seen people drive up onto the sidewalk making this U turn. 0 0 0

Put in a HAWK pedestrian-activated crossing signal 0 0 0

Widen the existing dirt path to a wider gravel path so students can move between Janita High School and the neighborhoods to the south. A great bridge was just built here over the creek, but the path into the neighborhood south of it could be easily improved on a small budget. Much better than creating a new path through the sensitive wetlands to the east of campus. 0 0 0

Build a sidewalk (even a gravel path) on the west side of 72nd to handle the large number of people out with strollers, dogs etc who stroll down the middle of the road. Use the existing sidewalk easements, do NOT cut trees etc in Big Finn for a walkway. 0 0 0

We really need a sidewalk on the 19ave. It's extremely dangerous to walk along the street and our kids cannot safely get to the school. 0 0 0

I have asked for help regarding the crosswalk at 132nd Ave NE and 70th St for many years. There are 6 new houses almost completed in that 1/2 block area with many more planned. PLEASE, would somebody meet with me at the intersection? The traffic trying to go from NE 70th St to 132nd Ave NE is horrendous with drivers behaving irresponsibly. The last time I called Kirkland the woman I spoke with said that with more traffic, the slower the cars. WRONG and irresponsible. Please meet with me. 0 0 0



The intersection of 132nd Ave and 126th Pl is dangerous due to the high-speed, frequent traffic on 132nd and drivers attempting to turn onto it from 126th. 0 0 0

Install street lights on NE 110th Pl, it's very narrow with no side walk, adding street lights will increase the safety. 0 0 0

Would Like to have pedestrian pathway from Inglewood QFC to Juanita Beach. 0 0 0

we should no longer allow for through traffic at the intersection near salt and straw. This road is used as a through street for those exiting 405 NB towards Evergreen and Kingsgate. Access to parking should remain but removing this as a convenient through street for cars would create a safe and enjoyable pedestrian only space. 0

Should also install speed bumps along 5th Pl. 0

If the city were to build sidewalks which would be great, the road itself would not need to be widened as much or at all reducing the cost of construction. 0

Also raised crosswalk at this area. 0

Policy MB 9 includes surface parking lots to be eliminated in favor of nearby structured parking. 0

Maybe even a roundabout at 140th to slow traffic. 0

Open up streets north of here to through traffic. 0

and improved lighting for crosswalk at this area. 0

as well as better street lighting as this street approaches 70th 0

Create pedestrian/potentially bike friendly pathways that are not concreted; eliminating the need to put in more (expensive) concrete that occur alongside streets.

Maintain and enhance the pathway at 97th Ave NE to 97th Ave NE east of NE 137th Street.

Benefit: pedestrian access. Wildlife corridor too.

When redevelopment of Goodwill property (at NE 132nd St and 100th Ave NE), think 'pedestrians'.

For example, east of 98th Ave NE on NE 133rd Place allow a pathway.

Benefit: connects pedestrians uphill to the Juanita business district.

Create foot path at NE 137th Place to NE 137th Court toward Thoreau Elementary.

Benefit: pedestrian access to Thoreau Elementary.

Create a foot path at NE 135th St west of 87th Ave NE to NE 135th St toward Finn Hill Middle.

Benefit: pedestrian access to Finn Hill Middle.

Create a foot path along road that extends east of Juanita - Woodinville Way toward North edge of Fairfax Hospital, that would extend or connect to NE 133rd Lane, create a lovely bridge across the stream and end at north terminus of 105th Ave NE.

Benefit: pedestrian access to Juanita Highschool and the Juanita business district.

Also, the paths toward Thoreau Elem School and Finn Hill Middle School are suggested because walking along NE 134th St (west of 90th Ave NE), then south along 87th Ave NE, and then along NE 132nd St is very scary, has very poor air quality, and many loud vexations to hearing! Oodles of gas-powered vehicles (cement, trucks, trucks, trucks, garbage trucks, CARS galore, school buses, King County metro 225 (only one per hour now) travel this road route, which makes this pedestrian pathway horrible. Yes, I know that pedestrians are supposed to be polite and deferential to gas-powered vehicle drivers, however, I really resent the gas-powered vehicle world for the domination of the public space.

Comments labeled as Project Requests may become a future candidate through the city's capital improvement program. Those labeled as a Service Request will be managed through the city's day to day programs such as site distance evaluations, speeding concerns, street maintenance, etc. All ideas will require additional transportation and engineering review.

View on map	Project/ Service Request	Category Primary	Category Secondary
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<a href="https://dk:">https://dk:</a> Project Request	Vehicle Network/ Operations	Functional Classification
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<a href="https://dk:">https://dk:</a> Project Request	N/A - Parks	
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<a href="https://dk:">https://dk:</a> Project Request	Active Transportation Network	Juanita Public Pathway
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<a href="https://dk:">https://dk:</a> Project Request	Active Transportation Network	520 Trail Access
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[https://dk: Project Request](https://dk:Project Request)

Bicycle Network

Bike lanes

[https://dk: Project Request](https://dk:Project Request)

Vehicle Network/ Operations Pedestrian Streets

[https://dk: Project Request](https://dk:Project Request)

Active Transportation Network Juanita Public Pathway

[https://dk: Project Request](https://dk:Project Request)

Vehicle Network/ Operations Channelization

[https://dk: Project Request](https://dk:Project Request)

Vehicle Network/ Operations Roundabout

[https://dk: Project Request](https://dk:Project Request)

Active Transportation Network Protected Bike Lanes and Sidewalks

[https://dk: Project Request](https://dk:Project Request)

N/A - Parks

[https://dk: Project Request](https://dk:Project Request)

Vehicle Network/ Operations Pedestrian Streets

[https://dk: Project Request](https://dk:Project Request)

Active Transportation Network Protected Bike Lanes and Crosswalks

[https://dk: Project Request](https://dk:Project Request)

Pedestrian Safety Crosswalk

[https://dk: Project Request](https://dk:Project Request)

Lighting

[https://dk: Project Request](https://dk:Project Request)

Vehicle Network/ Operations New Roundabout

<https://dk: Project Request>      Vehicle Network/ Operations      New Signal

<https://dk: Project Request>      Bicycle Network      Bike Boxes

<https://dk: Project Request>      Private property access      Sidewalk

<https://dk: Project Request>      Pedestrian Safety      Crosswalk

<https://dk: Project Request>      Bicycle Network      new trail/ pathway

<https://dk: Project Request>      Bicycle Network      Protected Bike Lanes

<https://dk: Project Request>      Pedestrian Network      Sidewalk

<https://dk: Project Request>      CKC      CKC Access

<a href="https://dk: Project Request">https://dk: Project Request</a>	Pedestrian Network	Sidewalk
<a href="https://dk: Project Request">https://dk: Project Request</a>	Pedestrian Network	Sidewalk
<a href="https://dk: Project Request">https://dk: Project Request</a>	Active Transportation Network	Greenways
<a href="https://dk: Project Request">https://dk: Project Request</a>	Lighting	
<a href="https://dk: Project Request">https://dk: Project Request</a>	CKC	CKC Access
<a href="https://dk: Project Request">https://dk: Project Request</a>	Vehicle Network/ Operations	New roundabout
<a href="https://dk: Project Request">https://dk: Project Request</a>	Pedestrian Safety	
<a href="https://dk: Project Request">https://dk: Project Request</a>	New Bridge	Transit access/ pedestrian
<a href="https://dk: Project Request">https://dk: Project Request</a>	CKC	School access
<a href="https://dk: Project Request">https://dk: Project Request</a>	CKC	New access trail

<https://dk: Project Request> Vehicle Network/ Operations New turn lanes

<https://dk: Project Request> Vehicle Network/ Operations New Roads

<https://dk: Project Request> Pedestrian Network Sidewalk

<https://dk: Project Request> Pedestrian Network Sidewalk

<https://dk: Project Request> Pedestrian Network Sidewalk

<https://dk: Project Request> Pedestrian Safety Crosswalk

<https://dk: Project Request> Active Transportation Network Connections

<https://dk: Project Request> Pedestrian Network Sidewalk

<https://dk: Project Request> Active Transportation Network Juanita Public Pathway



<https://dk: Project Request>

Speeding/ Traffic Calming

Roadway widths

<https://dk: Project Request>

Pedestrian Safety

Crosswalk

<https://dk: Project Request>

Pedestrian Safety

Crosswalk

<https://dk: Project Request>

Pedestrian Safety

School bus stops

<https://dk: Project Request>

Private property access

<https://dk: Project Request>

Pedestrian Network

Sidewalk

<https://dk: Project Request>

Vehicle Network/ Operations Lane widths

<https://dk: Project Request>

Bicycle Network

Wayfinding

<https://dk: Project Request>

Active Transportation Network Easements

<https://dk: Project Request>

Parking

Downtown Parking

<https://dk: Project Request>

Speeding/ Traffic Calming

Roadway widths

<https://dk: Project Request>

CKC

Paving

<https://dk: Project Request>

Maintenance

<https://dk: Project Request>      Vehicle Network/ Operations      New roundabout

<https://dk: Project Request>      Vehicle Network/ Operations      New roundabout

<https://dk: Project Request>      Vehicle Network/ Operations      New Roundabout

<https://dk: Project Request>      Bicycle Network      Bike Lanes

<https://dk: Project Request>      Vehicle Network/ Operations      New Road

<https://dk: Project Request>      Parking      Downtown Parking

<https://dk: Project Request>      Parking      Parking lane

<https://dk: Project Request>      Vehicle Network/ Operations      Vehicle Delay

<https://dk: Project Request>      Pedestrian Safety      Crosswalk

<https://dk: Project Request>      Vehicle Network/ Operations      New roundabout

<https://dk: Project Request>      Pedestrian Network      Sidewalk

[https://dk: Project Request](https://dk:Project Request)

Vehicle Network/ Operations Traffic Circle

[https://dk: Project Request](https://dk:Project Request)

Vehicle Network/ Operations Striping

[https://dk: Project Request](https://dk:Project Request)

Pedestrian Safety Crosswalk

[https://dk: Project Request](https://dk:Project Request)

Bicycle Network Bike lanes

[https://dk: Project Request](https://dk:Project Request)

Vehicle Network/ Operations Roundabout

[https://dk: Project Request](https://dk:Project Request)

Safety Sight distance

<https://dk: Project Request>

Bicycle Network

Maintenance

<https://dk: Project Request>

Speeding/ Traffic Calming

<https://dk: Project Request>

Pedestrian Safety

Crosswalk

<https://dk: Project Request>

Pedestrian Network

Sidewalk

<https://dk: Project Request>

Pedestrian Network

Wayfinding

<https://dk: Project Request>

CKC

CKC Access

<https://dk: Project Request>

Bicycle Network

Protected bike lanes

<https://dk: Project Request>

Active Transportation Network new trail/ pathway

<https://dk: Project Request>

N/A - Utilities

<https://dk: Project Request>

Vehicle Network/ Operations New Signal

<https://dk: Project Request>

Vehicle Network/ Operations New Signal

<https://dk: Project Request>

Active Transportation Network Juanita Public Pathway

<https://dk: Project Request>

Active Transportation Network Juanita Public Pathway

<https://dk: Project Request>

Pedestrian Safety Crosswalk

<https://dk: Project Request>

Active Transportation Network 520 Trail Access

<https://dk: Project Request>

Vehicle Network/ Operations Extend turn lanes

<https://dk: Project Request>

Pedestrian Safety Crossing Improvement

<https://dk: Project Request>

Pedestrian Network Sidewalk

<a href="https://dk: Project Request">https://dk: Project Request</a>	Pedestrian Safety	Crossing Improvement
<a href="https://dk: Project Request">https://dk: Project Request</a>	Pedestrian Safety	Crossing Improvement
<a href="https://dk: Project Request">https://dk: Project Request</a>	CKC	Wayfinding
<a href="https://dk: Project Request">https://dk: Project Request</a>	Active Transportation Network	Juanita Public Pathway
<a href="https://dk: Project Request">https://dk: Project Request</a>	CKC	New access
<a href="https://dk: Project Request">https://dk: Project Request</a>	Pedestrian Network	Sidewalk
<a href="https://dk: Project Request">https://dk: Project Request</a>	Pedestrian Network	Sidewalk
<a href="https://dk: Project Request">https://dk: Project Request</a>	Pedestrian Network	Sidewalk
<a href="https://dk: Project Request">https://dk: Project Request</a>	N/A - Parks	

<a href="https://dk: Project Request">https://dk: Project Request</a>	Bicycle Network	Bike Lanes
<a href="https://dk: Project Request">https://dk: Project Request</a>	Active Transportation Network	Greenways
<a href="https://dk: Project Request">https://dk: Project Request</a>	Active Transportation Network	Juanita Public Pathway
<a href="https://dk: Project Request">https://dk: Project Request</a>	Lighting	
<a href="https://dk: Project Request">https://dk: Project Request</a>	Vehicle Network/ Operations	New Signal
<a href="https://dk: Project Request">https://dk: Project Request</a>	N/A - utilities	
<a href="https://dk: Project Request">https://dk: Project Request</a>	N/A - Parks	
<a href="https://dk: Project Request">https://dk: Project Request</a>	Bicycle Network	share the road
<a href="https://dk: Project Request">https://dk: Project Request</a>	Pedestrian Safety	Crossing Improvement



<https://dk: Project Request>

Pedestrian Network

Sidewalk

<https://dk: Project Request>

Pedestrian Network

Sidewalk

<https://dk: Project Request>

Active Transportation Network Connections

<https://dk: Project Request>

Active Transportation Network new trail/ pathway

<https://dk: Project Request>

New Bridge

Roadway network

<https://dk: Project Request>

Vehicle Network/ Operations New turn lanes

<https://dk: Project Request>

Pedestrian Safety

Crossing Improvement

<https://dk: Project Request>

Vehicle Network/ Operations Extend turn lanes

<https://dk: Project Request>

Speeding/ Traffic Calming

https://dk: Project Request	Pedestrian Safety	Crosswalk
https://dk: Project Request	Pedestrian Network	Sidewalk
https://dk: Project Request	Pedestrian Network	Wayfinding
https://dk: Project Request	N/A - Parks	
https://dk: Project Request	CKC	Trail improvements
https://dk: Project Request	CKC	Trail improvements
https://dk: Project Request	Active Transportation Network	new trail/ pathway
https://dk: Project Request	Active Transportation Network	Park access
https://dk: Project Request	Vehicle Network/ Operations	Vehicle delay
https://dk: Project Request	Vehicle Network/ Operations	Vehicle delay
https://dk: Project Request	Pedestrian Network	Sidewalk
https://dk: Project Request	N/A - Parks	
https://dk: Project Request	Active Transportation Network	New Bridge

<https://dk: Project Request> Active Transportation Network new trail/ pathway

<https://dk: Project Request> Active Transportation Network new trail/ pathway

<https://dk: Project Request> Active Transportation Network

<https://dk: Project Request> Active Transportation Network

<https://dk: Project Request> Vehicle Network/ Operations Channelization

<https://dk: Project Request> Pedestrian Safety Crosswalk

<https://dk: Project Request> Pedestrian Network improved pathway

<https://dk: Project Request> Pedestrian Network Sidewalk

<https://dk: Project Request> Pedestrian Network Sidewalk

<https://dk: Project Request> Pedestrian Safety Crosswalk

<https://dk: Project Request>

Speeding/ Traffic Calming

<https://dk: Project Request>

Lighting

<https://dk: Project Request>

Active Transportation Network new trail/ pathway

<https://dk: Project Request>

Vehicle Network/ Operations Pedestrian Streets

Project Request

Speeding/ Traffic Calming

<https://dk: Project Request>

Pedestrian Network Sidewalk

<https://dk: Project Request>

Pedestrian Safety Crosswalk

<https://dk: Project Request>

Parking Downtown Parking

<https://dk: Project Request>

Vehicle Network/ Operations New Roundabout

<https://dk: Project Request>

Vehicle Network/ Operations New Road

<https://dk: Project Request>

Lighting

<https://dk: Project Request>

Lighting

Project Request

Active Transportation Network new trail/ pathway

Project Request

Active Transportation Network improved pathway/ maintenance

Project Request

Active Transportation Network new trail/ pathway

Project Request      Active Transportation Network    new trail/ pathway

Project Request      Active Transportation Network    new trail/ pathway

Project Request      Active Transportation Network    new trail/ pathway

Project Request      Active Transportation Network    new trail/ pathway



# Appendix B:

## Capital Projects

**DRAFT** – Subject to Change



**Attachment B  
TSP Project List**

It is a requirement for the Capital Facilities Element (CFE) of the K2044 Comprehensive Plan to demonstrate a fiscally constrained capital project list, where anticipated revenue is balanced with future recommended transportation investments in the 20-year planning horizon. These investments must support the envisioned land use patterns and future growth.

The 20-year financial projection to fund transportation projects is estimated to be approximately **\$318 million** through local funding sources which include impact fees, real estate excise tax (REET), gas tax, business license, surface water and solid waste contributions, and the 2012 street levy. Grant funds, partnership funds, transportation benefit district and other more various funding sources are not included in this projection for the fiscally constrained project list but are still recognized as important sources to continue implementing the vision of the TSP.

The following list addresses projects required or prioritized for the local funding sources projected over the 20-year horizon. Other projects funded through other sources are included in the Transportation Strategic Plan (TSP) and will be included in the development of the 6-year Capital Improvement Plan and through regular budget processes. Examples of these include projects funded through the Transportation Benefit District, those funded by Sound Transit/ WSDOT or Metro, grants, etc. As additional funding becomes available, the prioritized unconstrained and unfunded TSP project list will direct future implementation.

<b>TSP Prioritized Projects</b>		<b>Highest priority projects recommended for funding</b>
Project Title	Description	Cost Estimate
6th and NE 85th St Protected Intersection	6th and NE 85th St Protected Intersection. Striping, signalization changes, and protection islands at the intersection for sidewalks and raised protected bike lanes on NE 85th St Station Area Plan Scope P5	\$1,562,000
NE 85th St/ 124th Ave NE intersection improvements	Protected intersection including safety improvements for walking and bicycling, included as part of Station Area Plan Scope 4	\$1,562,000
100th Ave NE Multimodal Improvements - Phase 2 (NE 132nd - NE 139th)	Roadway improvements along 100th Ave NE to address the current 5-lane to 2-lane transition. This and other elements of the ultimate project will, at a minimum, provide for protected bicycle lanes, a center turn lane where appropriate, sidewalks, curb and gutter, illumination improvements and storm drainage system upgrades.	\$39,192,000
NE 120th Pl/ NE 122nd St crossing improvements	Improve the crossing of this multi-lane street near transit stops	\$139,364
124th Ave NE Widening (NE 85th St to NE 90th St)	Widen roadway to five lane cross section from NE 85th St through the NE 90th St intersection, widened sidewalks and raised protected bike lanes from NE 84th Ln through NE 90th St intersection. Station Area Plan Scope 4	\$41,428,000
NE 85th St/120th Ave NE intersection Modifications	Revised signalization, added NB left turn lane, revised curb ramps, crosswalk striping for shared use paths. Station Area Plan Scope 5	\$2,565,655
124th Ave NE Multimodal Improvements (NE 90th to 116th)	Provide 80ft of right of way for center turn lane or landscaped median, one through lane each direction, protected bike lanes, wide landscape strips, sidewalks, and street lights on both sides of the street	\$25,172,187
NE 85th St/122nd Ave NE Protected Intersection	Striping, signalization changes, and protection islands at the intersection for sidewalks and raised protected bike lanes on NE 85th St. Station Area Plan Scope P2	\$2,062,326
6th and Kirkland Way Protected Intersection	6th and Kirkland Way Protected Intersection. Striping, signalization changes, and protection islands at the intersection for sidewalks and buffered bike lanes on Kirkland Way. Station Area Plan scope P6	\$2,194,980
NE 132nd St Multimodal Corridor (100th Ave NE to I-405) - west section	Protected Bike Lanes. Perform sidewalk repairs. Implement transit signal priority and improved pedestrian crossing treatments	\$6,694,279
NE 132nd St Multimodal Corridor (I-405 to 124th Ave NE) - mid section	Protected Bike Lanes. Perform sidewalk repairs. Implement transit signal priority and improved pedestrian crossing treatments	\$5,744,000
<b>Prioritized Projects Total</b>		<b>\$128,316,791</b>

<b>Concurrency Mitigation Projects</b>		<b>Concurrency projects are required to resolve transportation system deficiencies related to land use growth through 2044.</b>
Project Title	Description	Cost Estimate
NE 68th St & 108th Ave NE	Restripe EB right-turn pocket to shared EB through-right and widen for corresponding receiving lane. Optimize splits.	\$706,707
98th Ave NE & Juanita-Drive-NE 116th Street	Widen for additional NB left turn pocket and optimize splits. Additional NBL receiving lane currently exists.	\$845,370
NE 116th Street & 124th Ave NE	Widen for new SBR turn pocket, optimize splits and modify for lagging NBL phase instead of leading NBL. Additional SBR receiving lane currently exists.	\$654,255
100th Ave NE & NE 132nd Street	Widen for additional WB right-turn pocket, additional EB left-turn pocket and optimize splits. The receiving lanes currently exist.	\$1,594,625
NE 124th Street & 116th Ave NE/I-405 on ramp	Widen for additional SB right turn pocket, EB left turn pocket and EB right turn pocket. Adjust signal timing. The receiving lanes currently exist.	\$2,705,951
NE 124th Street & Slater Ave/132nd Ave NE	Widen for NB right turn pocket and separate the NB right turn movement from the NB through lane. Optimize splits. The receiving lanes currently exist.	\$2,600,000
<b>Concurrency Mitigation Total</b>		<b>\$9,106,908</b>

**Attachment A  
TSP Project List**

<b>Current CIP Projects with local funds extending into the 2025-2030 funding horizon</b>		
<b>Project Title</b>	<b>Description</b>	<b>Cost Estimate</b>
NE 87th St/116th Ave NE Intersection Improvement/ Roundabout "PUDO" (Station Area Plan Scope P3)*	Install a mini-roundabout, which includes the driveway access to the future pick-up and drop-off area for the Sound Transit STRIDE bus rapid transit station on I-405 at NE 85th St. This project includes striping, signage, curbs, stormwater improvements, landscape restoration, sidewalks, and ADA ramps, and fill gaps in the existing sidewalk network.	\$732,600
Trail Connection at Juanita Dr and NE 132nd St	Connect NE 132nd Street between Juanita Drive NE and 76th Ave NE	\$855,000
NE 128th St Multimodal Improvements (116th Way NE to Totem Lake Blvd)	Install bicycle safety improvements between 116th Ave NE and Totem Lake Boulevard NE, including addition of 2-foot buffers with pylons to existing bike lanes complemented by green conflict pavement markings, relocation of the eastbound bike lane to the south curb at NE 128th Street/Totem Lake Blvd NE, new bike boxes at NE 128th Street/116th Avenue NE intersection, and signal phasing improvements including protected bike phases at both intersections.	\$421,000
108th Ave Transit Queue jumps*	Widen the roadway to add a northbound bus lane on 108th Ave NE. Phase 1 is just north of NE 62nd St to just north of NE 68th St and Phase 2 is north of NE 53rd St to NE 60th St. Install a new traffic signal at NE 60th St / 108th Ave NE. Upgrade traffic signal timing and/ or add transit signal priority at the NE 60th St and at the existing at NE 68th St / 108th Ave NE signals. Replace existing bicycle lane and sidewalk on the east side of 108th Ave NE with new bicycle and pedestrian facilities.	\$210,000
Preservation 124th Ave (132nd St to 144th St)	Preservation 124th Ave 132nd st to 144th St. Project includes repair and resurfacing of streets and repair and replacement of adjoining damaged concrete curb, gutters and sidewalks as well as installing accessible curb ramps to meet the requirements of the Americans with Disabilities Act (ADA).	\$3,123,175
Kirkland Intelligent Transportation System Phase 3	Implement telecommunications, Traffic Management Center (TMC) improvements, maintenance signal shop improvements and ITS infrastructure to provide virtual and physical redundancy, resiliency and capacity citywide as identified in the ITS plan.	\$702,445
NE 85th St/132nd Ave dual left turn lanes	Widen to add a second southbound left turn lane. This would be done primarily utilizing right of way and an easement provided by development, but some additional right of way would also be required. The project would also relocate the existing 5' bike lane, rebuild sidewalk and landscape strip and reconstruct the traffic signal to accommodate the second left turn lane. Requires coordination with the City of Redmond.	\$1,807,555
NE 112th St & 80th Ave NE & Juanita Dr NE Intersection Improvements	NE 112th St & 80th Ave NE & Juanita Dr NE Intersection Improvements	\$1,900,000
NE 145th Street/Juanita-Woodinville Way Intersection Improvements	NE 145th Street/Juanita-Woodinville Way Intersection improvements	\$2,951,961
<b>CIP Carryover Total</b>		<b>\$12,703,736</b>

**NOTE:** The list above only includes current CIP Projects with local funds extending into the 2025-2030 funding horizon. Additional projects in the current CIP with (or that will require) external funds will also remain a priority and in the 6-year CIP. Examples include:

- NE 85th Street Ped/Bike Connection - 114th Ave NE to 6th St (primarily Sound Transit funds)
- 7th Ave/NE 87th St Complete Street (SAP Scope 10)
- K-Line related transit access, speed and reliability including the 108th Ave Transit Queue Jumps

Other funded projects, such as the CKC Crossing at 132nd Ave NE/ Slater, are also not listed here because they don't impact the fiscally constrained list.

\* amount noted is for local fund responsibility only, remaining is grant funded

<b>Programs complement the larger projects in many ways. They are typically narrower in scope and can be implemented</b>		
<b>Project Title</b>	<b>Description</b>	<b>Cost Estimate (20-yr)</b>
Annual Sidewalk Maintenance	Preservation of sidewalk system. The Public Works Department is responsible for the maintenance of numerous miles of sidewalk. The annual program ensures maintenance of this infrastructure and reduces costly repairs resulting from total failure	\$2,000,000
Annual Striping Program	Annual program to maintain markings that identify travel lanes, crosswalks, and other guidance markings for auto, pedestrian, bicycle, transit and other forms of transportation. The program will result in the restriping of more than 40 miles of collector and arterial streets throughout the City.	\$15,000,000
Annual Street Preservation Program	Preservation of roadway system with various techniques including overlay, slurry seal, crack seal and others. The Public Works Department is responsible for numerous miles of asphalt streets throughout the City. The annual program ensures maintenance of this infrastructure and reduces costly repairs resulting from total road failure. Project includes repair and resurfacing of streets and repair and replacement of adjoining damaged concrete curb, gutters and sidewalks as well as installing accessible curb ramps to meet the requirements of the Americans with Disabilities Act (ADA). Project complements levy-funded project STC0060300.	\$34,000,000



**Attachment A  
TSP Project List**

Street Levy Preservation	A voter-approved levy funded annual project to enhance preservation of roadway system as part of an overall preservation program. Project includes repair and resurfacing of streets and repair and replacement of adjoining damaged concrete curb, gutters and sidewalks as well as installing accessible curb ramps to meet the requirements of the Americans with Disabilities Act (ADA). Project complements STC0060000.	\$53,360,000
<b>Programs (cont.) Programs complement the larger projects in many ways. They are typically narrower in scope and can be implemented</b>		
<b>Project Title</b>	<b>Description</b>	<b>Cost Estimate (20-yr)</b>
Local Road Maintenance	Provide funding for City crews to do prep work on streets prior to the overlay completed through the annual preservation CIP projects. The City will ensure that provisions of RCW 35.22.620 regarding thresholds for public work done by city employees will be followed as part of this project.	\$1,000,000
Annual Signal Maintenance Program	Signal maintenance to replace equipment at end of useful life to maintain full capabilities. Includes range of improvements from full intersections to cabinets and service connections to components in cabinets. Also includes RRFBs (pedestrian flashing beacons), school flashers, and radar speed signs.	\$2,000,000
Citywide Traffic Management Safety Improvements	This project is an opportunity fund for improvements that increase motor vehicle safety. It includes design and construction of new traffic signals that meet one or more warrants, modification of existing signals to incorporate flashing yellow arrows or other changes, modifications to driveways and other improvements that specifically address safety needs. (\$100k every other year)	\$1,000,000
Vision Zero Safety Improvement	This project is an opportunity fund for improvements that come from Vision Zero work, an international road traffic safety project, which aims to achieve a transportation system with no fatalities or serious injuries in street traffic.	\$1,000,000
Citywide Accessibility Improvements	An opportunity fund for implementation of a wide range of accessibility improvements, as developed by the Accessibility Transition Plan.	\$10,000,000
Neighborhood Traffic Control	This project is an opportunity fund for neighborhood traffic control elements such as traffic circles, speed humps, curb bulbs, lighting, radar speed signs and a variety of other improvements as identified in cooperation with the residents affected by the projects. (\$50k every other year). Policy R-20	\$500,000
Arterial traffic calming	Arterial traffic calming such as speed radar signs, counts, etc.	\$2,000,000
Street Lighting Design Improvements	Proactively identify new areas for design and implementation of new street lights.	\$1,800,000
Neighborhood Safety Program Improvements	The Program under City Council's Walkable Kirkland Initiative for completing a number of neighborhood projects citywide under \$50,000. Project categories include: Bicycle Facilities, Crosswalk, Intersection Improvements, Traffic Calming, Walkway/Sidewalk and Trails, and Street Lights. Program improvements are restricted to City property including streets, parks, community facilities, and the Cross Kirkland Corridor.	\$3,000,000
Crosswalk Upgrade Program	Opportunity fund for crosswalk improvements and upgrades including lighting, rapid flashing beacons, etc.	\$11,000,000
SRTS and ATP Implementation (Transportation Benefit District)*	Transportation Benefit District Implementation. The projects represent a mix of Active Transportation Plan, Safer Routes to School, greenways, and maintenance priorities, with some projects addressing needs identified in multiple plans.	\$3,500,000*
Citywide Greenway Network	Implement citywide greenway network.	\$10,000,000
Sidewalk Completion Program	Used for sidewalk gap completion using prioritization from the Active Transportation Plan and the Safer Routes to School Action Plans.	\$10,000,000
CKC Related Programs	Consolidate unfunded CKC related programs into one opportunity fund. Projects will be prioritized through future CKC Action Plan	\$10,000,000

**Programs Total \$167,660,000**

\*funded with sources not included in the local revenue projection

**TOTAL \$317,787,435**

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-011	NE 124th St/ 105th PI NE crossing improvements	NE 124th St	105th PI NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing - Multi-lane Street	\$96,491	\$139,364
TSP-012	NE 124th St/ 102nd Ln NE crossing improvements	NE 124th St	102nd Ln NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing - Multi-lane Street	\$96,491	\$139,364
TSP-013	Ped Crossing at Lake Washington Institute of Technology	132nd Ave NE	NE 116th St	<Null>	Active Transportation - Intersection/ Crossing Improvements	Add crosswalk and associated needed safety improvements such as lighting, median, and traffic control such as RRFB, or HAWK. Location may be adjusted to midblock considering sight distance requirements of the 132nd Ave NE curve.	\$173,846	\$251,154
TSP-015	NE 128th St Multimodal Improvements (Totem Lake Blvd to 120th Ave NE)	NE 128th St	Totem Lake Boulevard	120th Ave NE	Active Transportation - Multimodal	Add raised protected bike lane at curbside level on north side, in-street with delineators on south side. Project will include moving bus stops and signal modifications. At the NE 128th St and 120th Ave NE intersections for the eastbound left turn, change signal phasing from permissive to protected-	\$636,271	\$900,000
TSP-017	Kirkland Way Multimodal Corridor	Kirkland Way	6th St	NE 85th St	Roadway - Multimodal	Add buffered bike lanes and continuous sidewalks from 6th St to NE 85th St. Will require widening or replacement of low clearance bridge of CKC, tree removal, and pipe structures. Included in Station Area Plan Scope 9	\$21,263,000	\$28,700,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-018	100th Ave NE/ NE 128th St crossing improvements	100th Ave NE	North of NE 128th St	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing - Multi-lane Street	\$96,491	\$139,364
TSP-019	100th Ave NE/ NE 126th St crossing improvements	100th Ave NE	North of NE 126th St	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing - Multi-lane Street	\$96,491	\$139,364
TSP-020	120th Ave NE/ NE 128th St intersection improvement	120th Avenue NE	NE 128th St	<Null>	Roadway - Multimodal Intersection Improvements	For eastbound left turn, change signal phasing from permissive to protected-permissive with flashing yellow arrow.	\$700,000	\$1,011,000
TSP-021	NE 85th St Multi-use path widening	NE 85th St	I-405	120th Ave NE	Active Transportation - Trail/ Multimodal Path	Wide shared use paths and landscape strips from the I-405 interchange to 120th Ave NE. Station Area Plan Scope 18a	\$189,101	\$272,784
TSP-022	120th Ave NE Roadway Improvements	120th Ave NE	NE 128th Street	NE 132nd Street	Roadway - Multimodal	Widen 120th Avenue to a 3-lane cross section between north of the Totem Lake Mall at approximately NE 128th Street and NE 132nd Street; final alignment has not yet been determined south of NE 128th Street. Project includes one travel lane in each direction and a two-way left turn lane along with landscaped median islands, curb, gutter, sidewalk and protected bicycle lanes. Three signalized intersections will be reconstructed. Project length is approximately 1,650 feet.	\$15,491,000	\$22,376,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-023	116th Avenue NE Protected Bike Lanes	116th Ave NE	NE 124th St	NE 132nd St	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$2,235,844	\$3,229,556
TSP-024	6th St Protected Bike Lane or Shared Use Path	6th St	Kirkland Ave - Way	Central Way	Active Transportation - Bicycle Facility	Protected Bike Lane or Shared Use Path / Widened on eastside of street. Additional right-of-way required. Included in Station Area Plan Scope 8	\$809,184	\$1,168,823
TSP-025	NE 85th St Enhanced Sidewalks and Raised Protected Bike Lanes (124th Ave NE to 126th Ave NE)	NE 85th St	124th Ave NE	126th Ave NE	Active Transportation - Multimodal	Widened sidewalks, landscape strips, and raised protected one-way bike lanes (124th Ave NE to 126th Ave NE). Station Area Plan Scope 18d	\$625,554	\$903,577
TSP-026	100th Avenue NE/Juanita-Woodinville Way NE Intersection Improvements	100th Ave NE	Juanita-Woodinville Way NE	<Null>	Roadway - Multimodal Intersection Improvements	Intersection improvements to minimize traffic conflict, improve safety and traffic operation.	\$1,719,000	\$2,483,000
TSP-027	Central Way/ 1st crossing improvements	Central Way	1st St	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-028	Lake Washington Blvd NE/ NE 52nd St crossing improvements	Lake Washington Blvd NE	North of NE 52nd St	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing with RRFB, improved pedestrian lighting	\$173,846	\$251,154

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-029	NE 85th St Enhanced Sidewalks and Raised Protected Bike Lanes (126th Ave NE to 128th Ave NE)	NE 85th St	126th Ave NE	128th Ave NE	Active Transportation - Multimodal	Widened sidewalks, landscape strips, and raised protected one-way bike lanes (126th Ave NE to 128th Ave NE). Station Area Plan Scope 18e	\$647,552	\$935,351
TSP-030	NE 85th St Enhanced Sidewalks and Raised Protected Bike Lanes (120th Ave NE to 124th Ave NE)	NE 85th St	120th Ave NE	124th Ave NE	Active Transportation - Multimodal	Widened sidewalks, landscape strips, and raised protected one-way bike lanes (120th Ave NE to 124th Ave NE). Station Area Plan Scopes 18b and 18c	<Null>	<Null>
TSP-031	120th Ave NE Multimodal Improvements	120th Ave NE	NE 80th St	NE 85th St	Active Transportation - Multimodal	Sidewalks and raised protected bike lanes (consistent with the 120th Ave NE corridor study) and NB left turn lane (NE 83rd St to NE 85th St), SB left turn pocket at NE 80th St, On-street parking considered where feasible. Included in the NE 85th Station Area Plan Scopes 1 and 3.	\$1,104,976	\$1,596,074
TSP-032	NE 124th St Shared Use Path or Two-Way Protected Bike Lane	NE 124th St	103rd Ave NE	116th Ave NE	Active Transportation - Multimodal	Shared-Use Path or Two-Way Protected Bike Lane on north side. City right-of-way on north side, meandering sidewalk for portions. Additional right-of-way may be required. May impact trees on north side.	\$2,105,817	\$7,900,000
TSP-033	NE 68th St Upgrade to Protected Bike Lanes	NE 68th St	108th Ave NE	I-405 off-ramp	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$1,914,973	\$2,766,075

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-034	NE 85th St Enhanced Sidewalks and Raised Protected Bike Lanes (128th Ave NE to 132nd Ave NE)	NE 85th St	128th Ave NE	130th Ave NE	Active Transportation - Multimodal	Widened sidewalks, landscape strips, and raised protected one-way bike lanes	\$1,069,646	\$1,545,041
TSP-035	NE 68th St Upgrade to Protected Bike Lanes	NE 68th St	State St	108th Ave NE	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$1,145,928	\$1,655,231
TSP-036	6th St Protected Bike Lanes	6th St	5th Ave S	1st Ave S	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs on east side. Additional right-of-way required.	\$867,902	\$1,253,637
TSP-037	100th Avenue NE/NE 137th Street Intersection Improvements	100th Ave NE	NE 137th St	<Null>	Roadway - Multimodal Intersection Improvements	Intersection improvements to minimize traffic conflict, improve safety and traffic operation.	\$1,485,000	\$2,144,000
TSP-038	Lake Street/ Park Lane crossing improvements	Lake St	Park Ln	<Null>	Active Transportation - Intersection/ Crossing Improvements	Crossing Improvements	\$96,491	\$139,364
TSP-039	124th Ave NE/ NE 130th Ln intersection improvements	124th Avenue NE	NE 130th Ln	<Null>	Active Transportation - Intersection/ Crossing Improvements	Install crosswalk at north leg; remove southbound right turn lane and replace with curb bulb/on street parking or bike lanes.	\$173,846	\$251,154

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-040	Juanita Woodinville Way NE/ NE 136th PI crossing improvements	Juanita Woodinville Way NE	NE 136th PI	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing - Multi-lane Street	\$96,491	\$139,364
TSP-041	NE 128th St/ Totem Lake Blvd Intersection Improvement	NE 128th Street	Totem Lake Blvd	<Null>	Roadway - Multimodal Intersection Improvements	Implement flashing yellow arrow for northbound left turns to improve safety; monitor traffic operations and collisions.	\$700,000	\$1,011,000
TSP-042	120th Ave NE/ NE 132nd St intersection improvement	120th Avenue NE	NE 132nd St	<Null>	Roadway - Multimodal Intersection Improvements	Install flashing yellow arrow for left turn signal phases and add lead pedestrian interval phasing.	\$700,000	\$1,011,000
TSP-043	124th Ave NE (north) protected bike lanes	124th Ave NE (north)	NE 132nd St	NE 144th St	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$3,819,647	\$5,517,275
TSP-044	Central Way Bicycle Improvements	Central Way	Market St	Lake St	Active Transportation - Bicycle Facility	Extend bike lanes WB and add bike lanes EB. Would require removal of parking.	\$480,547	\$694,125
TSP-045	6th St Protected Bike Lane	6th St	1st Ave S	6th St turn off	Active Transportation - Bicycle Facility	Protected Bike Lane. Additional right-of-way may be required.	\$408,139	\$589,534
TSP-046	100th Ave NE Protected Bike Lanes	100th Ave NE	NE 125th Dr	NE 132nd St	Active Transportation - Bicycle Facility	Add protected bike lanes as development occurs. Additional right-of-way required.	\$1,789,003	\$2,584,118
TSP-047	Juanita Woodinville Way NE bicycle lane improvements	Juanita Woodinville Way NE	100th Ave NE	NE 145th St	Active Transportation - Bicycle Facility	Buffer or protect bike lanes. May require additional right-of-way as development occurs. Heavy impacts to trees along corridor with any widening.	\$4,693,472	\$6,779,469

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-048	6th St Protected Bike Lane	6th St	6th St turn off	Kirkland Ave - Way	Active Transportation - Bicycle Facility	Protected Bike Lane. Additional right-of-way may be required. Triangle at Kirkland Ave and 6th provides right-of-way opportunity.	\$235,261	\$339,821
TSP-049	Central Way Bicycle Improvements	Central Way	Lake St	Peter Kirk Lane	Active Transportation - Bicycle Facility	Complete bike lane gaps. Add green conflict zone markings. Will require impacts to parking. Opportunity to utilize Peter Kirk Park frontage - requires parks coordination.	\$1,485,036	\$2,145,054
TSP-050	100th Ave NE Protected Bike Lanes	98th Ave NE and 100th Ave NE	NE 116th St	NE 124th St	Active Transportation - Bicycle Facility	Complete wider sidewalks, protected bike facilities and protect intersections. Additional right-of-way required, as development occurs.	\$3,892,202	\$5,622,141
TSP-051	NE 120th St/ 132nd Ave NE Curve (Lk Wa Institute of Technology vicinity) - NE 120th St portion	NE 120th St	132nd Ave NE	Slater Ave NE	Roadway - Multimodal	Complete sidewalks, bike facilities and center turn lane. Faciliate turning movements with pedestrian and bicycle interactions according to best practices.	\$3,375,000	\$4,875,000
TSP-052	Market Street NB Queue Jump	98th Ave NE	20th Ave	Forbes Creek Dr	Transit - Speed and Reliability	NB queue jump at 98th Ave and Forbes Creek Drive	\$898,000	\$1,297,000
TSP-054	Lake Wa Blvd/ NE 43rd St crossing improvements	Lake Washing ton Blvd NE	NE 43rd St	<Null>	Active Transportation - Intersection/ Crossing Improvements	Improve existing crossing with RRFB, lighting, stop bars	\$173,846	\$251,154



Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-055	6th St South/ 5th Ave S crossing improvements	6th St S	5th Ave S	<Null>	Active Transportation - Intersection/ Crossing Improvements	Crossing Improvements	\$96,491	\$139,364
TSP-056	State St/ 4th Ave S crossing improvements	State St	4th Ave S	<Null>	Active Transportation - Intersection/ Crossing Improvements	Crossing Improvements	\$96,491	\$139,364
TSP-057	120th Ave NE/ NE 130th Ln intersection improvements	120th Avenue NE	NE 130th Ln	<Null>	Active Transportation - Intersection/ Crossing Improvements	Add crosswalk to west leg and lead pedestrian interval phasing to enhance pedestrian safety and mobility.	\$700,000	\$1,011,000
TSP-058	Market St/ 12th Ave crossing improvements	Market St	12th Ave	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-059	Kirkland Ave/ KPC crossing improvements	Kirkland Ave	Kirkland Performing Arts Center	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-060	Market St/ 6th Ave crossing improvements	Market St	6th Ave	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-061	State St/ 2nd Ave S crossing improvements	State St	2nd Ave S	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-062	Market St/ 9th Ave crossing improvements	Market St	9th Ave	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-063	120th Ave NE Main Street	120th Ave NE	NE 85th St	NE 90th St	Active Transportation - Multimodal	sidewalks and raised protected bike lanes (consistent with the 120th Ave NE corridor study). Station Area Plan Scope 20	\$904,647	\$1,306,710
TSP-064	NE 38th Pl Buffered or Protected Bike Lanes	NE 38th Pl	Lake Wa Blvd	108th Ave NE	Active Transportation - Bicycle Facility	Add buffered or protected bike lanes as development occurs. Additional right-of-way may be required.	\$1,580,014	\$2,282,245
TSP-065	Lakeview Dr bike lane conflict zone markings	Lakeview Dr	101st Ct NE	State St	Active Transportation - Bicycle Facility	Add green conflict zone markings. Buffer if room in existing right-of-way.	\$79,966	\$115,541
TSP-066	6th St Protected Bike Lanes	6th St	NE 68th St	5th Ave S	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs on east side. Additional right-of-way required.	\$1,501,288	\$2,168,531
TSP-067	Kirkland Way Protected Bike Lanes	Kirkland Way-Ave	3rd St	6th St	Active Transportation - Bicycle Facility	Align long term strategy with Kirkland Way connections to the 85th Station to be seamless all-ages connection into downtown. Pending parking utilization study, protect bike lanes as a CIP project or as future development occurs. Additional right-of-way required	\$73,736	\$106,536

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-068	124th Ave NE (north) protected bike lanes	124th Ave NE (north)	NE 144th St	NE 145th Pl	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way may be required.	\$796,220	\$1,150,097
TSP-069	Totem Lake Blvd NE Shared Use Path or Protected Bike Lanes	Totem Lake Blvd NE	120th Ave NE	NE 128th St	Active Transportation - Bicycle Facility	Widen protected space on east side for shared path or protected bike lane(s). Additional right-of-way required.	\$1,711,102	\$2,471,594
TSP-070	State St Buffered or Protected Uphill Bike Lane	State St	Kirkland Ave	2nd Ave NE	Active Transportation - Bicycle Facility	Buffered or protected uphill bike lane. Improve downhill sharrow marking. May impact parking.	\$524,544	\$757,675
TSP-071	108th Ave NE Protected Bike Lanes	108th Ave NE	south city limits	NE 52nd St	Active Transportation - Bicycle Facility	Protected bike lanes as development occurs. Additional right-of-way required, easement on Lake Washington School district property.	\$3,676,637	\$5,310,705
TSP-072	132nd Ave NE / Slater Protected Bike Lanes	Slater/ 132nd Ave NE	NE 124th St	NE 129th St	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$1,516,531	\$2,190,548
TSP-073	NE 132nd Street/124th Avenue NE Intersection Improvements	NE 132nd St	124th Ave NE	<Null>	Roadway - Multimodal Intersection Improvements	Intersection improvements to minimize traffic conflict, improve safety and traffic operation.	\$1,707,000	\$2,465,000
TSP-074	6th Street S at the 5th Place / CKC Crossing - Transit Signal Priority	6th Street S	5th Place	<Null>	Transit - Speed and Reliability	Transit signal priority at the CKC trail intersection on 6th Street including a new 3-leg signal and the removal of on-street parking with a signal controlled crossing to give transit priority in both	\$1,102,000	\$1,592,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-075	NE 69th St/ 106th Ave NE crossing improvements - RRFB	NE 68th St	106th Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Reflective Flashing Beacon At 106th Ave NE Crossing NE 68th St	\$173,846	\$251,154
TSP-076	Market St/11th Ave crossing improvements	Market St	11th Ave	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-077	NE 70th St/ 125th Ave NE crossing improvements	NE 70th St	125th Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-078	NE 124th St/ 108th Ct NE crossing improvements	NE 124th St	108th Ct NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-079	Market St/ 14th Ave crossing improvements	Market St	14th Ave	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-080	84th Ave NE/ NE 145th St mini roundabout	84th Ave NE	NE 145th St	<Null>	Roadway - Multimodal Intersection Improvements	mini roundabout	\$145,000	\$210,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-081	NE 87th St/ 116th Ave NE mini roundabout	NE 87th St	116th Ave NE	<Null>	Roadway - Multimodal Intersection Improvements	mini roundabout and associated sidewalk and striping changes. Station Area Plan scope P3	\$270,000	\$390,000
TSP-082	NE 70th Street / 124th Ave NE intersection Improvements	NE 70th St	124th Ave NE	<Null>	Roadway - Multimodal Intersection Improvements	signal or roundabout	\$1,216,000	\$1,757,000
TSP-083	90th St Multimodal Improvements (120th to 122nd Ave NE)	NE 90th St	120th Ave NE	122nd Ave NE	Active Transportation - Multimodal	Add shared use path and landscape strip on the north side of roadway, and sidewalk and landscape strip on south side of roadway. Included in Station Area Plan Scope 14	\$427,920	\$617,481
TSP-084	NE 116th St Protected Bike Lanes	NE 116th St under I-405	120th Ave NE	124th Ave NE	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Under 405 needs coordination with WSDOT. Additional right-of-way may be required.	\$1,081,986	\$1,562,871
TSP-085	NE 120th St Buffered Bike Lanes	NE 120th St	124th Ave NE	Slater	Active Transportation - Bicycle Facility	Buffer bike lanes as development occurs. Additional right-of-way required.	\$42,517	\$61,430
TSP-086	State St Bike Lane and Conflict Zone Marking Improvements	State St	NE 68th St	2nd Ave S	Active Transportation - Bicycle Facility	Add green conflict zone markings. Complete bike lane to NE 68th St.	\$2,195,827	\$3,171,754
TSP-087	Slater Ave NE Protected Bike Lanes	Slater Ave NE	NE 116th St	NE 124th St	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$2,931,814	\$4,234,848

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-088	Lakeshore Plaza Dr - All Ages Bicycle Connection	Lakeshore Plaza	Lake St/ Lk Wa Blvd	Central Way/ Market	Active Transportation - Bicycle Facility	Provide an all-ages and abilities bicycle connection through Lakeshore Plaza adjacent to Marina Park connecting between Market St/Central to Lake Washington Blvd/Lake St. Considerations include conflicts with parking lot access and pedestrian facilities. Requires coordination with Parks.	\$849,763	\$1,227,437
TSP-089	100th Ave NE Protected Bike Lanes	100th Ave NE	NE 124th St	NE 125th Dr	Active Transportation - Bicycle Facility	Add protected bike lanes as development occurs. Additional right-of-way required.	\$392,514	\$566,966
TSP-090	NE 70th St Protected Bike Lanes	NE 70th St	116th Ave NE	132nd Ave NE	Active Transportation - Bicycle Facility	protected bike lanes	\$4,582,152	\$6,618,673
TSP-091	124th Ave NE bicycle improvements - Totem Lake	124th Ave NE	NE 130th Lane	NE 132nd Street	Active Transportation - Bicycle Facility	Protected Bike Lanes. Would require the removal of the northbound right turn lane at the NE 132nd Street/124th Avenue NE intersection.	\$542,588	\$783,739
TSP-092	I-405/NE 85th St NE Quadrant Trail	I 405 NE Quadrant	NE 85th St	Slater Ave NE	Active Transportation - Trail/ Multimodal Path	Shared use trail connecting BRT station to Slater Avenue NE. Station Area Plan Scope 13b	\$603,962	\$872,408
TSP-093	NE 124th St Protected Bike Lanes	NE 124th St	124th Ave NE	Slater Ave NE	Active Transportation - Bicycle Facility	Protected Bike Lanes - utilize buffered bike lane space and COK right-of-way.	\$2,018,021	\$2,914,923
TSP-094	NE 132nd St (124th Ave NE to 132nd Ave NE) - east section	NE 132nd St	124th Ave NE	132nd Ave NE	Active Transportation - Bicycle Facility	Protected Bike Lanes, extend to 132nd Ave NE intersection at E end. Perform sidewalk repairs	\$3,749,150	\$5,415,507

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-095	NE 124th St Shared Use Path or Two-Way Protected Bike Lane	NE 124th St	100th Ave NE	103rd Ave NE	Active Transportation - Bicycle Facility	Shared-Use Path or Two-Way Protected Bike Lane on north side. City right-of-way on north side. Would require tree removal.	\$513,000	\$740,000
TSP-096	90th St Multimodal Improvements (122nd Ave NE to 124th Ave NE)	NE 90th St	122nd Ave NE	124th Ave NE	Active Transportation - Multimodal	Buffered bike lanes and sidewalks with landscape strips from 122nd Ave NE to 124th Ave NE. Included in Station Area Plan Scope 15	\$445,439	\$643,410
TSP-097	Totem Lake Blvd NE Shared Use Path	Totem Lake Boulevard	NE 128th Street	NE 132th Street	Active Transportation - Trail/ Multimodal Path	Add shared-use path along east side of the street. Re-channelize the street with one southbound lane, a center two-way left turn lane, and two northbound lanes to improve vehicle safety and access to properties.	\$705,772	\$1,019,449
TSP-098	Lake Washington Blvd Promenade	Lake Washington Blvd NE	Lakeview Dr	Kirkland Ave	Active Transportation - Multimodal	Implement the Lake Washington Boulevard Study Recommendations. Study recommendations could include protected bike lanes, share use paths or some other type of improvement that would upgrade the existing bike lanes.	\$3,422,089	\$4,943,018
TSP-099	NE 120th St/ 132nd Ave NE Curve (Lk Wa Institute of Technology vicinity) - 132nd Ave NE portion	132nd Ave NE	NE 116th St	NE 120th St	Roadway - Multimodal	Implement traffic calming measures through curve of 132nd Ave NE to reduce vehicle speeds and improve roadway safety. This may include pavement treatments, lighting improvements, speed radar feedback signs, or vertical or horizontal deflection devices (i.e. medians or speed cushions)	\$298,000	\$431,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-100	Totem Lake Boulevard southbound protected bicycle lane	Totem Lake Boulevard	120th Avenue NE	NE 124th Street	Active Transportation - Bicycle Facility	southbound protected bike lane	<Null>	<Null>
TSP-101	NE 116th St Protected Bike Lanes	NE 116th St	115th Ln NE	120th Ave NE	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$1,205,269	\$1,740,946
TSP-102	NE 132nd Street/Fire Station Access Drive Intersection Improvements	NE 132nd Street	Fire Station Access	<Null>	Active Transportation - Intersection/ Crossing Improvements	Modify existing signal to include pedestrian actuated option, as recommended in the NE 132nd Street Master Plan.	\$700,000	\$1,011,000
TSP-103	Lake Wa Blvd/ Lakeview Drive	Lake Washington Blvd	Lakeview Dr	<Null>	Roadway - Multimodal Intersection Improvements	Intersection improvements to minimize traffic conflict, improve safety and traffic operation, potential roundabout	\$405,000	\$9,000,000
TSP-104	Lake St/ 2nd Ave S crossing improvements	Lake St	2nd Ave S	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-105	Lake St/ 5th Ave S crossing improvements	Lake St	5th Ave S	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364



Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-106	84th Ave NE/ NE 141st St crossing improvements	84th Ave NE	NE 141st St	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-107	Market St/ 19th Ave crossing improvements	Market St	19th Ave	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-108	116th Ave NE multiuse trail to NE 80th St Bridge (NE 80th St bridge to 118th Ave NE)	116th Ave NE	NE 80th St Bridge	118th Ave NE	Active Transportation - Trail/ Multimodal Path	Improve on-street buffered path into a separated trail for walking and bicycling as connection to the NE 80th St I-405 pedestrian bridge. Includes RRFB crossing of 116th Ave NE to the south. Station Area Plan Scope 19	<Null>	<Null>
TSP-109	118th Ave NE Pathway	118th Ave NE (new alignment)	NE 130th Place/ Lane	NE 132nd St	Active Transportation - Trail/ Multimodal Path	Multi-use trail	<Null>	<Null>
TSP-110	JHS Neighborhood Greenway	NE 128th St	109th Ave NE	116th Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$322,083	\$465,225

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-111	120th Ave Protected Bike Lanes	120th Ave NE	NE 116th St	NE 118th St	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$710,258	\$1,025,930
TSP-112	I-405/NE 85th St SE Quadrant Trail	I405 SE Quadrant	NE 80th St	NE 85th St	Active Transportation - Trail/ Multimodal Path	Shared use trail connecting BRT station to NE 80th St. Trail alignment could be along WSDOT ROW or through private property to 118th Ave NE as development occurs. Station Area Plan Scope 13c	\$434,020	\$626,932
TSP-113	I-405/NE 85th St SW Quadrant Trail	I405 SW Quadrant	116th Ave NE	NE 85th St	Active Transportation - Trail/ Multimodal Path	Shared use trail connecting BRT station to 116th Ave NE. Station Area Plan Scope 13a	\$272,217	\$393,211
TSP-114	116th Ave NE Bicycle Lanes (NE 87th to NE 95th)	116th Ave NE	NE 87th St	NE 95th St	Active Transportation - Bicycle Facility	Buffered bike lanes and sidewalk infill from NE 87th St to NE 95th St. Included as part of Station Area Plan Scopes 11 and 12	\$2,944,234	\$4,252,836
TSP-115	108th Ave NE Protected Bike Lanes	108th Ave NE	NE 62nd St	NE 68th St	Active Transportation - Bicycle Facility	Protected Bike lanes as development occurs and as K-line Rapid Ride route is implemented along corridor that may provide additional capital opportunities. Additional right-of-way required. NB protected lanes as part of the Transit Queue jump project. SB still unfunded.	\$1,256,573	\$1,815,053
TSP-116	NE 85th St Ped/Bike Connection from 6th St/ Kirkland Urban to NE 85th Station	NE 85th St	6th St	114th Ave NE	Active Transportation - Trail/ Multimodal Path	Shared use path on the south side of NE 85th St connecting 6th St to the shared sidewalks through the 114th Ave NE roundabout	\$1,126,229	\$1,626,775

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-117	I-405/NE 85th St NW Quadrant Trail	I405 NW Quadrant	NE 85th St	NE 87th St	Active Transportation - Trail/ Multimodal Path	Shared use trail connecting BRT station to NE 87th St	\$174,319	\$251,459
TSP-118	18th Ave Neighborhood Greenway	18th Ave	Market St	6th St	Active Transportation - Greenway	Neighborhood Greenway type implementation here or along parallel route (15th Ave or 18th Ave) as E/W corridor in Norkirk neighborhood. Would require a high level of greenway implementation to reduce volumes.	\$406,215	\$586,747
TSP-119	120th Ave Protected Bike Lanes	120th Ave NE	NE 118th St	NE 124th St	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$1,927,140	\$2,783,651
TSP-120	Totem Lake Boulevard Southbound Bike Lane Gap	Totem Lake Boulevard	NE 128th Street	south of NE 128th Street	Active Transportation - Bicycle Facility	Complete missing segment of southbound bike lane just south of the intersection.	\$981,456	\$1,417,661
TSP-121	Downtown Kirkland Transit Center Operations	3rd St	Kirkland Ave	Central Way	Transit - Speed and Reliability	Evaluate alternatives to optimize transit operations along 3rd Street between Central Way and Kirkland Avenue	TBD	TBD
TSP-122	NE Totem Lake Way extension	NE Totem Lake Way (new alignment)	120th Avenue NE	128th Lane NE/ NE 126th Place	Active Transportation - Trail/ Multimodal Path	shared use path	\$1,301,514	\$1,880,255

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-123	Juanita Public Pathway	Juanita Creek	Cross Kirkland Corridor /NE 116th St	NE 145th St	Active Transportation - shared use path	New shared use path from the Cross Kirkland Corridor at NE 116th St to northern City limit at NE 145th St generally following the Juanita Creek corridor through public parks. This pathway alignment will need further development and adjustments based on findings documented in the Juanita Public Pathway Feasibility Study	17.8 million	19.6 million
TSP-124	NE 80th Street / 122nd Ave NE Intersection RRFB	NE 80th St	122nd Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	South side curb extension, crosswalks, NE 80th Street / 122nd Ave NE Intersection RRFB. Station Area Plan Scope P4	\$173,846	\$251,154
TSP-125	Lakeview Dr/ NE 64th St crossing improvements	Lakeview Dr	NE 64th St	<Null>	Active Transportation - Intersection/ Crossing Improvements	Improve existing crossing. Ensure eastern curb ramp meets ADA compliance, RRFB	\$173,846	\$251,154
TSP-126	NE 60th St/ Lakeview Dr crossing improvements	NE 60th St	Lakeview Dr	<Null>	Active Transportation - Intersection/ Crossing Improvements	Improve existing crossing. RRFB, ensure adequate pedestrian lighting	\$173,846	\$251,154
TSP-127	NE 68th St/ 112th Ave NE crossing improvements	NE 68th St	112th Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	RRFB, streetlighting and crosswalk improvements, radar feedback sign in vicinity	\$173,846	\$251,154

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-128	NE 72nd Pl/ I-405 crosswalk lighting	NE 72nd Pl	S I-405 Off ramp	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$175,909	\$254,000
TSP-129	Market St/ 20th Ave crossing improvements	Market St	20th Ave	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-130	124th Ave NE/ NE 104th St crossing improvements	124th Ave NE	NE 104th St	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-131	124th Ave NE/ NE 107th Pl crossing improvements	124th Ave NE	NE 107th Pl	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-132	118th Ave NE Roadway Extension	118th Ave NE (new alignment)	NE 128th St	NE 130th Place/ Lane	Roadway - New Connection	New street extension with protected bike lanes	\$5,330,000	\$7,699,000
TSP-133	132nd Ave Protected Bike Lanes	132nd Ave NE	NE 129th St	NE 132nd St	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$775,610	\$1,120,327

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-134	84th Ave NE Buffered Bike Lanes	84th Ave NE	NE 136th St	NE 138th St	Active Transportation - Bicycle Facility	Add / maintain buffered bike lanes as development occurs or with further upgrades along the corridor to have consistent buffered bike lanes from NE 141st St to NE 124th St which is along park and three school zones. Additional right-of-way may be required.	\$670,932	\$969,125
TSP-135	90th St Greenway	NE 90th St	124th Ave NE	132nd Ave NE	Active Transportation - Greenway	Install missing segments of curb, gutter, and sidewalk along NE 90th Street between 124th and 132nd Avenues NE. The project is approximately 1,950 feet in length and will involve minor widening and enclosure of the storm drainage system. Project is a candidate project under NM 99991. Add other greenway improvements. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Included as part of Station Area Plan scope 15	\$392,202	\$566,505

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-136	108th Ave NE Protected Bike Lanes	108th Ave NE	NE 52nd St	NE 53rd St	Active Transportation - Bicycle Facility	Protected Bike lanes as development occurs and as K-line Rapid Ride route is implemented along corridor that may provide additional capital opportunities. Additional right-of-way required, easement on Lake Washington School district property. NB protected lanes as part of the Transit Queue jump project. SB still unfunded.	\$389,154	\$562,112
TSP-137	NE 116th St Protected Bike Lanes	NE 116th St	124th Ave NE	Slater	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$196,453	\$283,765
TSP-138	NE 124th St Protected Bike Lanes	NE 124th St	Slater Ave NE	Willows	Active Transportation - Bicycle Facility	Protected Bike Lanes - Utilize buffered bike lane space and COK right-of-way. Tree and vegetation removal would be required in some areas. Additional right-of-way may be required.	\$149,965	\$216,676
TSP-139	122nd Ave NE Buffered Bike Lanes	122nd Ave NE	NE 80th St	NE 90th St	Active Transportation - Bicycle Facility	Widen sidewalks, add lighting, and stripe buffered bike lanes from NE 80th St to NE 90th St. Station Area Plan Scope 16	\$3,540,813	\$5,114,572
TSP-140	124th Ave NE South Rose Hill Corridor Multimodal Improvements	124th Ave NE	NE 80th St	NE 84th Ln	Active Transportation - Multimodal	Revise curb to have full standard with parking lane on one side of the roadway, wider sidewalks and planter strips, and consistent 6ft bicycle lanes unobstructed by parking	\$557,560	\$805,425
TSP-141	132nd Ave NE South Rose Hill Corridor Improvements	132nd Ave NE	NE 70th PI	NE 85th St	Active Transportation - Bicycle Facility	Add buffer or protection to bike lanes, requires removal of parking lane or further ROW acquisition. Upgrade and/or add street lighting, add landscape strips and medians, repair uplifted sidewalks. Pending outcome of corridor study.	\$225,466	\$325,763

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-142	Kirkland Transit Center bicycle parking	3rd St	Kirkland Ave	Central Way	Active Transportation - Bicycle Facility	Add bicycle sharrows, secured bicycle parking (lockers)	\$14,601	\$21,097
TSP-143	132nd Ave NE buffered bike lanes	132nd Ave NE	NE 60th St	NE 70th PI	Active Transportation - Bicycle Facility	extend bike lanes at north end to NE 70th PI intersection. Add buffer to bike lanes, requires roadway widening or removal of parking lane	\$1,777,973	\$2,568,186
TSP-144	NE 68th St Intersection Improvements and Access Management	NE 68th St	106th Ave NE	108th Ave NE	Roadway - Multimodal	Widen NE 68th Street to 74 LF between 106th Ave NE and 108th Ave NE. Add approximately 150 LF long southbound right turn pocket on 6th St S. Extend existing bicycle lanes and add bike boxes to NE 68th St / 108th Ave NE. Widen sidewalks, consolidate driveways, and consolidate crosswalks along NE 68th Street. Replace two signal poles to accommodate new intersection layout, including illumination and ITS equipment	\$4,135,000	\$5,973,000
TSP-145	124th Ave NE Sidewalk Regrade	124th Ave NE	NE 109th PI	NE 115th PI	Active Transportation - Pedestrian Improvements	regrade approximately 1,200 lf of existing sidewalk on west side of 124th Ave NE from just north of NE 109th PI to north of NE 112th PI to be accessible to walking and rolling. This may include tree removal, grading, retaining wall structures, landscaping and lighting installations	\$4,417,000	\$6,380,000



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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-146	Totem Lake Village curb revisions and transit operations	120th Ave NE	NE Totem Lake Way	NE 128th St	Transit - Speed and Reliability	Revise curbs and parking areas to better accommodate bus access through the Village at Totem Lake. Include improvements to the sidewalk level bike lane visibility by adding more more visible markings. Add a tactile strip between the the sidewalk and bike lanes. Will include bus stop improvements to prepare for future K-Line transit service.	\$1,175,000	\$1,697,000
TSP-147	6th St Neighborhood Greenway	6th St	7th Ave	18th Ave	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Requires high level of greenway implementation to reduce volumes.	\$327,854	\$473,560
TSP-148	NE 132nd St/ 111th PI NE crossing improvements	NE 132nd St	111th PI NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-149	124th Ave NE/ NE 143rd St crossing improvements	124th Ave NE	NE 143rd St	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-150	90th Ave NE/ NE 134th St mini roundabout	90th Ave NE	NE 134th St	<Null>	Roadway - Multimodal Intersection Improvements	mini roundabout	\$145,000	\$210,000
TSP-151	NE 128th St Multimodal Improvements (120th Ave NE to 132nd Ave NE)	NE 128th St	120th Ave NE	124th Ave NE	Active Transportation - Multimodal	Uphill bike lane, downhill sharrow. Will require removal of parking	<Null>	<Null>
TSP-152	NE 132nd St Bike Lanes (Juanita Elementary)	NE 132nd St	W end of Juanita Elementary School	100th Ave NE	Active Transportation - Bicycle Facility	Further buffer or protect bike facilities as development occurs. May require additional right-of-way.	\$45,377	\$65,563
TSP-153	84th Ave NE Buffered Bike Lanes	84th Ave NE	NE 138th St	NE 141st St	Active Transportation - Bicycle Facility	Add green conflict zone marking where SB bike lane interacts with dedicatd right turn lane. Add / maintain buffered bike lanes as development occurs or with further upgrades along the corridor to have consistent buffered bike lanes from NE 141st St to NE 124th St which is along park and three school zones. Additional right-of-way may be required.	\$1,084,506	\$1,566,510

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-154	JHS Neighborhood Greenway	East edge of Juanita High School	109th Ct NE	NE 128th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Requires coordination and easement with Lake Washington School District around Juanita High School.	\$93,124	\$134,510
TSP-155	6th St or 5th St Protected Bike Lanes	6th St or 5th St	Central Way	7th Ave	Active Transportation - Bicycle Facility	Protected Bike Lanes. Additional right-of-way may be required.	\$373,962	\$540,169
TSP-156	108th Ave NE Protected Bike Lanes	108th Ave NE	NE 53rd St	NE 59th St	Active Transportation - Bicycle Facility	Protected Bike lanes as development occurs and as K-line Rapid Ride route is implemented along corridor that may provide additional capital opportunities. Additional right-of-way required. NB protected lanes as part of the Transit Queue jump project. SB still unfunded.	\$1,349,137	\$1,948,756
TSP-157	84th Ave NE Buffered Bike Lanes	84th Ave NE	NE 132nd St	north end of Finn Hill Middle School	Active Transportation - Bicycle Facility	Add / maintain buffered bike lanes as development occurs or with further upgrades along the corridor to have consistent buffered bike lanes from NE 141st St to NE 124th St which is along park and three school zones. Additional right-of-way may be required.	\$965,201	\$1,394,181

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-158	JHS Neighborhood Greenway	NE 125th Pl	103rd Ave NE	109th Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Requires coordination and easement with Lake Washington School District around Juanita High School.	\$267,103	\$1,300,000
TSP-159	Kirkland Ave Protected Bike Lanes	Kirkland Ave	Lake St	east of library (end of EB bike lane)	Active Transportation - Bicycle Facility	Secure right-of-way to add protection for bike lanes if/ when development occurs on north side. Address conflicts between bike lanes and bulb-outs for curbsite improvements and parking implications.	\$45,319	\$65,479
TSP-160	JHS Neighborhood Greenway	109th Ave NE (by Juanita HS)	NE 128th St	NE 132nd Sr	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$173,935	\$1,300,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-161	Robert Frost Greenway	116th Ave NE	NE 132nd St	NE 140th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Bike lanes between 132nd St and 115th Ave (steep grade, shoulder width available to allocate bike lanes).	\$356,729	\$515,267
TSP-162	Central Way Bicycle Improvements	Central Way	Peter Kirk Lane	6th St	Active Transportation - Bicycle Facility	Add green conflict zone markings. Explore greater protection opportunities but would impact parking.	\$18,858	\$27,247
TSP-163	West of Market Greenway - Transportation Access through Juanita Bay Park parking lot at SE corner	Access to Juanita Bay Park	9th St W	Juanita Bay Park boardwalk	Active Transportation - Greenway	Transportation Pathway. Coordinate with Parks to provide link to Old Market Street Trail through Juanita Bay Park from the planned 9th St W Greenway	\$80,819	\$116,737
TSP-164	Juanita Drive Bicycle Lane Improvements	Juanita Drive	93rd Ave NE	98th Ave NE	Active Transportation - Bicycle Facility	Buffer or protect bike lanes. Requires redevelopment on south side and coordination with parks for additional right-of-way.	\$94,643	\$136,744
TSP-165	Connect NE 128th Street to NE 124th Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect NE 128th Street to NE 124th Street	\$359,589	\$518,718

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-166	Connect 116th Avenue NE to 113th Avenue NE and down to NE 124th street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 116th Avenue NE to 113th Avenue NE and down to NE 124th street	\$348,741	\$503,069
TSP-167	116th Avenue NE through I-405 Interchange at NE 70th St	116th Ave NE	NE 67th St	NE 70th St	Active Transportation - Multimodal	buffered bike lanes, 405 ramp safety improvements, access to 405 flyer stops, NE 70th St intersection improvements with improved pedestrian crossings and protected bicycle intersection.	\$966,000	\$1,395,331
TSP-168	Kirkland Ave Greenway (west of CKC)	Kirkland Ave	Kirkland Way	CKC	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Add signage, pavement markings, traffic calming for a neighborhood greenway	\$245,480	\$354,577
TSP-169	Connect NE 120th Street to NE 124th Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect NE 120th Street to NE 124th Street	\$132,185	\$190,681
TSP-170	Connect CKC trail to proposed street connection (T29.1) off 124th Avenue NE	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect CKC trail to proposed street connection (T29.1) off 124th Avenue NE	\$206,747	\$298,238

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-171	Kirkland Ave Greenway (east of CKC)	Kirkland Ave	CKC	116th Ave NE	Active Transportation - Greenway	monitor performance of greenway, implement safety measures or improvements such as signage changes, pavement markings, stop sign revisions, diverter modifications, etc to maintain low speeds and volumes	\$218,189	\$315,158
TSP-172	NE 80th Street/120th Avenue NE Intersection Improvements	NE 80th St	120th Ave NE	<Null>	Roadway - Intersection Improvements	Install traffic signal and intersection improvements to minimize traffic conflict, improve safety and traffic operation. Included in the NE 85th Station Area Plan Scope 3.	TBD	TBD
TSP-173	NE 80th St/118th Ave NE mini roundabout	118th Ave NE	NE 80th St	<Null>	Roadway - Multimodal Intersection Improvements	NE 80th St/118th Ave NE mini roundabout. Included in the NE 85th Station Area Plan Scope 2.	\$145,000	\$210,000
TSP-174	124th Ave NE/ NE 107th St crosswalk lighting	124th Ave NE	NE 107th St	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$175,909	\$254,000
TSP-175	Juanita Dr/ 76th Pl NE intersection improvements	Juanita Drive NE	76th Pl NE	<Null>	Roadway - Multimodal Intersection Improvements	rechannelize/combine intersection with traffic signal or roundabout	\$236,000	\$341,000
TSP-176	NE 132nd St EB turn lane extension	NE 132nd Street	132nd Ave NE	<Null>	Roadway - Multimodal Intersection Improvements	Extend eastbound left and right turn lanes 500 feet and extend the bike lane to the intersection.	\$1,184,000	\$1,710,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-177	Downtown Kirkland Transit Center Raised Crosswalk	3rd St	Park Lane	N/A	Transit - Access	Raise the crosswalk at the Kirkland Transit Center connecting Park Lane to the library and Peter Kirk Park. Considerations need to include preventing northbound right turns to Park Lane.	\$186,000	\$268,000
TSP-178	NE 116th St Buffered Bike Lanes	NE 116th St	99th Pl NE	115th Ln NE	Active Transportation - Bicycle Facility	Buffer bike lanes as development occurs. Some property lines are set-back farther than others. New development should require the same set-back from street to allow consistent right-of-way along the corridor for future improvements.	\$263,707	\$381,015
TSP-179	132nd Ave Protected Bike Lanes	132nd Ave NE	NE 132nd St	NE 137th Pl	Active Transportation - Bicycle Facility	Add protected bike lanes as development occurs. Additional right-of-way required.	\$1,481,394	\$2,139,794
TSP-180	98th Ave NE Sidepath and protected intersection	98th Ave NE	NE 116th St/ Juanita Dr SW corner	<Null>	Active Transportation - Trail/ Multimodal Path	Widened sidewalk and protected bike lane (or create a shared use path) to facilitate ped and bike movements around the southwest corner to facilitate heavy pedestrian and bicycle movements in both directions at this SW corner. Requires redevelopment of that property.	\$48,958	\$70,728
TSP-181	Totem Lake - Kingsgate Neighborhood Greenway	121st Ave NE	NE 132nd St	NE 140th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$377,599	\$545,413



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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-182	Robert Frost Greenway	NE 143rd St	NE 140th St	124th Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Will need protected approach to 124th Ave NE	\$1,001,053	\$1,446,091
TSP-183	113th Ave/118th St Bicycle Facility	113th Ave to 120th/118th St	NE 124th St	120th Ave NE	Active Transportation - Bicycle Facility	Evaluate as part of all-ages and abilities network. Volume and speeds are slow to warrant a protected bike lane but could be warranted as an all-ages and abilities bypass of NE 116th Ave. Additional right-of-way required.	\$3,159,299	\$4,563,438
TSP-184	Juanita Elementary Greenway	98th Ave NE	NE 132nd St	100th Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$322,786	\$466,240
TSP-185	120th Ave Protected Bike Lanes	120th Ave NE	NE 112th St	NE 116th St	Active Transportation - Bicycle Facility	Protected bike lanes as development occurs. Additional right-of-way required.	\$1,079,220	\$1,558,875

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-186	Proposed Neighborhood Greenway	4th St	Central Way	7th Ave	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Connects to Kirkland Middle School (avoids 3rd St as that is a transit route). Slope is a consideration.	\$116,897	\$168,849
TSP-187	Connect Edith Moulton Park to NE 132nd Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect Edith Moulton Park to NE 132nd Street	\$478,195	\$689,810
TSP-188	Connect Slater Avenue to existing trail south of NE 124th Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect Slater Avenue to existing trail south of NE 124th Street	\$80,713	\$116,430
TSP-189	Connect 126th Avenue NE with 128th Avenue NE and connect north to NE 85th Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 126th Avenue NE with 128th Avenue NE and connect north to NE 85th Street	\$358,785	\$517,558
TSP-190	Connect NE 85th Street to P12 and existing trail	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect NE 85th Street to P12 and existing trail	\$181,992	\$262,529

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-191	124th Ave NE bicycle improvements - Totem Lake	124th Ave NE	NE 128th Street	NE 130th Lane	Active Transportation - Bicycle Facility	Uphill bike lane, downhill sharrow. Will require removal of parking	\$802,696	\$1,159,451
TSP-192	5th Ave Trail (6th St to CKC and Kirkland Way)	5th Ave	6th St	Kirkland Way	Active Transportation - Trail/ Multimodal Path	Shared Use Path along the north side of 5th Ave between 6th St and Kirkland Way. Improving existing trail connections to the CKC with grading and widening, add lighting. Included as part of Station Area Plan Scope 6	\$1,124,111	\$1,623,716
TSP-193	116th Ave NE to CKC connection improvements	116th Ave NE	NE 107th Pl	CKC	Active Transportation - Trail/ Multimodal Path	Neighborhood Greenway and improved staircase to the CKC	\$212,007	\$306,233
TSP-194	Connect the CKC to the Totem Lake Boardwalk	New Alignment	Totem Lake Boardwalk	CKC	Active Transportation - Trail/ Multimodal Path	Connect the CKC to the Totem Lake Boardwalk	\$181,790	\$262,591
TSP-195	108th Ave NE/ NE 55th Ln crossing improvements	108th Ave NE	South of NE 55th Ln	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-196	NE 144th St/ 126th Ave NE crosswalk lighting	NE 144th St	126th Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$175,909	\$254,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-197	84th Ave NE/ NE 129th Pl crossing improvements	84th Ave NE	NE 129th Pl	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-198	84th Ave NE/ 84th Ave NE crossing improvements	84th Ave NE	84th Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-199	124th Ave NE/ NE 134th Pl crossing improvements	124th Ave NE	NE 134th Pl	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-200	NE 131st Way/ NE 131st Way crossing improvements	NE 131st Way	94th Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing with RRFB, improved pedestrian lighting, and receiving pedestrian sidewalk or walkway on south side of NE 131st Way	\$173,846	\$251,154
TSP-201	NE 116th St/ 102nd Pl NE crossing improvements	NE 116th St	102nd Pl NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-202	Kingsgate Park & Ride bus stop and access improvements	Kingsgate Park & Ride	<Null>	<Null>	Transit - Access	New bus stop on 116th Avenue NE at the Kingsgate Park & Ride and access to transit improvements	\$578,000	\$835,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-203	Juanita Dr/ NE 141st St intersection improvements	Juanita Drive NE	NE 141st St Intersection	<Null>	Roadway - Multimodal Intersection Improvements	Add left turn signals	\$700,000	\$1,011,000
TSP-204	Juanita Dr/ 86th Ave NE intersection improvements	Juanita Drive NE	86th Ave NE Intersection	<Null>	Active Transportation - Intersection/ Crossing Improvements	pedestrian crossing with median and drainage improvements	\$173,846	\$251,154
TSP-205	West of Market Greenway	6th St W	Waverly Way	Market St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Requires high level of greenway implementation to reduce volumes.	\$270,117	\$390,164
TSP-206	15th Ave Neighborhood Greenway	15th Ave	Market St	5th Pl	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. (15th Ave or 18th Ave) as E/W corridor in Norkirk neighborhood.	\$380,741	\$549,951

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-207	NE 112th St	NE 112th St	108th Ave NE	116th Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Requires high level of greenway implementation to reduce volumes.	\$343,318	\$495,897
TSP-208	NE 80th St Buffered Bike Lanes	NE 80th St	116th Ave NE	132nd Ave NE	Active Transportation - Bicycle Facility	Add buffers to existing bike lanes as development and other intersection projects occur. Additional right-of-way may be required.	\$227,778	\$329,104
TSP-209	Bridle Trails Greenway	130th Ave NE	NE 60th St	NE 70th PI	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. include crossing improvements of NE 70th St to connect to South Rose Hill greenway and trail improvements between NE 64th and NE 65th Streets	\$763,710	\$1,103,218

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-210	114th Ave NE AAA Bicycle Facility	114th Ave NE	NE 85th St	NE 87th St	Active Transportation - Bicycle Facility	Primary all-ages and abilities connection in this vicinity is planned as a separated shared use path in the north west quadrant of the new I-405 / 85th interchange connecting from 116th Ave NE to the station.  This connection is an alternative or suppl	\$159,501	\$230,085
TSP-211	West of Market Greenway	17th Ave W, 8th St W, 18th Ave W, 9th St W	6th St W	Juanita Bay Park	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Requires new path connection from 9th St W to Juanita Bay Park	\$374,204	\$540,509
TSP-212	124th Ave NE (north) protected bike lanes	124th Ave NE (north)	NE 145th Pl	north city limits	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$929,722	\$1,342,934
TSP-213	NE 112th St	NE 112th St	116th Pl NE	120th Ave NE	Active Transportation - Bicycle Facility	Protected bike lanes as development occurs. Additional right-of-way required. Complete bike lanes to intersection at 116th Ave NE	\$963,696	\$1,392,007
TSP-214	108th Ave NE Protected Bike Lanes	108th Ave NE	NE 59th St	NE 62nd St	Active Transportation - Bicycle Facility	Protected Bike lanes as development occurs and as K-line Rapid Ride route is implemented along corridor that may provide additional capital opportunities. Additional right-of-way required. NB protected lanes as part of the Transit Queue jump project. SB still unfunded.	\$663,432	\$958,292

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-215	8th St S Bike Lanes or Greenway	8th St S	9th Ave S	Railroad Ave	Active Transportation - Greenway	Recommend Bike Lanes or Greenway. Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$293,880	\$424,487
TSP-216	Connect existing trail from 122th Avenue NE top 120th Avenue NE	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect existing trail from 122th Avenue NE top 120th Avenue NE	\$80,052	\$115,477



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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-217	108th Ave NE Transit Queue Jumps	108th Ave NE	NE 53rd St	NE 68th St	Transit - Speed and Reliability	Widen the roadway to add two northbound transit queue jumps on 108th Ave NE between NE 62nd St to NE 68th St and between NE 53rd St to NE 60th St. Install a new traffic signal at NE 60th St / 108th Ave NE. Upgrade traffic signal timing and/ or add transit signal priority at NE 60th St and at NE 68th St. Replace existing bicycle lane and sidewalk on the east side of 108th Ave NE with new sidewalk level protected bicycle lanes and upgraded pedestrian facilities. Adjustments to underground utility lids and catch basins as needed within the project area, and new LID storm water system improvements are expected to meet permitting requirements. Overhead power and communication line relocation is expected to accomplish project scope.	\$7,245,000	\$10,465,000
TSP-218	NE 90th St from 120th Ave NE to I-405 Connection	NE 90th St	I-405	120th Ave NE	Active Transportation - Trail/ Multimodal Path	Shared use path and landscape strip on the north side of the roadway, to connect to future quadrant trail or future 90th St bridge. Included as part of Station Area Plan scope 14	\$204,000	\$294,000
TSP-219	NE Juanita Drive	NE Juanita Drive	79th Way NE	NE 120th St	Active Transportation - Multimodal	Widen and reconfigure cross-section to include buffered bike lanes on both sides of street and walkway on east side of street	\$1,169,520	\$1,689,303

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-220	Connect Houghton Shopping Center (north to south) across NE 68th Street.	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect Houghton Shopping Center (north to south) across NE 68th Street.	\$404,473	\$584,329
TSP-221	Connect CKC to 106th Avenue NE and Houghton Shopping Center	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect CKC to 106th Avenue NE and Houghton Shopping Center	\$96,969	\$139,881
TSP-222	Connect NE 124th Street to ERC at Totem Lake Park to the CKC	New Alignment	NE 124th St	CKC	Active Transportation - Trail/ Multimodal Path	Connect NE 124th Street to ERC at Totem Lake Park to the CKC	\$145,879	\$210,718
TSP-223	Connect the north side of NE 116th to the CKC	New Alignment	NE 116th	CKC	Active Transportation - Trail/ Multimodal Path	Connect the north side of NE 116th to the CKC	\$22,794	\$32,925
TSP-224	Connect the south side of NE 116th to the CKC	New Alignment	NE 116th	CKC	Active Transportation - Trail/ Multimodal Path	Connect the south side of NE 116th to the CKC	\$80,687	\$116,550
TSP-225	Connect Everest Park to the CKC via Everest Creek	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect Everest Park to the CKC via Everest Creek	\$106,710	\$153,933
TSP-226	Lake Washington Blvd Transit Access from Carillon Point	Lake Washington Blvd	Carillon Pt	<Null>	Transit - Access	Implement non-motorized access to transit investments	TBD	TBD

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-227	108th Ave NE / Watershed Park crosswalk lighting	108th Ave NE	Watershed Park	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$175,909	\$254,000
TSP-228	NE 141st St/ 83rd PI NE crossing improvements	NE 141st St	83rd PI NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-229	Juanita Dr/ NE 138th PI intersection improvements	Juanita Drive NE	NE 138th PI Intersection	<Null>	Roadway - Multimodal Intersection Improvements	Roundabout Option	\$4,423,000	\$6,389,000
TSP-230	116th Ave NE/ NE 70th PI intersection improvements	116th Ave NE	NE 70th PI	<Null>	Active Transportation - Intersection/ Crossing Improvements	Improve pedestrian and bicycle crossing (in coordination with future interchange WSDOT project)	\$251,000	\$362,000
TSP-231	NE 70th Street / 122nd Ave NE new signal or roundabout	122nd Ave NE	NE 70th St	<Null>	Roadway - Intersection Improvements	Signal or roundabout	\$5,551,000	\$8,018,000
TSP-232	NE 131st Way / 90th Avenue NE	131st Way, 90th Ave	NE 134th St	W end of Juanita Elementary School	Active Transportation - Multimodal	Elevate Shared Use path on west side. Widen corridor required to improve downhill bike lane and provide enough shoulder buffer from edge of roadway due to ravine below.	\$2,859,767	\$4,130,767

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-233	NE 130th Place street extension	NE 130th Place (new alignment)	Totem Lake Boulevard	120th Ave NE	Roadway - New Connection	The NE 130th Place extension will include two 10.5' travel lanes, 4.5' planter strip buffers, 6' raised bike lanes, and 6' sidewalks. A 1' tactile buffer will separate the raised bike lanes and sidewalks.	\$9,450,000	\$13,650,000
TSP-234	84th Ave NE Buffered Bike Lanes	84th Ave NE	NE 128th St	north end of Carl Sandburg Elementary	Active Transportation - Bicycle Facility	Add buffered bike lanes SB as development occurs. Additional right-of-way may be required.	\$443,144	\$640,098
TSP-235	Juanita Neighborhood Greenway	103rd Ave NE	NE 123rd St	NE 124th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Will require RRFB or signalized crossing of NE 124th St	\$142,908	\$206,440

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-236	McAuliffe Greenway	108th Ave NE / NE 121st St / NE 122nd St / NE 123rd St	NE 112th St	104th Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Requires pedestrian signal for crossing NE 116th St. South of NE 112th St requires new construction of ped path and ROW acquisition of development (Citywide Connection P20)	\$1,250,817	\$1,806,892
TSP-237	Simonds Rd NE Multimodal Improvements	Simonds Rd NE	north city limits/9 2nd Ave NE	100th Ave NE	Active Transportation - Multimodal	Bike facilities, improved sidewalks. Additional protection would require significant investment in existing city right-of-way and with redevelopment. Additional right-of-way may be required.	\$2,412,508	\$3,484,727
TSP-238	99th PI NE Bike Lanes	99th PI NE	NE 112th St	NE 116th ST	Active Transportation - Bicycle Facility	Bike Lanes	\$1,147,582	\$1,657,621
TSP-239	93rd Ave NE/ 124th St Greenway	93rd Ave NE/ 124th St	Juanita Dr/ 93rd Ave NE	100th Ave NE/ NE 124th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Requires high level of greenway implementation to reduce volumes.	\$607,972	\$878,170

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-240	NE 112th St	NE 112th St	100th Ave NE	108th Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Requires high level of greenway implementation to reduce volumes.	\$345,919	\$499,654
TSP-241	Forbes Creek Dr Buffered or Protected Bike Lanes	Forbes Creek Drive	108th Ave NE	116th Ave NE	Active Transportation - Bicycle Facility	Widen to add buffered or protected bike lanes in existing City right-of-way.	\$2,611,714	\$3,772,481
TSP-242	Railroad Ave Shared Use Path	Railroad Ave	8th St S	Kirkland Way	Active Transportation - Trail/ Multimodal Path	Shared Use path on west side,	\$453,490	\$655,041
TSP-243	Juanita Elementary Greenway	98th Ave NE/ NE 136th St	NE 124th St	NE 130th Pl	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. From 98th to 100th change facility type to bike lanes for one block uphill climb.	\$325,433	\$470,063

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-244	NE 100th St Bridge Improvements (over I-405)	NE 100th St Bridge	117th Pl NE	Slater Ave	Bridge	Modify existing bridge for improved bicycle and pedestrian access such as technology solutions for the east end gate or bridge widening to better accommodate bike ped access instead of existing switchback ramps	\$13,988,000	\$19,200,000
TSP-245	116th Ave NE multiuse trail to NE 80th St Bridge (NE 75th to NE 80th St bridge)	116th Ave NE	NE 75th St	NE 80th St Bridge	Active Transportation - Trail/ Multimodal Path	Improve on-street buffered path into a separated trail for walking and bicycling as connection to the NE 80th St I-405 pedestrian bridge.	\$596,719	\$861,927
TSP-246	Connect NE 112th Street to 101st Place NE	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect NE 112th Street to 101st Place NE	\$42,837	\$61,793
TSP-247	Connect 113th Avenue NE to NE 121st Street and 110th Avenue NE via Heronfields Wetlands Park.	New Alignment	110th Ave	113th Ave NE	Active Transportation - Trail/ Multimodal Path	Connect 113th Avenue NE to NE 121st Street and 110th Avenue NE via Heronfields Wetlands Park.	\$283,491	\$409,495
TSP-248	Connect NE 120th Street to possible new connection along NE 116th Street and to NE 113th Street behind Lake Washington Institute of Technology.	New Alignment	NE 120th St	NE 113th St	Active Transportation - Trail/ Multimodal Path	Connect NE 120th Street to possible new connection along NE 116th Street and to NE 113th Street behind Lake Washington Institute of Technology.	\$555,431	\$802,306

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-249	Connect trail off of Slater Avenue to NE 116th Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect trail off of Slater Avenue to NE 116th Street	\$114,145	\$164,658
TSP-250	Powerline connection through NRH from NE 92nd Street to NE 116th Street	New Alignment	NE 116th St	NE 92nd St	Active Transportation - Trail/ Multimodal Path	Powerline connection through NRH from NE 92nd Street to NE 116th Street	\$1,972,273	\$2,848,899
TSP-251	Connect 4th Avenue between 5th Street and 4th Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 4th Avenue between 5th Street and 4th Street	\$195,807	\$282,876
TSP-252	Connect Central Way and Kirkland Avenue	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect Central Way and Kirkland Avenue	\$274,113	\$395,415
TSP-253	Connect 105th Place NE to NE 122nd Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 105th Place NE to NE 122nd Street	\$58,865	\$84,914
TSP-254	Connect 107th Place NE with NE 122nd Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 107th Place NE with NE 122nd Street	\$52,020	\$75,041



Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-255	NE 130th Lane protected bike lanes	NE 130th Lane	120th Avenue NE	121st Avenue NE street extension	Active Transportation - Bicycle Facility	protected bike lanes	\$395,723	\$571,601
TSP-256	Juanita Drive Intersection and Safety Improvement (79th Way NE to NE 120th St)	Juanita Drive NE	79th Way NE	NE 120th St	Active Transportation - Multimodal	NMC 12700 Juanita Drive Nonmotorized Improvements 79th Way NE to NE 120th St - This project will improve pedestrian and bicycle safety on Juanita drive through the construction of a separated pedestrian walkway and buffered bicycle lane, installation of pedestrian flashing beacons (RRFB's) at key locations, and improved lighting, signing and markings. The estimated project cost is \$680,000.	\$1,169,520	\$1,689,303
TSP-257	Park Lane Improvements	Park Lane	Lake St	3rd St	Active Transportation - Pedestrian Improvements	Implement baseline improvements for Park Lane as identified in the Future of Park Lane study, including bollard removal, gateway pavement art, new drinking fountain, modifications to stormwater planters, electrical power upgrades for events, quick coupler hook up to irrigation system, trash receptacle, overhead festoon lighting, tree lighting, digital smart sign kiosk, and hanging baskets	\$755,000	\$1,090,000
TSP-258	Connect 2nd Street S between 7th Avenue S. and 10th Avenue S.	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 2nd Street S between 7th Avenue S. and 10th Avenue S.	\$98,168	\$141,820

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-259	NE Juanita Drive	NE Juanita Drive	NE 141st St	NE 143rd St	Active Transportation - Bicycle Facility	Reconfigure cross section to include buffered bike lanes on both sides of street.	\$1,149,933	\$1,661,017
TSP-260	128th Ln NE Bike Lanes	128th Ln NE	CKC	NE 126th Pl	Active Transportation - Bicycle Facility	Bike Lanes	\$421,787	\$609,249
TSP-261	NE 60th St Neighborhood Greenway	NE 60th St	Lake WA Blvd	CKC	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$144,157	\$208,224
TSP-262	Connect CKC to the Houghton Shopping Center and 6th Street S.	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect CKC to the Houghton Shopping Center and 6th Street S.	\$51,563	\$74,381

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-263	Connect multifamily south of Kirkland Avenue to the CKC	New Alignment	South of Kirkland Ave	CKC	Active Transportation - Trail/ Multimodal Path	Connect multifamily south of Kirkland Avenue to the CKC	\$18,293	\$26,423
TSP-264	Connect Slater to NE 124th Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect Slater to NE 124th Street	\$89,375	\$128,926
TSP-265	Connect multifamily (north of NE 85th Street) to the CKC	New Alignment	North of NE 85th St	CKC	Active Transportation - Trail/ Multimodal Path	Connect multifamily (north of NE 85th Street) to the CKC	\$20,132	\$29,081
TSP-266	NE 75th St/ 122nd Ave NE mini roundabout	122nd Ave NE	NE 75th St	<Null>	Roadway - Multimodal Intersection Improvements	Mini roundabout to slow vehicles entering or crossing the NE 75th St greenway and clarify vehicle operations at this intersection	\$153,000	\$221,000
TSP-267	NE 112th St	NE 112th St	111th Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-268	NE 140th St/ 125th PI crossing improvements	NE 140th St	East of 125th PI	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$175,909	\$254,000
TSP-269	Juanita Dr/ NE 116th PI intersection improvements	Juanita Drive NE	NE 116th PI Intersection	<Null>	Roadway - Multimodal Intersection Improvements	Rechannelize	\$104,000	\$150,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-270	NE 53rd Street Intersection Improvements	NE 53rd Street	108th Ave NE	<Null>	Roadway - Intersection Improvements	Intersection improvements to minimize traffic conflict, improve safety and traffic operation.	\$4,107,000	\$5,932,000
TSP-271	Kirkland Cemetery Shared Use Path	north side of cemetery	120th Ave NE	122nd Ave NE	Active Transportation - Trail/ Multimodal Path	use parcel to the north of the cemetery and maintenance access road to provide east-west bike/ped trail connection. Station Area Plan Scope 17	\$162,000	\$234,000
TSP-272	116th Ave NE Bike/Ped Connections to Spring District and Light Rail	116th Ave NE	South City Limit	NE 67th St	Active Transportation - Multimodal	Buffered or bike lanes and pedestrian improvements	\$5,637,825	\$8,143,509
TSP-273	NE 116th St extend bike lane to 98th Ave NE	NE 116th St	98th Ave NE	99th PI NE	Active Transportation - Bicycle Facility	Continue bike lane to intersection/ bike box	\$220,682	\$318,764
TSP-274	84th Ave NE Buffered Bike Lanes	84th Ave NE	north end of Carl Sandburg Elementary	NE 132nd St	Active Transportation - Bicycle Facility	Add buffered bike lanes SB as development occurs. Additional right-of-way may be required.	\$645,943	\$933,030
TSP-275	99th PI NE Neighborhood Greenway	94th Ave NE	NE 124th St	NE 131st Way	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$298,370	\$430,973

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-276	Juanita Neighborhood Greenway	104th Ave NE	NE 116th St	NE 123rd St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$292,429	\$422,391
TSP-277	Finn Hill - Juanita Greenway	NE 140th St	108th Ave NE	west of I-405	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$190,508	\$275,175
TSP-278	Finn Hill - Juanita Greenway	NE 140th St	Juanita Woodinville Dr	108th Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$161,706	\$233,572
TSP-279	132nd Ave Bike Lanes	132nd Ave NE	NE 137th Pl	NE 143rd St	Active Transportation - Bicycle Facility	Complete bike lanes at north end to NE 143rd St.	\$2,034,369	\$2,938,536

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-280	NE 132nd/NE 134th St Bike Lanes and Markings	NE 132nd St, 87th Ave and 134th	Juanita Drive	90th Ave NE	Active Transportation - Bicycle Facility	Complete bike lanes where there are gaps and add markings bike symbols in gaps (in WB bike lane adjacent to school. Continue bike lane to intersection.	\$3,792,684	\$5,478,328
TSP-281	NE 132nd St Bike Lanes (132nd Ave NE to 136th Ave NE)	NE 132nd St	132nd Ave NE	136th Ave NE	Active Transportation - Bicycle Facility	Add bike lanes	\$1,084,197	\$1,566,065
TSP-282	Slater Ave Neighborhood Greenway to Shared Use Path	Slater St	Kirkland Ave	NE 85th St Station Area connect or path	Active Transportation - Greenway	Neighborhood Greenway to a Shared Use Path. Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$99,651	\$143,938
TSP-283	116th Ave NE Neighborhood Greenway (NE 100th St to NE 107th Ln)	116th Ave NE	NE 100th St	NE 107th Ln	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$271,133	\$391,630

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-284	NE 95th St Neighborhood Greenway	NE 95th St	124th Ave NE	132nd Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$368,866	\$532,799
TSP-285	NE 104th St Neighborhood Greenway	NE 104th St	124th Ave NE	132nd Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$351,940	\$508,351
TSP-286	Juanita Neighborhood Greenway	103rd Pl NE	NE 125th Pl	NE 132nd St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Requires coordination with Parks or easement to utilize private street.	\$354,645	\$512,258

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-287	Juanita Woodlands Greenway	84th Ave NE	82nd Ave NE	NE 124th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Steep grades at south end of 84th Ave NE and west end of NE 117th St	\$380,521	\$549,633
TSP-288	Juanita Elementary Greenway	trail west of Juanita Elementary School	NE 130th Pl	NE 132nd St	Active Transportation - Trail/ Multimodal Path	Pave or widen existing pathway. Add wayfinding for Greenway route.	\$300,179	\$433,591
TSP-289	Evergreen Hill Greenway	NE 140th St	east of I-405	132nd Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$797,495	\$1,800,000



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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-290	Finn Hill - Juanita Greenway	NE 140th St	98th Ave NE	Juanita Woodinville Dr	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Need signalized xing of 100th Ave NE.	\$835,017	\$1,206,240
TSP-291	Juanita Neighborhood Greenway	103rd Ave NE	NE 124rd St	NE 125th Pl	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Will require RRFB or signalized crossing of NE 124th St	\$143,196	\$206,856
TSP-292	Slater Ave NE Greenway	Slater Ave NE	Slater Ave Street end (near Station Area)	NE 100th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$227,754	\$328,973

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-293	Proposed Neighborhood Greenway	4th St	7th Ave	18th Ave	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Connects to Kirkland Middle School (avoids 3rd St as that is a transit route). Slope is a consideration.	\$488,756	\$705,970
TSP-294	NE 112th St	NE 112th St	116th Ave NE	116th Pl NE	Active Transportation - Bicycle Facility	Protected bike lanes as development occurs. Additional right-of-way required. Complete bike lanes to intersection at 116th Ave NE	\$121,891	\$176,065
TSP-295	NE 126th Pl Bike Lanes	NE 126th Pl	128th Ln NE	132nd Ave NE	Active Transportation - Bicycle Facility	Bike Lanes	\$902,850	\$1,304,119
TSP-296	Hellen Keller Greenway	110th/109th Ave NE	NE 140th St	NE 145th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Intersection approach on NE 145th St may need bike lanes or more robust protection	\$864,832	\$1,249,310
TSP-297	Connect NE 114th Place to 124th Avenue Ne	New Alignment	124th Ave NE	126th Ave NE	Active Transportation - Trail/ Multimodal Path	Connect NE 114th Place to 124th Avenue Ne	\$143,995	\$207,998

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-298	Powerline connection from P10 to NE 87th Court	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Powerline connection from P10 to NE 87th Court	\$60,559	\$87,358
TSP-299	NE 80th St Pedestrian Bridge Improvements (over I-405)	NE 80th St	Kirkland Ave	116th Ave NE	Bridge	Improve existing pedestrian bridge with wider approaches, higher clearance, improved lighting, more appealing guardrail/throw barrier, wayfinding	\$12,173,000	\$17,583,000
TSP-300	Forbes Creek Drive lighting	98th Ave NE	Forbes Creek Dr	NE 116th St	Roadway - Multimodal	Street and pedestrian lighting	\$576,000	\$832,000
TSP-301	116th Ave NB Buffered Bike Lane	116th Ave NE	NE 70th St	NE 73rd St	Active Transportation - Bicycle Facility	Buffer northbound bike lane as development occurs. Right of way may be required.	\$42,711	\$61,711
TSP-302	Connect 120th Avenue NE to NE 125th Place and to another proposed connection (P27) to ultimately land in Totem Lake Park	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 120th Avenue NE to NE 125th Place and to another proposed connection (P27) to ultimately land in Totem Lake Park	\$197,777	\$285,300
TSP-303	Connect 3rd Avenue between 3rd Street and 2nd Street	New Alignment	3rd St	2nd St	Active Transportation - Trail/ Multimodal Path	Connect 3rd Avenue between 3rd Street and 2nd Street	\$61,612	\$88,997

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-304	Powerline connection through NRH from NE 92nd Street to NE 80th Street	New Alignment	NE 92nd St	NE 80th St	Active Transportation - Trail/ Multimodal Path	Powerline connection through NRH from NE 92nd Street to NE 80th Street	\$937,413	\$1,354,069
TSP-305	NE Juanita Drive	NE Juanita Drive	86th Ave NE	NE 112th St	Active Transportation - Multimodal	Widen and reconfigure cross-section to include buffered bike lanes on both sides of street and walkway on north side of street. Close 83rd Avenue NE intersection to vehicle traffic. Improve inside curve for bicycle and pedestrian passage. Create pads for trash pickups	\$2,615,951	\$3,778,588
TSP-306	South Kirkland Park and Ride to CKC ADA Connection	New Alignment	NE 37th Ct	CKC	Transit - Access	Provide ADA access from the Cross Kirkland Corridor to NE 37th Court / S Kirkland Park and Ride from the South Kirkland Parking Garage	\$417,000	\$602,000
TSP-307	Connect NE 126th Place to proposed trail (P25) along NE 128th Street alignment from 136th Avenue NE to 132nd Avenue NE	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect NE 126th Place to proposed trail (P25) along NE 128th Street alignment from 136th Avenue NE to 132nd Avenue NE	\$218,136	\$315,134
TSP-308	Connect NE 124th Street to ERC	New Alignment	NE 124th St	ERC	Active Transportation - Trail/ Multimodal Path	Connect NE 124th Street to ERC	\$37,965	\$54,839

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-309	108th Ave NE/ NE 137th Pl crossing improvements	108th Ave NE	NE 137th Pl	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-310	NE 132nd Street/132nd Ave NE Intersection Improvements	NE 132nd St	132nd Ave NE	<Null>	Roadway - Multimodal Intersection Improvements	Extend the eastbound left turn and right turn lanes to 500 feet.	\$986,000	\$1,424,000
TSP-311	NE 53rd St Neighborhood Greenway or Bike Lanes	NE 53rd St (by NWU)	108th Ave NE	114th Ave NE	Active Transportation - Bicycle Facility	Neighborhood Greenway. Would require high level of greenway implementation to reduce volumes. Bike lanes would be an alternative on this segment.	\$1,631,866	\$2,357,142
TSP-312	84th Ave NE Buffered Bike Lanes	84th Ave NE	just south of NE 126th Pl	NE 128th St	Active Transportation - Bicycle Facility	Add buffered bike lanes as development occurs. Additional right-of-way may be required.	\$321,756	\$464,759
TSP-313	ICS Neighborhood Greenway	111th Ave NE	NE 60th St	NE 68th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$268,261	\$387,482
TSP-314	Waverly Way Bike/Ped Pathway	Waverly Way	Market St	2nd St W	Active Transportation - Trail/ Multimodal Path	Complete south side on-street bike/ped pathway or install sidewalk and curb ramp and bike lane on south side of Waverly to extend to Market St	\$451,783	\$652,576

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-315	136th Ave NE bike lane improvements	136th Ave NE	NE 128th St	NE 132nd St	Active Transportation - Bicycle Facility	Add bike symbol markings to uphill bike lane. Add downhill sharrows.	\$26,944	\$38,930
TSP-316	NE 85th SW Quadrant Neighborhood Greenway	116th Ave NE	Kirkland Ave (I-405/80th bike/ped bridge)	85th Station Area quadrant trail (SW corner)	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Connecting to I-405 / 85th Station.	\$84,713	\$122,362
TSP-317	Finn Hill - Juanita Greenway	NE 141st St	90th Ave NE	NE 140th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$485,343	\$701,041
TSP-318	Finn Hill - Juanita Greenway	NE 141st St	84th Ave NE	90th Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$324,059	\$468,079

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-319	116th Ave NE SB Bicycle Lanes (NE 95th to NE 100th St)	116th Ave NE	NE 95th St	NE 100th St	Active Transportation - Bicycle Facility	Buffered bike lanes and sidewalk infill from NE 95th St to NE 100th St. Included as part of Station Area Plan Scope 12	\$1,508,556	\$2,179,053
TSP-320	Henry David Thoreau / NE 139th St Greenway	NE 139th St	84th Ave NE	90th Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$257,940	\$372,574
TSP-321	NE 60th St Pedestrian Bridge Improvements (over I-405)	NE 60th St	114th Ave NE	116th Ave NE	Bridge	Improve bicycle/pedestrian bridge with wider cross section to accommodate ADA and bicycle use, taller height clearance, lighting, wider approach ramps, artwork, wayfinding	\$15,723,000	\$22,711,000
TSP-322	82nd Ave Neighborhood Greenway	82nd Ave, NE 128th St	Juanita Drive	NE 124th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$307,663	\$444,395

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-323	McAuliffe Greenway	108th Ave NE	Forbes Creek Dr	NE 110th St (ped trail)	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Connection north to NE 112th St requires new construction of ped path and ROW acquisition of development (Citywide Connection P20). Alternative north south route via Forbes Valley pedestrian trail and 112th Ave NE to cross NE 112th St at AG Bell Elementary	\$169,915	\$245,430
TSP-324	NE 100th St Bike Lanes	NE 100th St	124th Ave NE	132nd Ave NE	Active Transportation - Bicycle Facility	Add bike lanes in existing right-of-way	\$3,049,279	\$4,404,520
TSP-325	Holmes Point Overlay Zone Street Design Standards & Holmes Point Drive Corridor Study	Holmes Pt	Juanita Dr	St Edwards St Park	Active Transportation - Bicycle Facility	Protected bike lanes - funded as part of 100th Avenue NE Corridor Improvements	\$11,019,786	\$15,917,488
TSP-326	132nd Ave Bicycle Facility	132nd Ave NE	NE 143rd St	north city limits	Active Transportation - Bicycle Facility	Coordinate with the City of Woodinville for seamless connection and facility type.	\$1,080,121	\$1,560,177
TSP-327	NE 145th St Buffered Bike Lanes	NE 145th St	100th Ave NE	Juanita Woodinville Dr	Active Transportation - Bicycle Facility	As development occurs, preserve right-of-way for existing space and add buffered bike lanes when adjacent sidewalks get built.	\$2,557,320	\$3,693,912



Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-328	Juanita Woodlands Greenway	80th Ave NE	Juanita Drive	S end of Juanita Woodlands Park	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$160,075	\$231,217
TSP-329	Alexander Ave Neighborhood Greenway	Alexander Ave	Kirkland Ave	recommended pathway to NE 68th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$317,398	\$458,456
TSP-330	114th Ave Neighborhood Greenway	114th Ave NE (by NWU)	NE 53rd St	NE 60th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$270,233	\$390,331
TSP-331	84th Ave NE Buffered Bike Lanes	84th Ave NE	NE 124th St	just south of NE 126th Pl	Active Transportation - Bicycle Facility	Add buffered bike lanes as development occurs. Additional right-of-way may be required.	\$764,242	\$1,103,907

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-332	Connect 136th Avenue NE to 132nd Avenue NE along NE 128th Street alignment and mid block down again to NE 126th Place	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 136th Avenue NE to 132nd Avenue NE along NE 128th Street alignment and mid block down again to NE 126th Place	\$669,847	\$967,706
TSP-333	Eastside Powerline Trail	124th Ave NE	South City Limit	NE 70th St	Active Transportation - New Connection	Improve existing trail with signage, wayfinding, landscaping, paving and lighting.	\$1,868,000	\$2,698,000
TSP-334	NE 140th St Bike/Ped Bridge (over I-405)	New Alignment	113th Ave NE	NE 140th St (east of I-405)	Bridge	New ped-bike bridge over I-405 on NE 140th Street	\$41,196,000	\$59,505,000
TSP-335	Juanita Drive Gateway Median (NE 141st Vicinity)	NE Juanita Drive	NE 138th P	NE 141st St	Roadway - Other	Widen cross section and construct gateway median south of NE 141st Street	\$10,065,000	\$13,085,000
TSP-336	NE Juanita Drive Multimodal Facility Improvements	NE Juanita Drive	NE 138th St	north of NE 138th Pl	Active Transportation - Multimodal	Widen cross section to include buffered bike lanes on both sides of street, rechannelize both NE 138th intersections and construct walkway on east side of street	\$750,739	\$1,084,398
TSP-337	NE Juanita Drive	NE Juanita Drive	NE 116th Pl	86th Ave NE	Active Transportation - Multimodal	Widen and reconfigure cross-section to include buffered bike lanes on both sides of street and walkway on north side of street. Improve downhill drainage.	\$1,687,270	\$2,437,164

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-338	Willows Crossing	Willows	Friends of Youth	<Null>	Active Transportation - Intersection/ Crossing Improvements	New RRFB crossing	<Null>	<Null>
TSP-339	Crestwoods Park/CKC Access Path Improvements	Crestwoods Park, stairs & unpaved path	6th St	111th Ave NE	Active Transportation - Trail/ Multimodal Path	Construct concrete pedestrian and bicycle path, stairs, and overpass between Crestwoods Park and the Highlands Neighborhood across the CKC. This project would support desired links to parks.	\$3,384,615	\$4,888,239
TSP-340	NE 52nd St Uphill Buffered Bike Lanes	NE 52nd St	Lake Wa Blvd	CKC	Active Transportation - Bicycle Facility	uphill buffered bike lanes	\$611,373	\$883,096
TSP-341	NE 128th St Bike Connection to the Cross Kirkland Corridor	NE 128th St	136th Ave NE	Willows Rd	Active Transportation - Bicycle Facility	Add bike symbol markings to uphill bike lane. Add downhill sharrows on NE 128th St. Assess right-of-way to add uphill bike lane and downhill sharrow on 139th Ave NE.	\$33,504	\$48,409
TSP-342	Connect Atronics at Willows Road to ERC	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect Atronics at Willows Road to ERC	\$56,828	\$81,975
TSP-343	NE 60th St Neighborhood Greenway	NE 60th St	CKC	114th Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$449,087	\$648,672

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-344	128th Ave NE/ NE 99th Ln crosswalk lighting	128th Ave NE	NE 99th Ln	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$175,909	\$254,000
TSP-345	NE 141st St/ 75th Ave NE crossing improvements	NE 141st St	75th Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-346	130th Ave NE/ 130th Ave NE crosswalk lighting	130th Ave NE	130th Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$175,909	\$254,000
TSP-347	NE 132nd St/ 82nd Ave NE lighting improvements	NE 132nd St	West of 82nd Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$175,909	\$254,000
TSP-348	NE 141st St/ 80th Ave NE crossing improvements	NE 141st St	80th Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-349	NE 140th St/ 129th PI NE crosswalk lighting	NE 140th St	129th PI NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$175,909	\$254,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-350	NE 124th St/ 95th PI NE crossing improvements	NE 124th St	95th PI NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$175,909	\$254,000
TSP-351	Forbes Creek Dr/ 113th Ct NE crossing improvements	Forbes Creek Dr	East of 113th Ct NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$96,491	\$139,364
TSP-352	90th St Pedestrian Bridge (over I-405)	NE 90th St	Slater Ave NE	NE 90th St end	Bridge	New ped-bike bridge over I-405 along NE 90th St alignment	\$45,249,000	\$65,359,000
TSP-353	122nd Ave NE Bike Lanes	122nd Ave NE	NE 70th St	NE 80th St	Active Transportation - Bicycle Facility	Add bike lanes as development occurs	\$2,152,561	\$3,109,258
TSP-354	Forbes Creek Dr Buffered or Protected Bike Lanes	Forbes Creek Drive	Market St	108th Ave NE	Active Transportation - Bicycle Facility	Widen to add buffered or protected bike lanes in existing City right-of-way.	\$153,827	\$222,255
TSP-355	10th St and Right-of-Way behind Everest Park	10th St and Right-of-Way behind Everest Park	9th Ave	Alexander Ave	Active Transportation - Trail/ Multimodal Path	Shared Use Path	\$585,422	\$845,627

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-356	NE 124th St (Finn Hill) Neighborhood Greenway	NE 124th St	Juanita Drive	84th Ave NE	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$273,412	\$394,922
TSP-357	NE 141st St Buffered Bike Lanes	NE 141st St	Juanita Drive	84th Ave NE	Active Transportation - Bicycle Facility	restripe eastbound buffer of bike lane	\$77,620	\$112,152
TSP-358	Hellen Keller 108th Ave NE Bike Lanes	108th Ave NE (Near Helen Keller Elem)	NE 132nd St	Juanita Woodinville Dr	Active Transportation - Bicycle Facility	Complete bike lanes gaps, ensure bike lanes are at least 5ft wide or with buffer, add bike lane markings. Alternate north-south greenway route could be on 110th Ave NE.	\$3,926,177	\$5,671,152
TSP-359	Juanita Woodlands Greenway	NE 117th Pl	S end of Juanita Woodlands Park	NE 117th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures. Requires new pathway connection between NE 117th Pl and 80th Ave NE via easement of powerline (Citywide Connections P37) or development construction (P37.1)	\$181,622	\$262,339

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-360	Shared Use Path Connection from Alexander Ave to NE 68th St	Alexander to NE 68th St	NE 68th St	Alexander Ave	Active Transportation - Trail/ Multimodal Path	Create a new shared use path connection from Alexander to connect to bus stops on NE 68th St (existing ROW)	\$382,872	\$553,038
TSP-361	Connect Kingsgate park to 116th Place NE and extend north to potential connection P56.3 at NE 145th St.	New Alignment	Kingsgate Park	116th Pl NE	Active Transportation - Trail/ Multimodal Path	Connect Kingsgate park to 116th Place NE and extend north to potential connection P56.3 at NE 145th St.	\$570,384	\$823,906
TSP-362	Connect NE 126th Place with another possible connection (P25) along NE 128th Street alignment.	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect NE 126th Place with another possible connection (P25) along NE 128th Street alignment.	\$86,858	\$125,295
TSP-363	Connect existing trail along 96th Avenue NE right-of-way to NE 121st Street.	New Alignment	Existing Trail	NE 121st St	Active Transportation - Trail/ Multimodal Path	Connect existing trail along 96th Avenue NE right-of-way to NE 121st Street.	\$93,295	\$134,762
TSP-364	Connect NE 145th Street across I405	New Alignment	114th Ave NE	East of I-405	Bridge	Connect NE 145th Street across I405	\$39,846,000	\$57,555,000
TSP-365	Juanita Drive - ITS Integrations - Signals	NE Juanita Drive	NE 143rd St	98th Ave NE	ITS	ITS Integration for the corridor and estimated cost 1,200,000	\$1,134,000	\$1,638,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-366	120th Ave NE to 120th PI NE roadway connection - adjacent to the Cross Kirkland Corridor.	New Alignment	120th Ave NE	120th PI NE	Roadway - New Connection	Create a roadway connecton along 120th Ave NE to 120th PL NE adjacent to the Cross Kirkland Corridor. Coordinate with CKC Action Plan	\$3,192,000	\$4,610,000
TSP-367	Connect Mark Twain Park with NE 107th Place	New Alignment	Mark Twain Park	NE 107th PI	Active Transportation - Trail/ Multimodal Path	Connect Mark Twain Park with NE 107th Place	\$67,538	\$97,557
TSP-368	Connect the CKC to Lake Washington Boulevard	New Alignment	Lake Washington Blvd NE	East of Lake Washington Blvd NE	Active Transportation - New Connection	Connect the CKC to Lake Washington Boulevard	\$347,000	\$501,000
TSP-369	Connect Cotton Hill Park to the CKC	New Alignment	Cotton Hill Park	CKC	Active Transportation - Trail/ Multimodal Path	Connect Cotton Hill Park to the CKC	\$48,965	\$70,729
TSP-370	Connect the end of 14th Place to the CKC	New Alignment	14th PI	CKC	Active Transportation - Trail/ Multimodal Path	Connect the end of 14th Place to the CKC	\$15,588	\$22,517
TSP-371	Connect 110th PI NE to the CKC	New Alignment	110th PI NE	CKC	Active Transportation - Trail/ Multimodal Path	Connect 110th PI NE to the CKC	\$31,471	\$45,459



Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-372	NE 60th St/ 124th Ave NE crosswalk lighting	NE 60th St	124th Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$175,909	\$254,000
TSP-373	NE 134th St Sidewalk and EB Buffered Bike Lane	NE 134TH ST	<Null>	<Null>	Active Transportation - Multimodal	Complete sidewalk gap	\$33,554	\$48,466
TSP-374	72nd Ave NE Neighborhood Greenway	NE 138th Pl, 72nd Ave NE	NE 132nd St	Juanita Drive	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$344,998	\$498,323
TSP-375	90th Ave NE Bike Lanes	90th Ave NE	NE 134th St	NE 145th St	Active Transportation - Bicycle Facility	Bike lanes from 134th to 145th.	\$4,003,695	\$5,783,123
TSP-376	NE 60th St Bike Lanes	NE 60th St	116th Ave NE	132nd Ave NE	Active Transportation - Bicycle Facility	bike lanes	\$4,356,606	\$6,292,883

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-377	Series of trail connections through Juanita Heights Park connecting NE 117th Place to NE 124th Street and to 93rd Avenue NE	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Series of trail connections through Juanita Heights Park connecting NE 117th Place to NE 124th Street and to 93rd Avenue NE	\$791,203	\$1,142,872
TSP-378	Connect Forbes Creek Drive with 101st Ave NE through Juanita Bay Park	New Alignment	Forbes Creek Dr	101st Ave NE	Active Transportation - Trail/ Multimodal Path	Connect Forbes Creek Drive with 101st Ave NE through Juanita Bay Park	\$195,196	\$281,956
TSP-379	Connect Forbes Creek Drive with 20th Avenue	New Alignment	Forbes Creek Dr	20th Avenue	Active Transportation - Trail/ Multimodal Path	Connect Forbes Creek Drive with 20th Avenue	\$221,857	\$320,467
TSP-380	Connect 20th Avenue NE from 1st Street to 3rd Street	New Alignment	1st St	3rd St	Active Transportation - Trail/ Multimodal Path	Connect 20th Avenue NE from 1st Street to 3rd Street	\$240,803	\$347,834
TSP-381	Connect NE 112th Street with 110th Avenue NE	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect NE 112th Street with 110th Avenue NE	\$197,007	\$284,188
TSP-382	Connect 137th Place NE to ERC	New Alignment	137th Pl NE	ERC	Active Transportation - Trail/ Multimodal Path	Connect 137th Place NE to ERC	\$197,815	\$285,739

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-383	Connect Forbes Creek Drive with 1st Street	New Alignment	Forbes Creek Dr	1st St	Active Transportation - Trail/ Multimodal Path	Connect Forbes Creek Drive with 1st Street	\$116,517	\$168,307
TSP-384	Connect 20th Avenue NE to Crestwoods Park	New Alignment	20th Ave NE	Crestwoods Park	Active Transportation - Trail/ Multimodal Path	Connect 20th Avenue NE to Crestwoods Park	\$190,348	\$274,952
TSP-385	Connect 109th Avenue NE to NE 112th street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 109th Avenue NE to NE 112th street	\$59,380	\$85,658
TSP-386	NE Juanita Drive	NE Juanita Drive	NE 133rd Pl	south of NE 138st St	Active Transportation - Multimodal	Widen cross section to include buffered bike lanes on both sides of street and walkway on east side of street	\$1,118,310	\$1,615,334
TSP-387	NE Juanita Drive	NE Juanita Drive	NE 112th St	79th Way NE	Active Transportation - Multimodal	Widen and reconfigure cross-section to include buffered bike lanes on both sides of street and walkway on east side of street.	\$919,732	\$1,328,499
TSP-388	NE 52nd St Uphill Buffered Bike Lanes	NE 52nd St	CKC	108th Ave NE	Active Transportation - Bicycle Facility	uphill buffered bike lanes	\$1,246,983	\$1,801,200
TSP-389	Connect NE 45th Street to the CKC	New Alignment	NE 45th St	CKC	Active Transportation - Trail/ Multimodal Path	Connect NE 45th Street to the CKC	\$104,778	\$151,350
TSP-390	Connect NE 91st Street to the CKC	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect NE 91st Street to the CKC	\$30,152	\$43,496

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-391	Connect NE 116th Place to 84th Avenue NE	New Alignment	NE 116th Pl	84th Ave Ne	Active Transportation - Trail/ Multimodal Path	Connect NE 116th Place to 84th Avenue NE	\$344,383	\$497,453
TSP-392	McAuliffe Greenway	New Alignment	108th Ave NE	NE 112th St	Active Transportation - New Connection	Connect NE 112th Street with 108th Avenue NE as part of greenway. May be development driven	\$235,000	\$340,000
TSP-393	Connect Watershed Park with 108th Avenue NE	New Alignment	Watershed Park	108th Ave NE	Active Transportation - Trail/ Multimodal Path	Connect Watershed Park with 108th Avenue NE	\$149,825	\$216,419
TSP-394	Connect Juanita Drive with 73rd Place NE	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect Juanita Drive with 73rd Place NE	\$114,873	\$165,708
TSP-395	Connect 4030 Lake Washington Blvd to the CKC	New Alignment	4030 Lake Washington Blvd	CKC	Active Transportation - New Connection	Connect 4030 Lake Washington Blvd to the CKC	\$30,000	\$43,000
TSP-396	Connect multifamily access to the CKC (near 4700 block)	New Alignment	103rd Ln NE	CKC	Active Transportation - New Connection	Connect multifamily access to the CKC (near 4700 block)	\$17,000	\$24,000
TSP-397	Finn Hill Roadway Emergency Vehicle Access Connections	83rd Lane NE	Near NE 132nd St	<Null>	Roadway - Other	Install retractable bollards at four locations within the Finn Hill Neighborhood.	\$48,000	\$63,000

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-398	Holmes Pt Dr/ 68th Ave NE crossing improvements	Holmes Point Dr NE	68th Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Install pedestrian crossing at 68th Ave NE to facilitate access to O O Denny Park.	\$173,846	\$251,154
TSP-399	Holmes Pt Dr/ Champagne Rd crossing improvements	Holmes Point Dr NE	West of Champagne Point Rd NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Install pedestrian crossing.	\$173,846	\$251,154
TSP-400	Connect NE 130th Place to NE 129th Street and NE 129th Pl	New Alignment	NE 130th Pl	NE 129th St	Active Transportation - Trail/ Multimodal Path	Connect NE 130th Place to NE 129th Street and NE 129th Pl. At NE 130th Pl intersection, provide a southbound left turn lane and a refuge lane for westbound left turns (Flying T intersection treatment).	\$282,924	\$408,677
TSP-401	Connect 72nd Avenue NE with OO Denny Park and Big Finn Park	New Alignment	72nd Ave NE	OO Denny Park	Active Transportation - Trail/ Multimodal Path	Connect 72nd Avenue NE with OO Denny Park and Big Finn Park	\$253,809	\$366,621
TSP-402	Connect 80th Ave NE to Juanita Drive NE.	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 80th Ave NE to Juanita Drive NE.	\$226,413	\$326,608
TSP-403	Extending NE 119th St beyond 82nd Ave NE to 80th PL NE.	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Extending NE 119th St beyond 82nd Ave NE to 80th PL NE.	\$156,520	\$225,785
TSP-404	Connect 80th Ave NE to NE 117th St.	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 80th Ave NE to NE 117th St.	\$129,992	\$187,518

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-405	Connect NE 110th Place to 83rd Place NE	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect NE 110th Place to 83rd Place NE	\$260,372	\$375,595
TSP-406	Connect 84th Avenue NE to NE 117th Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 84th Avenue NE to NE 117th Street	\$100,765	\$145,357
TSP-407	Connect NE 141st Street to 79th Avenue NE	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect NE 141st Street to 79th Avenue NE	\$144,818	\$208,905
TSP-408	Holmes Point Drive - OO Denny Park Frontage	Holmes Pt Drive	OO Denny Park lot	68th Ave NE	Active Transportation - Pedestrian Improvements	Pedestrian pathway for the west side of Holmes Point Drive along OO Denny Park from the parking lot to 68th Ave NE	\$1,204,000	\$1,739,000
TSP-409	Holmes Point Drive Entry Area - North	Holmes Pt Drive	62nd Ave NE	Juanita Drive	Active Transportation - Multimodal	Buffered mixed-use climbing shoulder on the uphill side (8 ft travel lane plus 2ft buffer. Sharrows and 2ft shoulder on downhill side.	\$4,006,129	\$5,786,620
TSP-410	Holmes Point Drive Entry Area - South	Holmes Pt Drive/ 76th Pl NE	Just north of the curve	Juanita Drive	Active Transportation - Multimodal	Buffered mixed-use climbing shoulder on the uphill side (8 ft travel lane plus 2ft buffer. Sharrows and 2ft shoulder on downhill side.	\$1,341,127	\$1,937,180
TSP-411	Connect multifamily access to the CKC (west of 108th Avenue NE)	New Alignment	West of 108th Ave NE	CKC	Active Transportation - New Connection	Connect multifamily access to the CKC (west of 108th Avenue NE)	\$14,000	\$20,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-412	Connect 108th Avenue NE with Forbes Creek Drive	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 108th Avenue NE with Forbes Creek Drive	\$374,323	\$539,972
TSP-413	Connect NE 108th Street to Forbes Creek Drive	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect NE 108th Street to Forbes Creek Drive	\$132,857	\$191,651
TSP-414	Connect to proposed connection (P51) and Holmes Point Drive NE and 70th Avenue NE	New Alignment - NE 135th Pl	Holmes Pt Drive	70th Ave NE	Active Transportation - Trail/ Multimodal Path	Connect to proposed connection (P51) and Holmes Point Drive NE and 70th Avenue NE	\$669,161	\$965,284
TSP-415	Connect to proposed connection (P52) to NE 134th Street	New Alignment	NE 135th Pl	68th Pl NE	Active Transportation - Trail/ Multimodal Path	Connect to proposed connection (P52) to NE 134th Street	\$422,262	\$609,125

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-416	Connect NE 130th PL to the north end of existing 64th Ave NE as a pedestrian pathway that would allow for emergency vehicular access for residents using removable or flexible bollards, or similar traffic implements.	New Alignment	NE 130th Pl	64th Ave NE	Active Transportation - Trail/ Multimodal Path	Connect NE 130th PL to the north end of existing 64th Ave NE as a pedestrian pathway that would allow for emergency vehicular access for residents using removable or flexible bollards, or similar traffic implements.	\$166,060	\$239,901
TSP-417	Extend 63rd Ave NE to connect to NE 129th St as a pedestrian pathway that would allow for emergency vehicular access for residents using removable or flexible bollards, or similar traffic implements.	New Alignment	63rd Ave NE street end	NE 129th St	Active Transportation - Trail/ Multimodal Path	Extend 63rd Ave NE to connect to NE 129th St as a pedestrian pathway that would allow for emergency vehicular access for residents using removable or flexible bollards, or similar traffic implements.	\$50,402	\$72,814



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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-418	Connect NE 132nd Street to 70th Avenue NE	New Alignment	70th Ave NE	NE 132nd St	Active Transportation - Trail/ Multimodal Path	Connect NE 132nd Street to 70th Avenue NE	\$104,134	\$150,216
TSP-419	Connect Holmes Point Drive NE to NE 118th Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect Holmes Point Drive NE to NE 118th Street	\$127,945	\$184,565
TSP-420	Connect Holmes Point Drive NE to NE 116th Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect Holmes Point Drive NE to NE 116th Street	\$123,742	\$178,501
TSP-421	Connect Champaign Point Road NE to Holmes Point Drive NE	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect Champaign Point Road NE to Holmes Point Drive NE	\$126,392	\$182,324
TSP-422	Juanita Woodlands Greenway Alt Route	New Alignment	80th Ave NE	NE 117th St	Active Transportation - New Connection	Connect 80th Avenue NE to NE 117th Street	\$111,000	\$160,000
TSP-423	Connect 94th Avenue NE to NE 129th Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect 94th Avenue NE to NE 129th Street	\$47,070	\$67,900
TSP-424	Connect Slater Avenue to east side of Everest Park	New Alignment	Slater Ave	10th St S/ Everest Park	Active Transportation - New Connection	Connect Slater Avenue to 10th Street S.	\$153,000	\$220,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-425	Connect Champaign Point Road NE to Holmes Point Drive NE	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect Champaign Point Road NE to Holmes Point Drive NE	\$123,539	\$178,209
TSP-426	Connect Champaign Point Road NE to Juanita Drive at NE 112th Street	New Alignment	<Null>	<Null>	Active Transportation - Trail/ Multimodal Path	Connect Champaign Point Road NE to Juanita Drive at NE 112th Street	\$149,467	\$215,610
TSP-427	Slater Avenue NE (132nd Avenue NE/NE 124th Street) Intersection Improvement	132nd Ave NE	NE 124th St	<Null>	Roadway - Intersection Improvements	Project improves vehicular level of service at this signalized intersection. Construct northbound right turn lane approx. 300 feet long on Slater Ave at NE 124th St...	\$3,054,000	\$4,411,000
TSP-428	90th Ave NE Road Surface Water Drainage Repair	90th Ave NE	bottom of curve	NE 136th St	Roadway - Other	Repair and restore shoulder support eroded areas. Remove existing stormwater controlling extruded curbs on both sides of the roadway and replace with new extruded curbs. Reinstall guardrail posts in areas where post support has eroded.	\$397,000	\$517,000
TSP-429	Forbes Creek Drive to Highlands: Multi-use and Emergency Connection	New Alignment	Forbes Creek Dr	111th Ave NE	Roadway - New Connection	Install paved nonmotorized facility with retractable bollards and/or emergency vehicle actuated gate(s) to prevent through traffic, as identified in the Highlands Neighborhood Plan, at 111th Ave NE between approximately Forbes Creek Drive and NE 106th St	\$851,000	\$1,229,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-430	NE 142nd St Roadway Connection	NE 142nd St	East of 84th Ave NE	East of 84th Ave NE	Roadway - New Connection	Remove the existing barricade at 8400 NE 142nd St and open connection to general traffic.	\$574,000	\$829,000
TSP-431	NE 120th St Roadway Connection Improvements	NE 120th St	West of 81st Ave NE	81st Ave NE	Roadway - New Connection	Install retractable bollards at 8000 NE 120th St. within the Finn Hill Neighborhood to replace existing Type III roadway barricades. The existing barricades serve to prohibit cut-through traffic over portions of the Finn Hill Neighborhood but also impedes emergency vehicle access. The installation of retractable bollards will improve emergency vehicular access and response times while also serving resident and neighborhood concerns on cut-through traffic.	\$851,000	\$1,229,000
TSP-432	NE 143rd St Roadway Connection	NE 143rd St	84th Ave NE	85th Pl NE	Roadway - New Connection	Install retractable bollards at 8500 NE 143rd St. within the Finn Hill Neighborhood to replace existing Type III roadway barricades. The existing barricades serve to prohibit cut-through traffic over portions of the Finn Hill Neighborhood but also emergency vehicle access. The installation of retractable bollards will improve emergency vehicular access and response times while also serving resident and neighborhood concerns on cut-through traffic.	\$851,000	\$1,229,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-433	114th Ave NE Road Reconstruction	114th Ave NE	NE 61st Pl vicinity (south end of 114th Ave NE)	NE 67th St vicinity (north end of 114th Ave NE)	Roadway - Other	Excavation of existing unsuitable embankments fill and replacement with imported material. Replacing utilities along the project alignment (1,000ft). Construction of approximately 150ft of french drain to the east side of road.	\$1,796,000	\$2,335,000
TSP-434	Champagne Pt Road NE Embankment Stabilization	Champagne Pt Road NE	west end of Champagne Pt Road NE	Champagne Pt Lane NE	Roadway - Other	Partial to full reconstruction of roadway embankment to increase slope stability. Large rodent removal is or control is needed to eliminate animal burrows in the hillside. Revegetation of the slope is included.	\$533,000	\$693,000
TSP-435	62nd Ave NE Road Embankment Stabilization	62nd Ave NE	62nd Ave NE (where it T's)	NE 138th Pl	Roadway - Other	Construction of soldier pile and lagging wall and embankment regrading to protect and preserve roadway integrity.	\$779,000	\$1,013,000
TSP-436	NE 83rd St/120th Ave NE signalized access	120th Ave NE	NE 83rd St	<Null>	Roadway - Intersection Improvements	NE 83rd St/120th Ave NE Signalized Access. This is the Lee Johnson East Access, included in the NE 85th Station Area Plan Scope 1.	<Null>	<Null>
TSP-437	100th Avenue NE/NE 132nd Street Intersection Improvements	100th Ave NE	NE 132nd St	<Null>	Roadway - Intersection Improvements	Install traffic signal and intersection improvements to minimize traffic conflict, improve safety and traffic operation.	\$1,557,000	\$2,249,000

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-438	NE 85th St/132nd Ave NE Dual Left Turn Lanes	NE 85th St	132nd Ave	<Null>	Roadway - Other	Widen the street to the west to add a second southbound left turn lane (approximately 250 feet long on 132nd Avenue NE at NE 85th Street). This would be done primarily utilizing existing right-of-way and an easement provided by development, but some addit	<Null>	<Null>
TSP-439	NE 132nd Street / 108th Avenue NE Intersections Improvements	NE 132nd St	108th Ave NE	<Null>	Roadway - Intersection Improvements	Construct a 250 foot westbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio.	<Null>	<Null>
TSP-440	NE 132nd St/116th Way NE (I-405) Intersection Improvements	NE 132nd St	115th Way NE	<Null>	Roadway - Intersection Improvements	Coordination of City ROW and intersection improvements in association with the WSDOT's Half-Diamond Interchange at NE 132nd Street and I-405, between 116th Way NE and Totem Lake Blvd.	<Null>	<Null>
TSP-441	NE 145th Street/Juanita-Woodinville Way NE Intersection Improvements	NE 145th St	Juanita-Woodinville Way NE	<Null>	Roadway - Multimodal Intersection Improvements	Install traffic signal and intersection improvements to minimize traffic conflict, improve safety and traffic operation.	<Null>	<Null>
TSP-442	NE 100 Street/132nd Avenue NE Intersection Improvements	NE 100 Street	132nd Ave NE	<Null>	Roadway - Intersection Improvements	An all new full traffic signal system with signal poles, mast arms and heads, signal cabinet, cameras and full electronics for APS, video detection and ITS capability.	<Null>	<Null>
TSP-443	100th Avenue NE / 145th Street Intersection Improvements	100th Ave NE	145th St	<Null>	Roadway - Intersection Improvements	Install traffic signal and intersection improvements to minimize traffic conflict, improve safety and traffic operation.	<Null>	<Null>

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-444	100th Avenue NE / Simonds Road Intersection Improvements	100th Ave NE	Simonds Road	<Null>	Roadway - Intersection Improvements	Install traffic signal and intersection improvements to minimize traffic conflict, improve safety and traffic operation.	<Null>	<Null>
TSP-445	Kirkland Ave/ Lake Street Pedestrian Scramble	Lake St	Kirkland Ave	<Null>	Active Transportation - Intersection/ Crossing Improvements	Install traffic signal and intersection improvements to minimize traffic conflict, improve safety and traffic operation. Project total based on a 2018 estimate from the Downtown Pedestrian Access Study which proposes a pedestrian scramble phase at the sig	<Null>	<Null>
TSP-446	STATE STREET AT 7TH AVENUE S. CROSSWALK IMPROVEMENTS	State St S	7th Ave S	<Null>	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	<Null>	<Null>
TSP-447	Totem Lake Transit Center bus stop consolidation (Metro project)	Totem Lake Transit Center	<Null>	<Null>	Transit - Speed and Reliability	Totem Lake Transit Center Bus stop consolidation	<Null>	<Null>
TSP-448	Lake Washington Blvd/ 10th Ave S Crossing Improvement	10th Avenue S	Lake Washington Boulevard Residential Market	<Null>	Active Transportation - Intersection/ Crossing Improvements	Implement non-motorized access investments	<Null>	<Null>

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-449	Juanita Dr/ 98th Ave NE signalization improvements	Juanita Drive NE	98th Ave NE	<Null>	Roadway - Multimodal Intersection Improvements	Retime Signal	<Null>	<Null>
TSP-450	Juanita Drive Intersection And Safety Improvements (97th Ave NE)	Juanita Drive NE	97th Ave NE	<Null>	Roadway - Multimodal Intersection Improvements	Retime Signal	<Null>	<Null>
TSP-451	Juanita Drive Intersection And Safety Improvements (I6)	Juanita Drive NE	NE 132nd St	<Null>	Roadway - Multimodal Intersection Improvements	Left turn pocket/ pedestrian crossing/ walkway	TBD	TBD
TSP-452	Juanita Drive Intersection And Safety Improvements (I5)	Juanita Drive NE	NE 124th St	<Null>	Roadway - Multimodal Intersection Improvements	ITS improvements. Improve safety for motor vehicles. Left turn pocket and pedestrian crossing at the NE 128th St intersection.	<Null>	<Null>
TSP-453	Juanita Drive/ NE 124th St intersection improvements	Juanita Drive	NE 124th St	<Null>	Roadway - Multimodal Intersection Improvements	Construct flashing crosswalk and improve the sidewalk on the west side of the road at the NE 124th St intersection. Add south-bound left turn pocket, pedestrian crossing and improve walkway at the...	<Null>	<Null>
TSP-454	116TH AVENUE NE CROSSWALK IMPROVEMENTS AT KINGSGATE PARK AND RIDE	116th Ave NE	NE 128th St	<Null>	Active Transportation - Intersection/ Crossing Improvements	116TH AVENUE NE CROSSWALK IMPROVEMENTS AT KINGSGATE PARK AND RIDE. Convert in-pavement flasher to RRFB. Traffic signal may be implemented with redevelopment.	<Null>	<Null>

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-455	South Kirkland Park and Ride operations and signal improvements	108th Ave NE	NE 37th PI	<Null>	Transit - Speed and Reliability	Add a signal at South Kirkland Park and Ride. Implement non-motorized access improvements.	<Null>	<Null>
TSP-456	CKC to Eastrail Crossing at 132nd Ave NE/ Slater	Cross Kirkland Corridor	132nd Ave NE	<Null>	Active Transportation - Intersection/ Crossing Improvements	Implement near-term recommendation (1A), including at-grade crossing with narrowed crossing signal and HAWK beacon. Continue to monitor traffic to determine best long term solution (two recommended in study).	<Null>	<Null>
TSP-457	Holmes Pt Dr/OO Denny Park crossing improvements	Holmes Point Dr NE	O O Denny Park	<Null>	Active Transportation - Intersection/ Crossing Improvements	Install pedestrian crossing to facilitate access to O O Denny Park and Denny Creek Trailhead.	<Null>	<Null>
TSP-458	Juanita Dr/ 112th Ave NE intersection improvements	Juanita Drive NE	112th Ave NE Intersection	<Null>	Roadway - Multimodal Intersection Improvements	This project will improve access and enhance sight distance at the intersection of NE 112th ST/80th Ave NE & Juanita Drive by realigning the existing five leg intersection geometry. The project also includes ROW acquisition, vegetation removals, ADA ramps	<Null>	<Null>
TSP-459	116th Ped/Bike Access to I-405 Overcrossing (SAP SCOPE 19)	116th Ave NE	NE 70th St	<Null>	Active Transportation - Bicycle Facility	Improve space allocated for bikes and pedestrians on west side of NE 116th to provide a more comfortable connection, including provision of an enhanced crossing of NE 116th Avenue to the south. NE 85th St Station Area Plan Fiscal Analysis Scope 19.	<Null>	<Null>



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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-460	Willows Rd at Eastrail Nonmotorized Improvements	Willows	Eastrail	<Null>	Active Transportation - Intersection/ Crossing Improvements	Willows Road at Eastrail Nonmotorized Improvements. Improvements include a set of rapid flashing beacons to ensure pedestrians are visible to drivers from both directions.	<Null>	<Null>
TSP-461	Market St/ Central Way crossing improvements	Market St	Central Way	<Null>	Active Transportation - Intersection/ Crossing Improvements	Build curb extensions on both sides of crosswalk to narrow roadway and shorten crossing distance for pedestrians.	<Null>	<Null>
TSP-462	132nd Ave NE/ 132nd Square Park crossing improvements	132nd Ave NE	132nd Square Park	<Null>	Active Transportation - Intersection/ Crossing Improvements	Install marked crosswalk and pedestrian refuge island.	<Null>	<Null>
TSP-463	84th Ave NE/ NE 137th St crossing improvements	84th Ave NE	NE 137th St	<Null>	Active Transportation - Intersection/ Crossing Improvements	Install rapid flashing beacon to enhance crosswalk safety.	<Null>	<Null>
TSP-1785	118th Ave NE Multimodal improvements	118th Ave NE	NE 80th St	118th Ave NE Street end	Active Transportation - Multimodal	New complete street to connect NE 80th Street to Lee Johnson Parcel. Included in Station Area Plan Scope 2	\$1,980,000	\$2,859,000
TSP-1786	NE 70th St/ NE 72nd St Overcrossing of I-405 Bike Facility Improvements	NE 72nd St over I-405	I-405 off-ramp	116th Ave NE	Active Transportation - Bicycle Facility	Improvements to add bike protection would require bridge widening and coordination with WSDOT.	\$43,268	\$62,511

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-1787	North Rose Hill 128th Ave NE Greenway	128th Ave NE	Slater Ave & 112th	127th & 75th	Active Transportation - Greenway Monitoring	Monitor performance of greenway, implement safety measures or improvements such as signage changes, pavement markings, stop sign revisions, diverter modifications, etc to maintain low speeds and volumes	TBD	TBD
TSP-1788	South Rose Hill NE 75th St Greenway Monitoring	NE 75th St	116th Ave NE	130th Ave NE	Active Transportation - Greenway Monitoring	monitor performance of greenway, implement safety measures or improvements such as signage changes, pavement markings, stop sign revisions, diverter modifications, etc to maintain low speeds and volumes	TBD	TBD
TSP-1789	7th Ave Bicycle Connection/ Study	7th Ave	Market St	6th St	Study	Evaluate greater protection on 7th Ave and/or alternative routes for an all-ages and abilities bicycle network. Considerations include existing curb extensions, traffic circles, freight movements and appropriateness of protected bike lane with many driveways.	TBD	TBD
TSP-1790	Everest Park Greenway	9th Ave S	6th St S	8th St S	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$174,405	\$251,936
TSP-1791	124th Ave NE Protected Bike Lanes	124th Ave NE	NE 116th St	NE 120th St	Active Transportation - Bicycle Facility	Protected Bike Lanes - funded as part of NE 124th Ave Improvement project	<Null>	<Null>

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-1792	Stores to Shores Greenway	2nd St W (Stores to Shores)	Waverly Way	Market St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	<Null>	<Null>
TSP-1793	NE 85th St Interchange	NE 85th St	Kirkland Way	east side of interchange	Roadway - Multimodal	Interchange	\$1,098,000	\$1,585,000
TSP-1794	Lake WA Blvd Protected Bike Lanes or Shared Use Path	Lake Washington Blvd NE	NE 38th Pl	Lakeview Dr	Study	protected bike lanes or shared use path on west side of roadway, conduct study	\$1,831,672	\$2,645,748
TSP-1795	Lake WA Blvd Protected Bike Lanes or Shared Use Path	Lake Washington Blvd NE	south city limits	NE 38th Pl	Study	protected bike lanes or shared use path on west side of roadway, conduct study	\$756,774	\$1,093,118
TSP-1796	Market St Bicycle Facility Improvements Study	Market St	Central Way	Forbes Creek Dr	Study	Study - Improve existing bike lanes, parking utilization analysis. Part of evaluation of corridor with planned transit improvements.	TBD	TBD

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-1797	100th Ave NE Multimodal Improvements - Phase 1 (NE 139th - NE 145th)	100th Ave NE	NE 139th St	NE 145th St	Roadway - Multimodal	Roadway improvements along 100th Ave NE to address the current 5-lane to 2-lane transition. This and other elements of the ultimate project will, at a minimum, provide for protected bicycle lanes, a center turn lane where appropriate, sidewalks, curb and gutter, illumination improvements and storm drainage system upgrades.	\$34,536,000	\$49,886,000
TSP-2070	124th Ave NE Protected Bike Lanes	124th Ave NE	NE 120th St	NE 124th St	Active Transportation - Bicycle Facility	Protected Bike Lanes - funded as part of NE 124th Ave Improvement project	<Null>	<Null>
TSP-2071	Stores to Shores Greenway	Slater Ave NE (Stores to Shores)	NE 100th St	NE 112th Pl	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$1,162,790	\$1,679,709

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-2093	Costco and Dollar Tree Green Midblock Connection	Costco and Dollar Tree parking lots (new alignment)	I-405	122nd Ave NE	Active Transportation - Trail/ Multimodal Path	Green Mid-block connections provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design, or where accommodating vehicle access, provide delivery and back of house access to parcels.	\$313,000	\$452,000
TSP-2094	Green Midblock Connection	NE 84th St (new alignment)	126th Ave NE	128th Ave NE	Active Transportation - Trail/ Multimodal Path	Green Mid-block connections provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design, or where accommodating vehicle access, provide delivery and back of house access to parcels.	<Null>	<Null>

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-2095	Green Midblock Connection	NE 84th St (new alignment)	I-405	120th Ave NE	Active Transportation - Trail/ Multimodal Path	Green Mid-block connections provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design, or where accommodating vehicle access, provide delivery and back of house access to parcels.	<Null>	<Null>
TSP-2096	Green Midblock Connection	NE 84th St (new alignment)	120th Ave NE	122nd Ave NE	Active Transportation - Trail/ Multimodal Path	Green Mid-block connections provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design, or where accommodating vehicle access, provide delivery and back of house access to parcels.	<Null>	<Null>

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-2097	Green Midblock Connection	NE 84th St (new alignment)	124th Ave NE	126th Ave NE	Active Transportation - Trail/ Multimodal Path	Green Mid-block connections provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design, or where accommodating vehicle access, provide delivery and back of house access to parcels.	<Null>	<Null>
TSP-2098	Everest Park Greenway	8th St S	9th Ave S	Railroad Ave	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	<Null>	<Null>
TSP-2099	132nd Ave NE Corridor Study	132nd Ave NE	NE 70th PI	Slater Ave NE	Study	Corridor study to identify the future needs of the corridor including accommodating future frequent transit service.	TBD	TBD

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TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-2100	NE 124th St Pedestrian Improvements	NE 124th St	76th Ave NE	east of 88th Pl NE	Active Transportation - Pedestrian Improvements	NMC1290000 Pedestrian Safety Improvements (Downtown & NE 124th Street) - Downtown and NE 124th Street project includes installation of HAWK pedestrian beacon signals, bulb-outs, median extensions, lighting and signal improvements, striping, rechannelization, and curb ramp upgrades along Central Way in downtown Kirkland and NE 124th Street in the Juanita neighborhood. The estimated project cost is \$1,665,000.	\$1,653,000	\$2,387,000
TSP-2101	Central Way Pedestrian Improvements	Central Way	Market St	6th St	Active Transportation - Multimodal	NMC1290000 Pedestrian Safety Improvements (Downtown & NE 124th Street) - Downtown and NE 124th Street project includes installation of HAWK pedestrian beacon signals, bulb-outs, median extensions, lighting and signal improvements, striping, rechannelization, and curb ramp upgrades along Central Way in downtown Kirkland and NE 124th Street in the Juanita neighborhood. The estimated project cost is \$1,665,000.	\$1,653,000	\$2,387,000
TSP-2102	Connect NE 132nd Street between Juanita Drive NE and 76th Ave NE.	New Alignment	Juanita Drive NE	76th Ave NE	Active Transportation - Trail/ Multimodal Path	Connect NE 132nd Street between Juanita Drive NE and 76th Ave NE.	<Null>	<Null>



Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-2103	Stores to Shores Greenway	9th Ave, 2nd St, 10th Ave, 4th St, 13th Ave (Stores to Shores)	Market	6th St	Active Transportation - Greenway	Proposed Neighborhood Greenway or on alternate parallel route. Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, traffic calming and control measures.	\$4,993,696	\$7,213,647
TSP-2104	124th Ave Preservation (NE 132nd St to NE 144th St)	124th Ave NE (north)	NE 144th St	NE 145th Pl	Active Transportation - Bicycle Facility	Preservation pavement work on 124th Ave NE from NE 132nd St to NE 144th St. Project includes repair and resurfacing of streets and repair and replacement of adjoining damaged concrete curb, gutters, and sidewalks as well as installing accessible curb ramps to meet the requirements of the ADA.	<Null>	<Null>
TSP-2105	NE 85th Street Eastbound Third Lane 120th Ave NE to 122nd Ave	NE 85th St	120th Ave NE	122nd Ave NE	Roadway - Other	Match BRT lane rechannelization by WSDOT west of 120th Ave NE by restriping within current street width and signal modifications. Related to Sound Transit projects in the area, funded by Sound Transit.	<Null>	<Null>

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-2157	Costco Green Midblock Connection	Costco parking lot (new alignment)	I-405	120th Ave NE	Active Transportation - Trail/ Multimodal Path	Green Mid-block connections provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design, or where accommodating vehicle access, provide delivery and back of house access to parcels.	\$219,000	\$316,000
TSP-2158	Wyze Labs Green Midblock Connection	Wyze Labs parking lot (new alignment)	120th Ave NE	122nd Ave NE	Active Transportation - Trail/ Multimodal Path	Green Mid-block connections provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design, or where accommodating vehicle access, provide delivery and back of house access to parcels.	\$219,000	\$316,000

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-2159	Green Midblock Connection	122nd Ave NE	122nd Ave NE	124th Ave NE	Active Transportation - Trail/ Multimodal Path	Green Mid-block connections provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design, or where accommodating vehicle access, provide delivery and back of house access to parcels.	<Null>	<Null>
TSP-2160	Green Midblock Connection	Lee Johnson parking lot (new alignment)	I-405	120th Ave NE	Active Transportation - Trail/ Multimodal Path	Green Mid-block connections provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design, or where accommodating vehicle access, provide delivery and back of house access to parcels.	<Null>	<Null>

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-2161	Green Midblock Connection	122nd Ave NE	122nd Ave NE	124th Ave NE	Active Transportation - Trail/ Multimodal Path	Green Mid-block connections provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design, or where accommodating vehicle access, provide delivery and back of house access to parcels.	<Null>	<Null>
TSP-2162	Green Midblock Connection	NE 84th St (new alignment)	122nd Ave NE	124th Ave NE	Active Transportation - Trail/ Multimodal Path	Green Mid-block connections provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design, or where accommodating vehicle access, provide delivery and back of house access to parcels.	<Null>	<Null>

Remaining TSP Project List: Includes unfunded projects, projects funded by other mechanisms or underway

TSP ID	Project Title	Street	Start (W/S)	End (E/N)	Project Type	Description	Cost (Low)	Cost (High)
TSP-2225	Juanita Drive Intersection and Safety Improvement (NE 124th St to NE 132nd St)	Juanita Drive	NE 124th St	NE 132nd St	Active Transportation - Multimodal	STC 08900 Juanita Drive Intersection and Safety Improvement. - This project is undergoing design and will add turning lanes and sight distance improvements at three unsignalized intersections, buffered bike lanes on both sides and sidewalks on the east side of Juanita Drive NE from NE 124th to NE 132nd Street. The estimated project cost is \$8,732,200. Expected completion year is 2023.	\$8,253,000	\$11,920,000
TSP-2230	NE Juanita Drive	NE Juanita Drive	NE 124th St	NE 132nd St	Active Transportation - Multimodal	Widen cross section to include buffered bike lanes on both sides of street and walkway on east side of street.	\$3,330,000	\$4,809,000
TSP-2231	NE Juanita Drive	NE Juanita Drive	NE 120th St	NE 122nd Lane	Active Transportation - Pedestrian Improvements	Extend 3rd lane/ walkway on east side	<Null>	<Null>
TSP-2232	120th Ave NE Roadway Rehabilitation	120th Ave NE	NE 128th Street	NE 132nd Street	Roadway - Other	Rehabilitation pavement work on 120th Ave NE from NE 128th St to NE 132nd St. Project includes pavement repair and resurfacing of streets and repair and replacement of adjoining damaged concrete curb, gutters, and sidewalks as well as installing accessible curb ramps to meet the requirements of the ADA.	<Null>	<Null>



# Appendix C:

## Traffic Analysis Methodology

**DRAFT** – Subject to Change





# 1. Introduction

Traffic analysis was completed to inform the TSP and Transportation Element of the Kirkland 2044 Comprehensive Plan and included 38 key study intersections in the City of Kirkland (City) to evaluate citywide traffic effects from forecasted growth through 2044. Traffic operations at each key intersection were evaluated for current existing year performance and future year performance over the planning horizon of both the TSP and comprehensive plan, with additional vehicle trips generated by forecasted jobs and employment growth. This memorandum documents the traffic analysis methodology and traffic operations results for the existing and future conditions.

## 2. Traffic Analysis Methodology

### 2.1. Data analysis tools and measures

Traffic count data was collected in Fall 2022 at each of the 38 study intersections. Each of the study intersections was analyzed using the Synchro 11 and SIDRA 9 traffic analysis software packages which implement Highway Capacity Manual (HCM) intersection capacity methodologies. The City of Kirkland also provided Synchro files and signal timing plans for analysis.

Key performance metrics for the intersection analysis include:

- Average vehicle delay (seconds/vehicle) - reported by overall intersection and approach.
- Level of service (LOS) – reported by overall intersection and approach.

Table 0-1 provides a summary of the average vehicle delay standards and the related LOS per HCM standards.

TABLE 0-1. LEVEL OF SERVICE DELAY THRESHOLDS

Level of Service	Average Delay per Vehicle (seconds)
	Signalized Intersections
A	≤ 10
B	> 10–20
C	> 20–35
D	> 35–55
E	> 55–80
F	> 80

Source: Highway Capacity Manual 6 (2016)

### 2.2. Analysis Years and Scenarios

Two land use alternatives from the Kirkland 2044 Comprehensive Plan SEIS were used for analysis of 2044 traffic operations: the Existing Plan or “No Action” Alternative and the Growth Alternative. The



Existing Plan Alternative reflects forecasted growth through with no changes to land use policy or development regulations, while the Growth Alternative reflects forecasted growth with potential policy changes and future zoning amendments contemplated in the Land Use Element of the comprehensive plan.

The following analysis years and scenarios were analyzed for a comparison of existing and future traffic operations:

- 2022 Existing Conditions – AM and PM peak hours.
- 2044 “No Action” Alternative - AM and PM peak hours.
- 2044 “Growth” Alternative - AM and PM peak hours.

## 2.3. Traffic Forecasting Methods

Traffic demand forecasting in 2044 for the Existing Plan Alternative was based on the 2044 Bellevue-Kirkland-Redmond (BKR) travel demand model that includes future planned network improvements and the most recent adopted land use regulations and expected distribution of forecasted growth from the City of Kirkland. Traffic analysis volumes were post-processed using the National Cooperative Highway Research Program (NCHRP) 765 methods with the 2044 BKR model and 2022 traffic counts serving as inputs.

To derive the 2044 Growth Alternative traffic analysis volumes, the volumes from travel demand modeling for the Existing Plan Alternative in 2044 were adjusted traffic analysis zone (TAZ). Volume adjustments were based on differences in growth in housing and employment by TAZ based on land use changes associated with policies and development regulations in the Growth Alternative. To determine the degree of volume changes, trip generation rates and distribution patterns were calculated from the 2044 Existing Plan Alternative and scaled accordingly based on the TAZ land use changes.

# 3. Existing and Future Traffic Operations

## 3.1. 2022 Existing Traffic Operations

AM and PM peak hour traffic operations were analyzed for 2024 existing conditions to determine the overall intersection LOS and delay at each study intersection. Analysis of existing traffic conditions found no existing deficiencies in the 2022 base year as determined by the City’s LOS standards in in the Public Works Department Pre-Approved Plans Policy R-38. While traffic analysis for the AM peak hour was also performed for 2022 existing conditions, the City does not have an intersection LOS standard for the AM peak hour. The traffic analysis found no existing deficiencies in traffic operations at Kirkland’s key intersections. Most of the key intersections identified were above standard during the PM peak hour. Only two intersections currently operate at the City’s standard of LOS E based on the analysis of 2022 traffic data during the PM peak hour:

- NE 124th Street & 116th Ave NE/I-405 on-ramp
- NE 124th Street & Slater Ave-132nd Place

Although neither of these intersections represent an existing LOS deficiency, they are likely to fall below the City’s standards with expected employment and housing growth through 2044.





## 3.2. 2044 Existing Plan (No Action) Alternative Traffic Operations

### BACKGROUND PROJECTS

Roadway capacity projects listed in the City's Capital Improvement Program assumed to be in place by 2044 and were included in the 2044 No Action alternative traffic analysis. Notable background projects include the NE 85th Street interchange improvements and the NE 132nd Street interchange improvements which convert signalized study into roundabouts. The future year analysis also assumes that signal timing splits would be optimized for increased traffic volumes.

### TRAFFIC OPERATIONS RESULTS

Due to the forecasted growth through 2044, the future 2044 Existing Plan alternative traffic operations generally experience worsening LOS and increased delays compared to existing (2022) traffic operations. Analysis of future deficiencies used Public Works Department Pre-Approved Plans Policy R-38, which is interpreted as a minimum standard of LOS E during the PM peak hour for long-range planning. During the PM peak hour, nine study intersections are anticipated to operate at the LOS standard of LOS E and four study intersections are anticipated to operate at LOS F.

The following intersections operate at LOS E or LOS F during the PM peak hour:

- NE 85th St & 132nd Ave NE (LOS E)
- NE 70th Pl & 116th Ave NE (LOS E)
- 98th Ave NE & Juanita-Drive-NE 116th Street (LOS E)
- NE 116th Street & 124th Ave NE (LOS F)
- 100th Ave NE & NE 124th Street (LOS E)
- 100th Ave NE & NE 132nd Street (LOS F)
- 100th Ave NE & NE 145th Street (LOS E)
- NE 124th Street & 124th Ave NE (LOS E)
- NE 124th Street & 116th Ave NE/I-405 on-ramp (LOS F)
- NE 124th Street & Slater Ave-132nd Place (LOS F)
- NE 132nd Street & Totem Lake Blvd (LOS E)
- NE 128th St & 120th Ave NE (LOS E)
- NE 128th St & 116th Ave NE (LOS E)

At some locations where the signalized intersection would be replaced with a roundabout included in the Capital Improvement Program, the overall intersection delay decreases and LOS improves.

## 3.3. 2044 Growth Alternative Traffic Operations

Similar to the 2044 Existing Plan Alternative, traffic operations generally degrade under the 2044 Growth alternative when compared to existing (2022) traffic operations. During the PM peak hour, ten study intersections are anticipated to operate at the LOS standard of LOS E and eight study intersections are anticipated to operate at LOS F.



The following intersections operate at LOS E or LOS F during the PM peak hour:

- NE 85th St & 132nd Ave NE (LOS E)
- NE 85th St & 120th Ave NE (LOS E)
- Central Way & 6th St (LOS E)
- Central Way & Lake St (LOS F)
- NE 68th St & 108th Ave NE (LOS F)
- NE 70th Pl & 116th Ave NE (LOS E)
- 98th Ave NE & Juanita-Drive-NE 116th Street (LOS F)
- NE 116th Street & 120th Ave NE/I-405 ramp (LOS E)
- NE 116th Street & 124th Ave NE (LOS F)
- 100th Ave NE & NE 124th Street (LOS E)
- 100th Ave NE & NE 132nd Street (LOS F)
- 100th Ave NE & NE 145th Street (LOS E)
- NE 124th Street & 124th Ave NE (LOS F)
- NE 124th Street & 116th Ave NE/I-405 on-ramp (LOS F)
- NE 124th Street & Slater Ave-132nd Place (LOS F)
- NE 132nd Street & Totem Lake Blvd (LOS E)
- Totem Lake Blvd & 120th Ave NE (LOS E)
- NE 128th St & 120th Ave NE (LOS E)

