



KIRKLAND

Transportation Strategic Plan

DRAFT – Subject to Change





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1. Introduction

The Kirkland Transportation Strategic Plan (TSP) represents a comprehensive citywide vision for the City of Kirkland's future transportation system to be more safe, connected, and multimodal. The goals, policies, projects, and programs in this Plan will support the City's vision for growth in the Kirkland 2044 Comprehensive Plan and will define the future of transportation in Kirkland for the next 20 years.

The TSP addresses the present and future of Kirkland's transportation system, considering how people get around today and how that may change in the future. With limited roadway space and changing travel patterns, Kirkland's transportation system will accommodate people walking, rolling, bicycling, riding transit, and driving for all types of trips with a focus on safety. The vision for Kirkland's transportation system is safe, connected, and multimodal.

City Council Balanced Transportation Goal

Reduce reliance on single-occupancy vehicles and improve connectivity and multimodal mobility in Kirkland in ways that maintain and enhance safety, travel times, health, and transportation choices.

1.1. Relationship to the Comprehensive Plan and City Programs

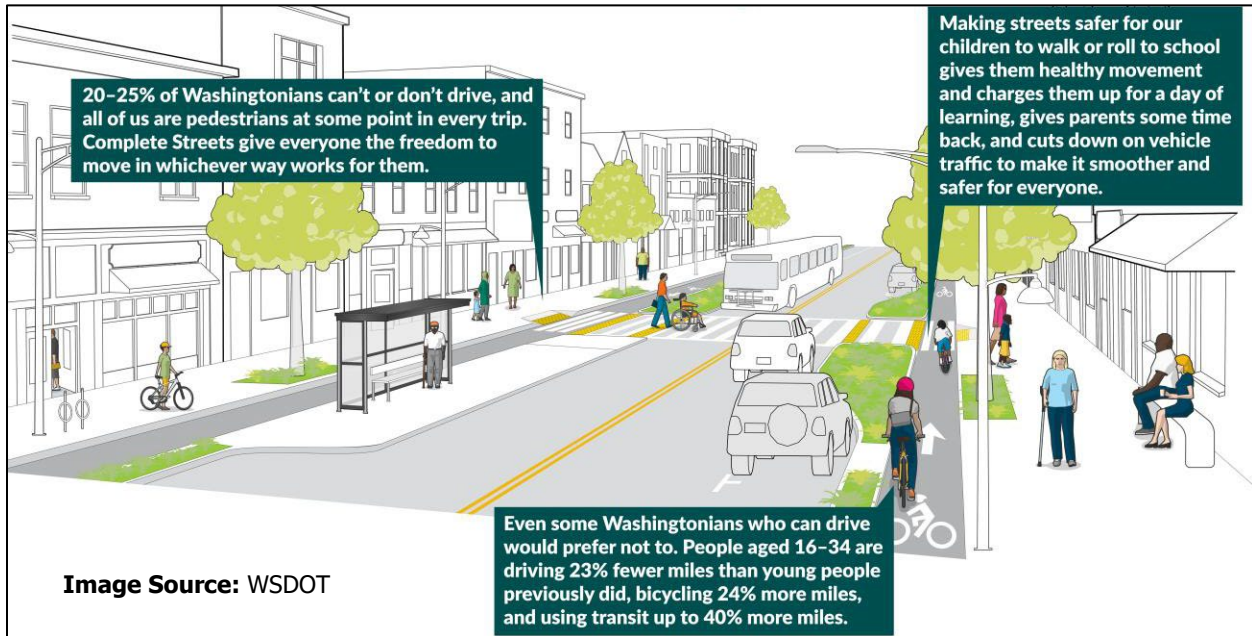
The TSP is a plan for the next 20 years and was developed in coordination with the Comprehensive Plan that connects the vision for the future of Kirkland's transportation system to the City's 20-year growth strategy and sustainability elements. The goals and policies of the TSP are reflected in the Transportation Element of the Comprehensive Plan. Forecasts for housing and employment growth from the Land Use Element of the Comprehensive Plan were used to predict traffic volumes and future traffic operations which informed the development of projects in the TSP.

The set of transportation projects and programs that are expected to be funded through 2044 based on the City's financial plan are incorporated in the Capital Facilities Element of the Comprehensive Plan. The full list of capital projects in the TSP will be reviewed as part of annual updates to the City's six-year Capital Improvement Program (CIP) and the Transportation Improvement Program (TIP). These projects reflect an emphasis on active transportation, multimodal and safety projects.

1.2. Approach

The Kirkland Transportation vision for 2044 is a safe, accessible, well-maintained, and fully connected transportation system for everyone in Kirkland. The safety of all road users is fundamental to the future of Kirkland's transportation system and to create a safe and welcoming environment for people walking, rolling, and bicycling. Active transportation connections designed for people of all ages and abilities and access to frequent and reliable transit can offer a range of transportation choices.

The future transportation network will serve the community's transportation needs and improve the safety of people getting around Kirkland on foot, by bicycle or rolling, on transit, and in cars. Sustainability is embedded in the City's transportation goals and policies through a focus on environmentally sustainable transportation modes and financially sustainable investments in maintenance and new facilities that offer the greatest benefit to the community.



Kirkland was the first city in Washington State to adopt a complete streets ordinance. The City has continued to amend the Complete Streets Ordinance to incorporate the goals and policies of the TSP and to reflect more current best practices in the design and implementation of Complete Streets, including consideration of all transportation modes.

Kirkland Complete Streets Ordinance

KMC 19.08.055

The safe, convenient and comfortable travel of people of all ages and abilities traveling by any combination of foot, bicycle, transit, or motor vehicle shall be accommodated to the maximum extent practical in the scoping, planning, development, and construction, operation and maintenance of all transportation facilities, including the creation of new transportation linkages in order to create a more connected community-wide transportation network.

1.3. Transportation Concept

The City will offer a safe, accessible, well maintained and fully connected transportation system for everyone that lives in, works in, or visits Kirkland. The safety of all road users is fundamental to the future of Kirkland's transportation system and to creating a safe and welcoming environment for people walking, rolling, bicycling, riding transit, and driving. In addition to people driving. Active transportation connections designed for all ages and abilities and access to frequent and reliable transit can offer a range of transportation choices for all kinds of trips. The 20-year transportation network will serve the community's transportation needs and the safety of people getting around Kirkland on foot, by bike, on transit, and in cars. The Transportation Strategic Plan seeks to invest in all modes of transportation by:

- Funding maintenance and preservation of existing and new facilities as a priority.
- Focusing comprehensively on safety.
- Emphasizing greater support for bicycle and pedestrian modes.



- Actively partnering with agencies and groups to improve the local and regional transportation system.
- Making sure growth is on pace with construction of multimodal transportation projects.

Sustainability is embedded in the principles and goals of the TSP through a focus on environmentally sustainable transportation and financially sustainable investments in sound maintenance and new facilities that offer the greatest benefit to the community. Kirkland's active partnerships with transit service providers and other agencies will be integral to the implementation of the TSP, and the community's vision for the future of transportation in Kirkland.





2. Related Plans and Studies

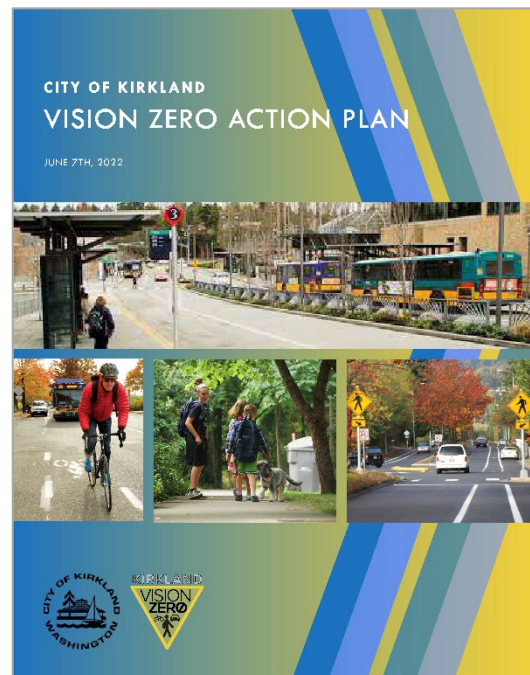
The City has developed a variety of modal specific planning documents that have informed the projects, goals and policies in the TSP. The modal plans summarized in this section have both contributed to the development of the TSP but in some cases, provide more specific detail and are intended to continue to be relevant and referenced for those specific topics or modes. In cases where there are conflicts between plans, the TSP will supersede other plans, as it is the most up-to-date and significant plan used for transportation planning.

2.1. Vision Zero (2022)

The City of Kirkland's first *Vision Zero Action Plan* was developed to achieve the Kirkland City Council's Vision Zero goal as well as to provide additional focus on eliminating all transportation-related serious and fatal injuries in the city. The City Council adopted a zero fatality, zero serious injury safety goal as a part of Kirkland's previous TSP adopted in 2015. The 2044 TSP and the Comprehensive Plan's Transportation Element both include the Safety Goal T-0 stating that by 2035, all transportation-related fatal and serious-injury crashes are eliminated in Kirkland. The Vision Zero Action Plan was adopted in June 2022 to guide progress toward this goal. Vision Zero focuses on a Safe System Approach, which focuses on improving the systems in place and addressing reoccurring safety issues at the root cause.

The Vision Zero Action Plan:

- Evaluates crash data to identify areas with crash patterns and indicators.
- Prioritizes safe street design, operations, and investments.
- Prioritizes building a robust and transparent data framework for evaluating and sharing crash data in the future.
- Promotes and institutionalizes a culture of safety.



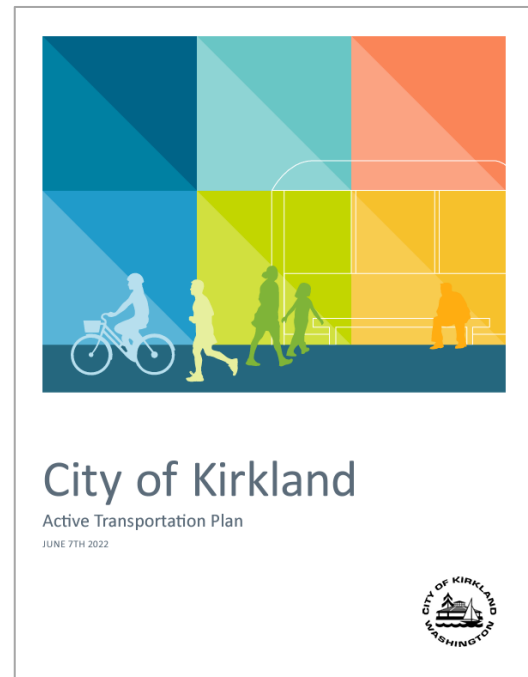


2.2. Active Transportation Plan (2022)

The Active Transportation Plan (ATP), adopted in June 2022, reaffirms Kirkland's commitment to a multimodal system of transportation choices by providing network and infrastructure improvement recommendations to enable people of all ages and abilities to safely walk, bike, and roll in Kirkland. The implementation of these recommendations is intended to increase the number of people using active modes for transportation, which provides benefits for public health and the environment and reduces traffic congestion. This also addresses the City Council goal for more balanced transportation and reduced reliance on single-occupancy vehicles.

The three primary goals of the plan are:

- Create a safe, connected pedestrian network where walking is a comfortable and intuitive option as the first choice for many trips.
- Create a connected bicycle network that accommodates people of all ages and abilities to get to destinations such as activity centers, parks, and transit.
- Encourage and incentivize more people to walk and bike and encourage safe behavior for all users of the transportation system.



2.3. Sustainability Strategic Plan (2020)

The primary purpose of the City's Sustainability Strategic Plan (SSP), previously called the Sustainability Master Plan, can be found in the definition of the word "sustainability," which is about meeting the needs of the present without compromising the ability of future generations to meet their needs. The major needs of the community are cleaner air and water, healthier food to eat, expanding housing options that allow people of all economic means to live in the city, and furthering a more equitable and socially just city that is welcoming and inclusive of all people. The creation of the SSP is the fulfillment of a 2019-2020 Council work plan goal, which was derived from the Environment Element of Kirkland's Comprehensive Plan and builds on Kirkland's progressive environmental heritage.





2.4. Safer Routes to School Action Plans (2020)

The Safer Routes to School Action Plans were developed in cooperation with the Lake Washington School District, law enforcement, design professionals, students, parents, and neighborhood associations. The City Council adopted the plans in September 2020, which identify key steps to make walking, bicycling, and riding the bus to school safer, more convenient, and fun. The Action Plans lay out attainable goals and actions to:

- Engage all demographic groups to ensure safe, healthy, and fair outcomes for all students, including students from low-income families, students of color, and students with disabilities.
- Fill gaps in the sidewalk network and improve crosswalks to make it safer to walk and bike to schools and to bus stops.
- Improve traffic circulation in and around schools through traffic calming, education, and enforcement.
- Promote the benefits and provide incentives to encourage more students to walk, bike, bus, and carpool to school.
- Educate students, parents, and the community about road safety rules for all modes of transportation to reduce collisions and make it safer for all students.
- Deter unsafe driver, pedestrian, and bicyclist behaviors through safe street design, education, meaningful police-community relationships, and enforcement.



City of Kirkland
**Safer Routes to School
Action Plans**

JULY 2020



2.5. Intelligent Transportation System Plan (2020)

The Intelligent Transportation System (ITS) Plan, adopted in May 2020, establishes operational goals of resiliency, reliability, and responsiveness, and provides increased transparency to continuously measure and report on performance. ITS is used in Kirkland to provide efficient, multimodal, transportation mobility aligned with the City's goals and policies.

ITS consists of four different core components, working concurrently to achieve the operational goals.

The four core components are:

- **Field Elements:** Consist of traffic signal controllers/and associated equipment, closed-circuit television (CCTV) cameras, and multimodal detection.
- **Communications Network:** Includes the media (fiber, cellular, or other), equipment, and software to manage communications from the Traffic Management Center (TMC)to the field and between traffic signals.
- **Systems and Software:** Provide traffic signal control, system health monitoring, video management, CCTV camera control, and other functions.
- **Staff and Skills:** Encompass the staff hours and skills needed to operate and maintain the ITS elements.



2.6. Transit Implementation Plan (2019)

The Kirkland Transit Implementation Plan (KTIP) focuses on transit improvements in Kirkland to connect residents and visitors with where they are travelling as efficiently and reliably as possible. The Plan incorporates the work of the regional King County Metro (Metro) and Sound Transit plans and uses previously collected community input that was used to develop the City's Transportation Strategic Plan in 2015. The KTIP was developed based on input from the community during outreach efforts between Fall 2017 and Fall 2018. The KTIP builds on the goals of the 2015 TSP and is the result of a yearlong process that involved local partners, transit agencies, community members, and comprehensive technical analyses to prioritize and identify transit access and speed and reliability projects. Several projects from this plan have already been implemented by the City





and in coordination with Metro and other partners (such as the operational improvements at the South Kirkland Park and Ride in coordination with Metro and the City of Bellevue).





3. Existing Conditions

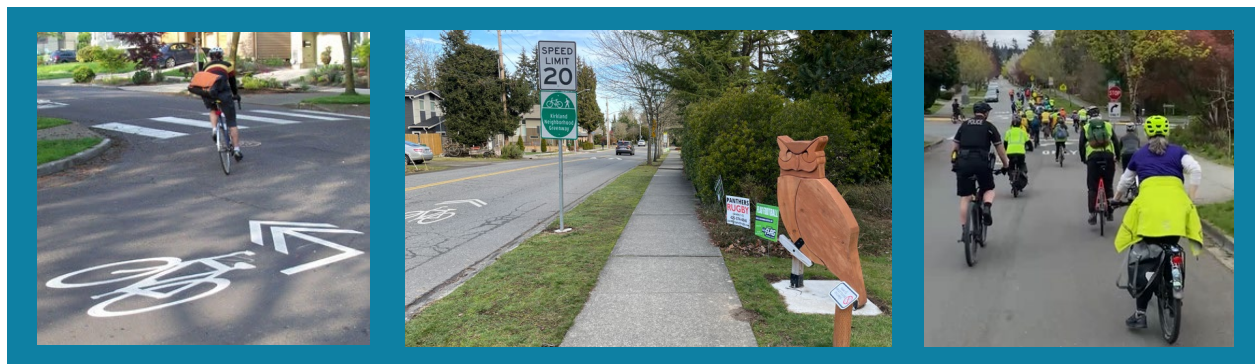
3.1. Pedestrian Facilities

Facilities for people walking and rolling in Kirkland include sidewalks, neighborhood greenways, on-street walkways, and separated trail or shared-use path facilities.

Sidewalks are hard surface pedestrian paths (typically concrete or asphalt) on one or both sides of a road, primarily with a curb but can sometimes be a pathway separated by a landscape strip or buffer from the street.



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, and traffic calming and control measures (discussed further in Chapter 5.2).





On-street walkways are at the street level and separate pedestrians by paint stripes or extruded curbs. These are typically considered interim treatments until a full sidewalk can be attained. There are currently on-street walkways along Juanita Drive NE and 116th Avenue NE north of NE 70th Place.



Separated trails are generally smaller street connections that are mostly soft surface and help connect neighborhoods.



Shared Use Paths are wider, higher quality pathways shared with all people walking, rolling and bicycling (either separated from or adjacent to the roadway). These are typically 10 feet or wider and are hard surface or packed gravel. These include the Cross Kirkland Corridor, the Totem Lake Gateway, and Eastrail.





Table 3-1 shows sidewalk and on-street walkway availability in mileage on arterial and collector roadways (described in section 3.4). Sidewalks are provided on many of Kirkland’s streets but are intermittent or on one side only in some areas, as shown in Figure 3-1.

TABLE 3-1. EXISTING SIDEWALK FACILITIES ON ARTERIALS AND COLLECTORS

Facility Type	Miles
Both sides	45.1
One side	21.2
None	10.7

Some sidewalk gaps exist on designated school walk routes as well as on arterials, including significant gaps along Juanita Drive, 132nd Avenue NE, and 100th Avenue NE. Kirkland is working to address gaps in the sidewalk network through the City’s Sidewalk Completion Program and other ongoing programs for pedestrian safety. Extruded curb treatments have been used as interim pedestrian facilities within the Finn Hill and North Juanita neighborhoods. These interim strategies help define walkways until sidewalks are installed. Kirkland Zoning Code Chapter 110 requires public improvements, including sidewalks, in the right-of-way adjacent to new development, based on street classification. Kirkland also has a number of other paved and unpaved trails and pathways that connect street ends and neighborhoods (see Figure 3-2). Additional sidewalks are being built through the Transportation Benefit District funding, grants, and private development agreements.

The Rose Hill greenways on NE 75th Street and 128th Avenue NE serve as key pedestrian-bicycle corridors through the North and South Rose Hill neighborhoods. Neighborhood greenways are a select network of low-speed, low-volume residential streets that are prioritized for walking and bicycling through the use of signage, pavement markings, and traffic calming and control devices.

The Cross Kirkland Corridor (CKC) is a 5.75-mile, crushed-gravel, interim trail that provides an important pedestrian and bicycle connection to local destinations and a larger regional trail network. The CKC is part of the regional Eastrail corridor, a 42-mile rail-to-trail corridor spanning from Renton to Snohomish County, with a spur to Redmond. The Eastrail is currently under development with several sections open, including the CKC. As a 10-foot-wide separated facility, the CKC currently provides a connection through the city for all active transportation modes. The long-term vision in the Cross Kirkland Corridor Master Plan is to use the 100-foot-wide corridor for multimodal use, which could include a paved shared-use path, and transit uses to improve accessibility for all users. The Totem Lake Connector bridge, completed in July 2023, connects two sections of the CKC with a bicycle and pedestrian bridge over the intersection of Totem Lake Boulevard NE and NE 124th Street, which is Kirkland’s largest and busiest intersection.





FIGURE 3-1. EXISTING SIDEWALK AVAILABILITY ON ARTERIALS AND COLLECTORS

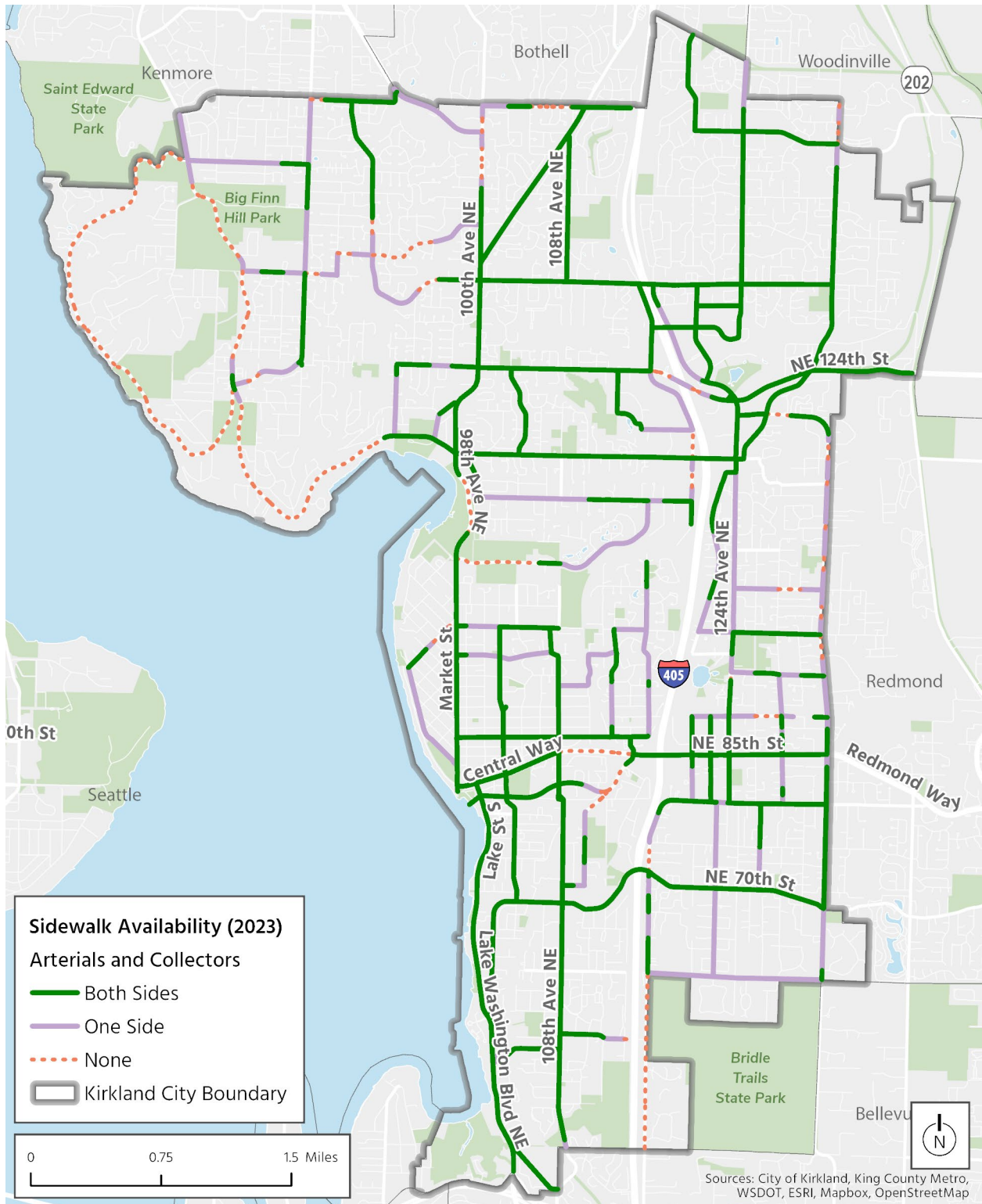
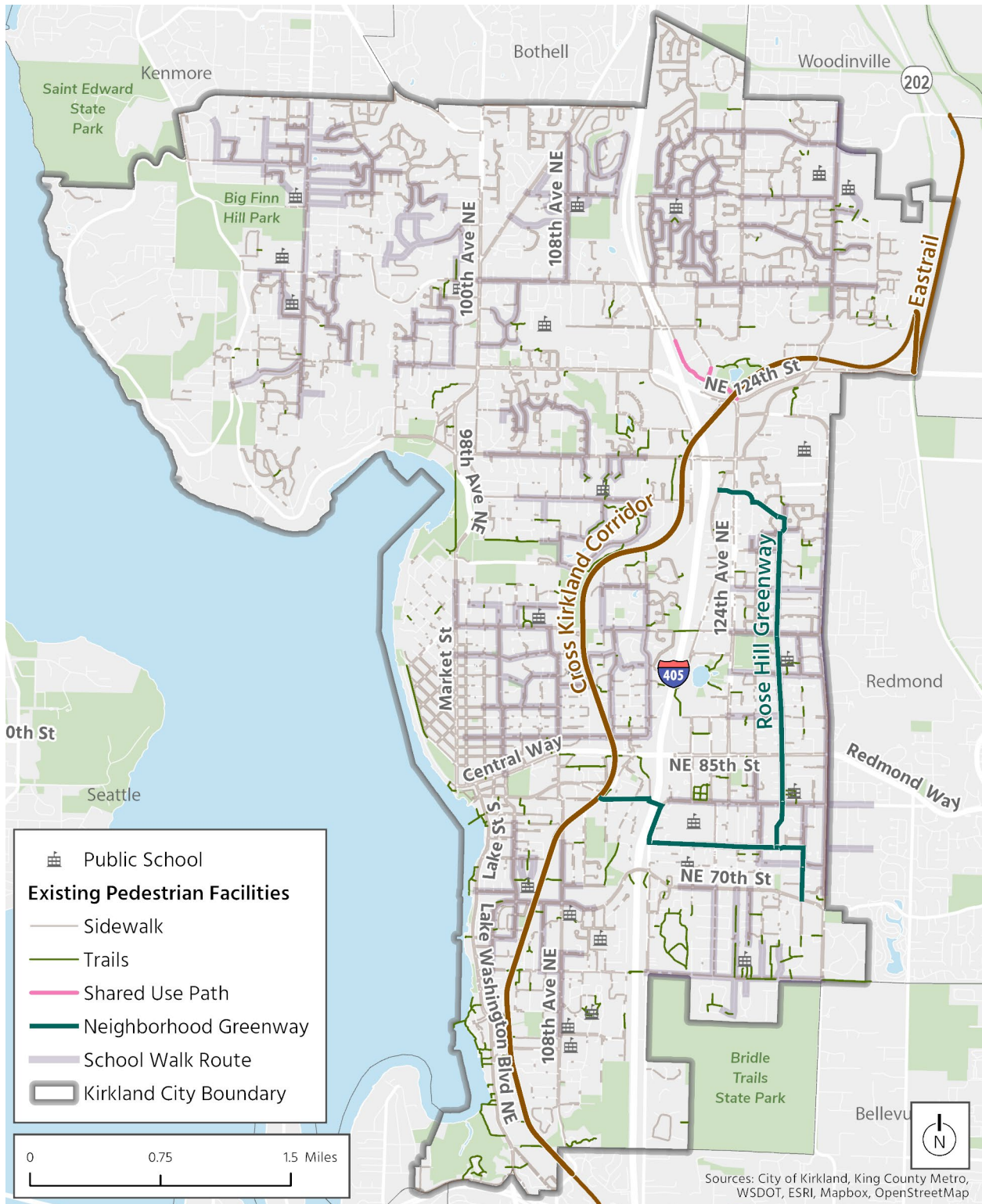




FIGURE 3-2. EXISTING PEDESTRIAN FACILITIES





In addition to pedestrian linear facilities, there are a number of crossing treatments such as flashing beacons, curb extensions, pedestrian refuge islands and leading pedestrian intervals to assist with the safety of pedestrians. More information about traffic control devices can be found in section 3.7.





3.2. Bicycle Facilities

Kirkland’s bicycle network consists of on-street bicycle lanes, buffered bicycle lanes, protected bicycle lanes (or separated bicycle lanes), shared-use paths, and shared on-street facilities, such as neighborhood greenways, as well as green conflict zone markings at intersections (Figure 3-3). Bicycle lanes are the most prevalent bicycle infrastructure type within the city (Table 3-2).



TABLE 3-2. EXISTING BICYCLE FACILITIES

Facility Type	Miles
Bicycle lane	56.8
Buffered bicycle lane	8.8
Protected bicycle lane	0.3
Other Shared-use paths	0.7
Neighborhood greenway	3.4
CKC	5.7

The regional Lake Washington bicycle loop provides a route around Lake Washington via a combination of trails and on-street facilities. Within Kirkland, the Lake Washington loop is served by on-street bicycle lanes, buffered bicycle lanes, and shared lanes along Lake Washington Boulevard, Market Street, and Juanita Drive. The CKC serves as a major north-south bicycle corridor within the city, connecting to the Eastrail at both the north and south ends, the SR 520 trail in Bellevue to the south, and the Redmond Central Connector to the north, shown in Figure 3-3.



The Rose Hill greenways on NE 75th Street and 128th Avenue NE are key bicycle corridors. 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, and traffic calming and control devices.



Gaps in the bicycle network are present along several principal arterials, including NE 85th Street, NE 124th Street, and 100th Avenue NE. Ongoing construction projects in Kirkland are working to address these gaps and improve existing facilities, with planned protected bicycle lanes on 100th Avenue NE and 124th Avenue NE as well as a shared-use path on NE 85th Street. Additionally, the new I-405 interchange at NE 132nd Street will feature a shared use path through the roundabout, and at the interchange at NE 85th Street, there will be wide shared sidewalks to reach the future Stride bus rapid transit station. Other separated trails (or neighborhood connections) help connect the bicycle network.

Public short-term bicycle parking is available within the city, concentrated primarily in downtown Kirkland. The Kirkland Public Works Department has established guidelines for bicycle parking at both on- and off-street locations in Policy R-36. [Kirkland Zoning Code](#)¹ Chapters 57 and 105 also include bicycle parking and covered bicycle storage requirements for new development.

Other bike accommodations such as runnels to assist bikes going up and down staircases leading to the CKC and are on other staircases throughout the city. The downtown transit center also includes a practice bike on bus rack and a bike maintenance stand with bike tools and a bike pump.



¹ <https://www.codepublishing.com/WA/Kirkland/>



FIGURE 3-3. REGIONAL TRAIL SYSTEM

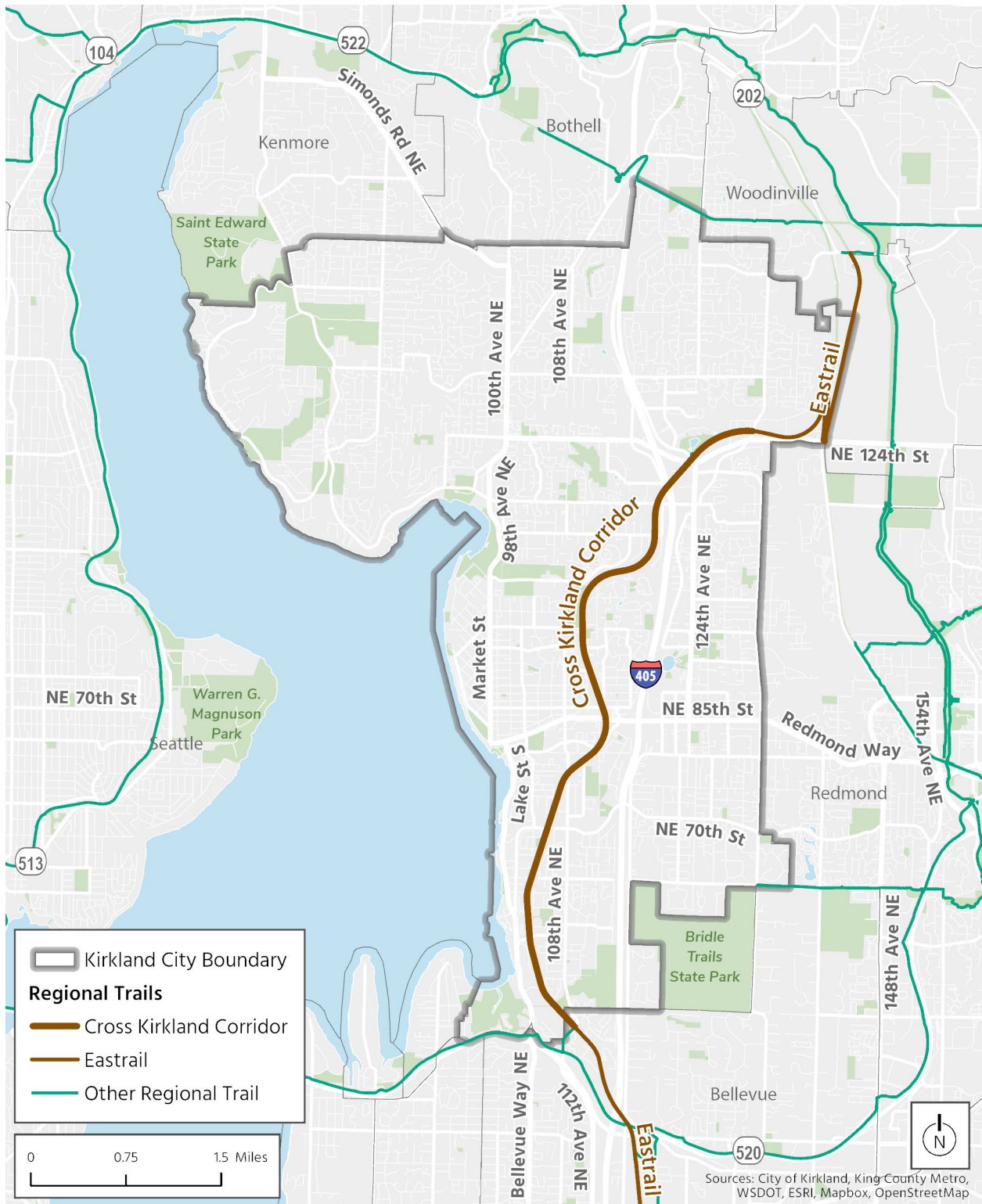
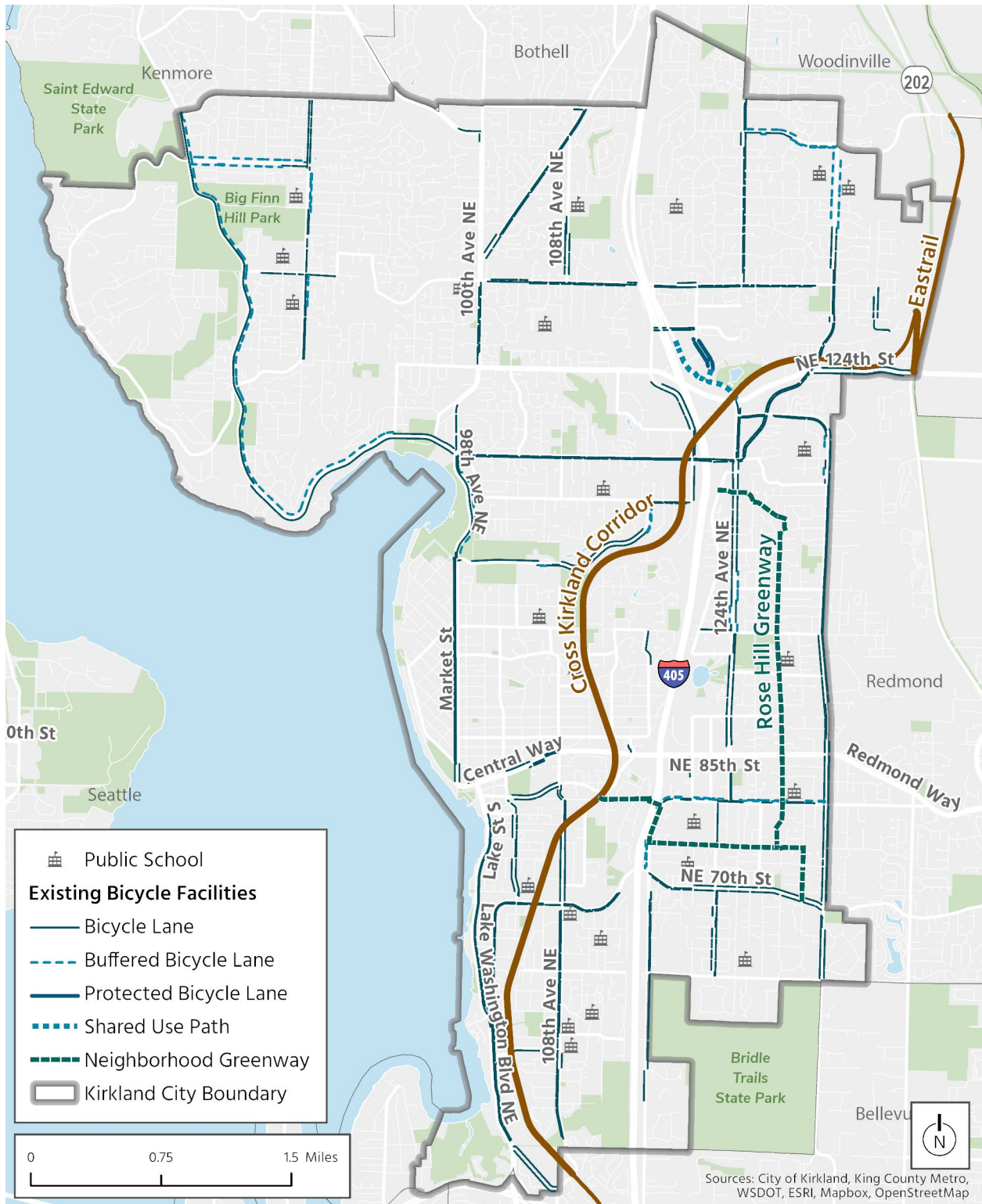




FIGURE 3-4. EXISTING BICYCLE FACILITIES





3.3. Transit

Transit Service

Kirkland is served by transit routes that connect to Seattle, Lynnwood, Bellevue, Redmond, and other eastside destinations in King County (Figure 3-5 shows King County Metro’s Northeast Area Transit System around Kirkland and neighboring cities). King County Metro (Metro), Sound Transit, and Community Transit provide transit service within Kirkland. The transit service provided by Metro is guided by three primary policy documents: [Metro Connects](#), [King County Metro Service Guidelines](#), and [King County Metro Strategic Plan for Public Transportation](#).² These policy documents assist Metro in providing service countywide, including Kirkland. Metro and local jurisdictions coordinate closely, but Metro, as the transit agency, is ultimately responsible for the type and quality of the transit service provided.

Three Metro routes and one combined route (Route 230/231) in Kirkland provide bus service with 15-minute frequencies, considered frequent service, as shown in Table 3-3. Six routes serve Kirkland all day, with frequencies of 30 minutes or more. All-day and peak-only bus routes in Kirkland are shown in Figure 3-6. Several other bus routes serving Kirkland operate only at certain times of day, including peak-only commuter routes and dedicated routes that serve schools once a day.

TABLE 3-3. BUS TRANSIT SERVICE

Frequency and Service Hours	Bus Routes
Frequent all-day routes	Metro Routes: 255, 245, 250, 230/231 (combined from NE 132nd Street to Downtown)
All-day routes	Metro Routes: 225, 239, 249, 230/231 (north of NE 132nd Street) Sound Transit Route: 535
Peak-only routes	Metro Routes: 257, 311 Sound Transit Route: 532 Community Transit Route: 424
Dial-a-Ride (DART)	Metro Route: 930
Custom routes	Metro Routes: 893, 895, 981, 986

² <https://kingcounty.gov/en/dept/metro/about/policies>



Kirkland has three transit centers: Kirkland Transit Center in downtown, Totem Lake Transit Center, and the Totem Lake Freeway Station in the median of I-405. There are also three park and rides in Kirkland: Kingsgate Park & Ride (502 stalls), Kirkland Way Park & Ride (20 stalls) which may be repurposed as part of the NE 85th Station Area, and the South Kirkland Park & Ride (785 stalls). The routes that connect to amenities available at these transit centers and park and rides are shown in Table 3-4.





FIGURE 3-5. METRO TRANSIT SYSTEM

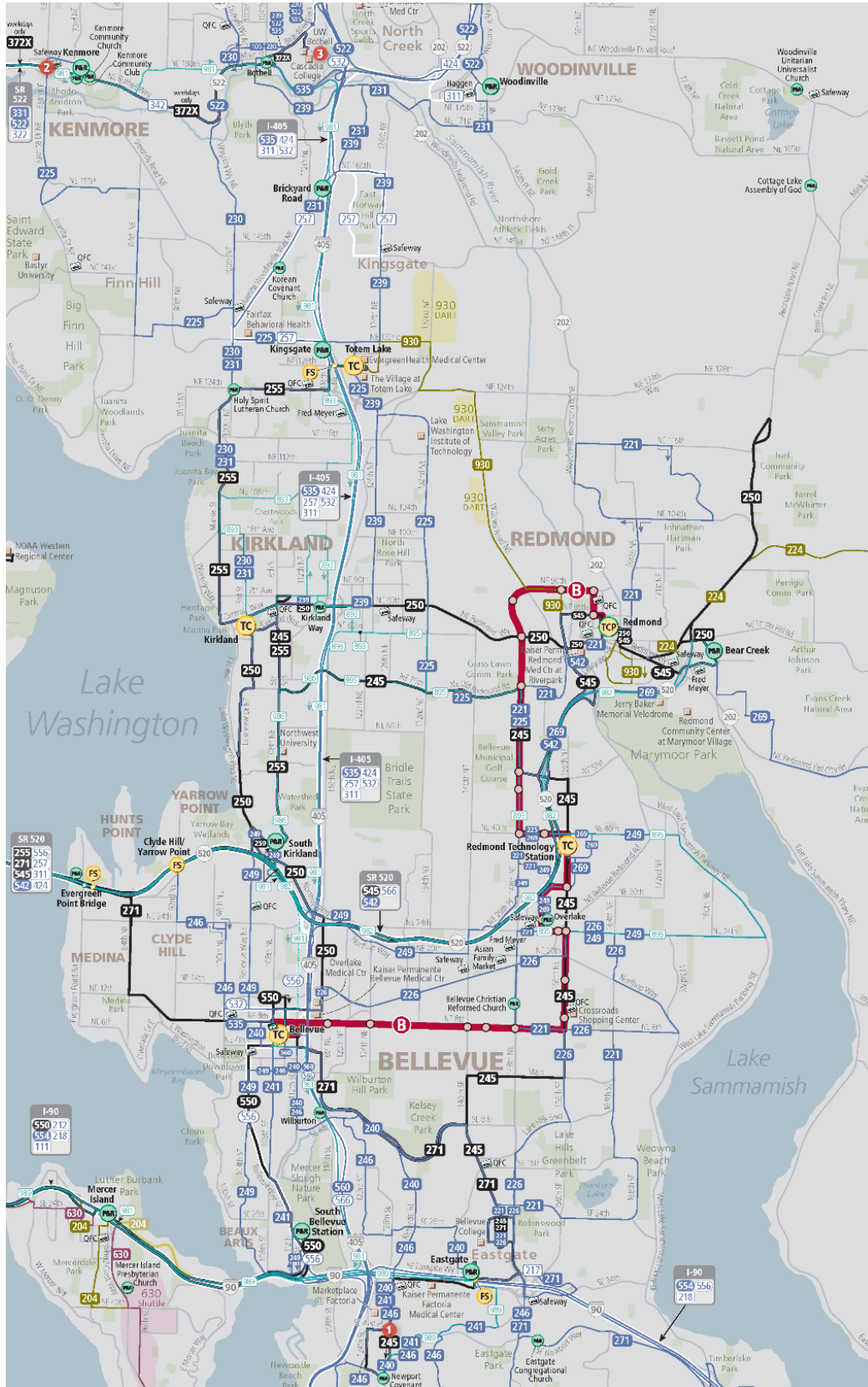




TABLE 3-4. ROUTES SERVING TRANSIT FACILITIES IN KIRKLAND

Transit Facility	Bus Routes
Kirkland Transit Center	Metro Routes: 230, 231, 239, 245, 250, 255
Totem Lake Transit Center	Metro Routes: 225, 239, 255, DART 930
Kirkland Freeway Station	Metro Routes: 311 Sound Transit Routes: 532, 535 Community Transit Route: 424
Kirkland Way Park & Ride	Metro Routes: 239, 250
Kingsgate Park & Ride	Metro Route: 257, 225, DART 930
South Kirkland Park & Ride	Metro Routes: 249, 250, 255

Additionally, Kirkland benefits from flexible transit programs, such as Community Van and Metro Flex. These programs complement fixed-route bus service in Kirkland because they do not adhere to fixed schedules or routes. The Community Van program provides 6-passenger and 12-passenger vans for prescheduled rides involving a minimum of two passengers plus a volunteer driver. Trip destinations can be anywhere within a 2-hour drive of Kirkland and can occur during the daytime, evenings, and weekends. Metro Flex is an on-demand transit service in King County that offers affordable, accessible, and comfortable minivan rides to various local destinations. Within Kirkland, Metro Flex operates in the Juanita service area, which includes Juanita, Finn Hill and parts of Totem Lake, as shown in Figure 3-7. Metro Flex operates in the Juanita service area from 7 a.m. to 7 p.m. on weekdays only.



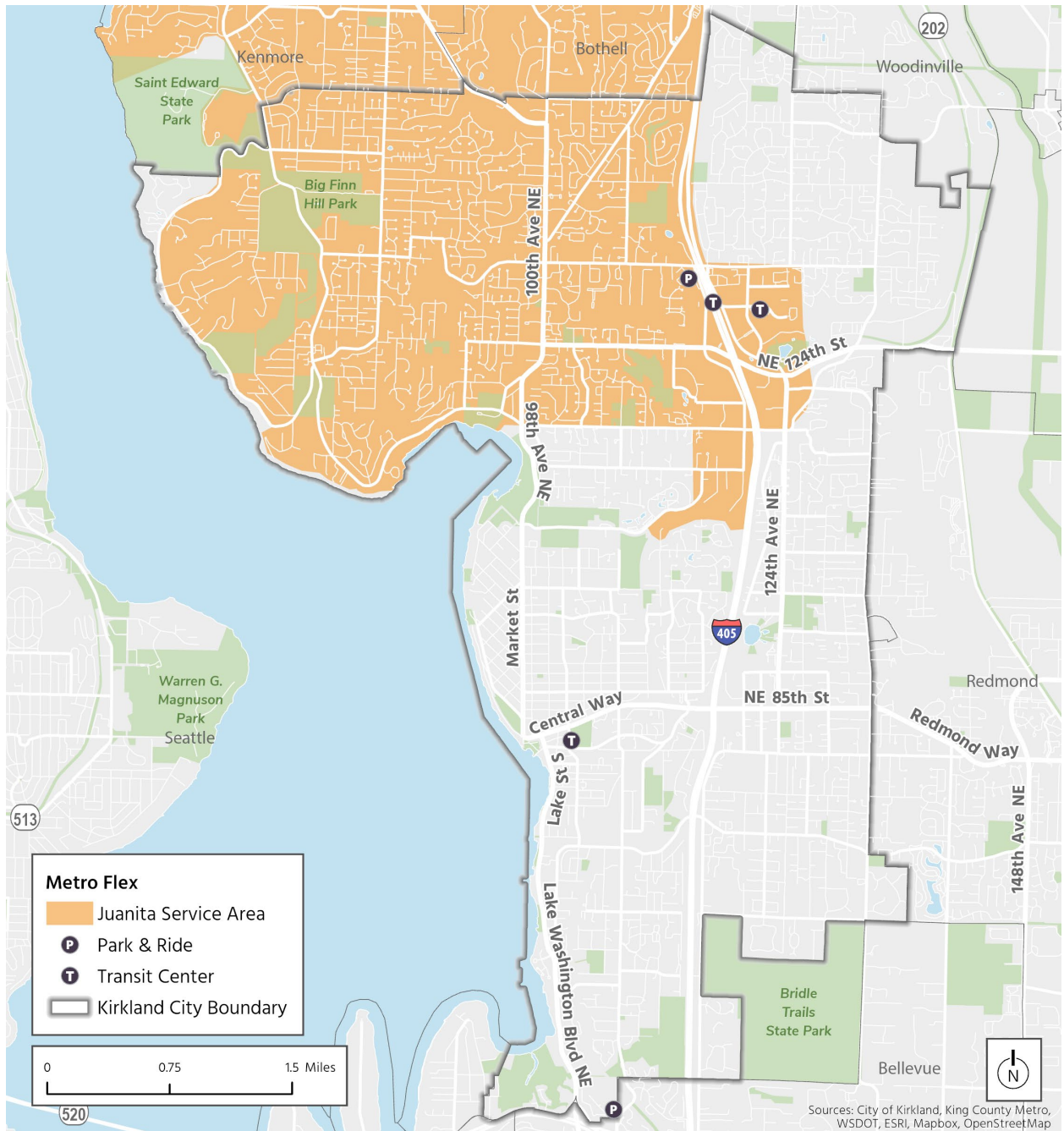


FIGURE 3-6. TRANSIT NETWORK





FIGURE 3-7. METRO FLEX SERVICE AREA





Transit Speed and Reliability

Coordination with transit agencies is important for ensuring buses stay on-time ensuring reliability. Additionally, when transit can move efficiently shortens trips and provides an attractive mode of transportation. Speed and reliability projects include transit signal prioritization or methods such as transit queue jumps that allow buses to get ahead of traffic at signals. Transit only lanes are also another tool to allow buses through although the TSP only includes shorter transit queue projects.

The transit queue jump on 98th Avenue at Forbes Creek Drive that was built in partnership with Metro has seen significant time savings.



Transit Amenities

Transit amenities in Kirkland include shelters at bus stops and bicycle parking. Of the 30 bus stops with the highest ridership in the city, 27 have shelters as of 2023, as shown in Figure 3-8. Bicycle parking near transit stops can improve access to transit. City-owned, short-term bicycle parking is available primarily downtown, near the Kirkland Transit Center. Both the South Kirkland Park & Ride and the Kingsgate Park & Ride also have bicycle lockers. Kirkland maintains a practice bus bicycle rack at the Kirkland Transit Center for passengers to build confidence loading and unloading their bicycles on bicycle racks on the front of buses.

Kirkland’s transit centers and park and rides tend to have more amenities than standard bus stops because they are served by multiple routes and are transfer points for transit riders. The amenities at the city’s transit centers and park and ride facilities are described in Table 3-5. The highest ridership stops in the city are located primarily at these facilities, with the highest numbers of boardings as of spring 2023 occurring at Kirkland Transit Center, Totem Lake Transit Center, and South Kirkland Park & Ride.

TABLE 3-5. KIRKLAND TRANSIT CENTERS AND PARK AND RIDES

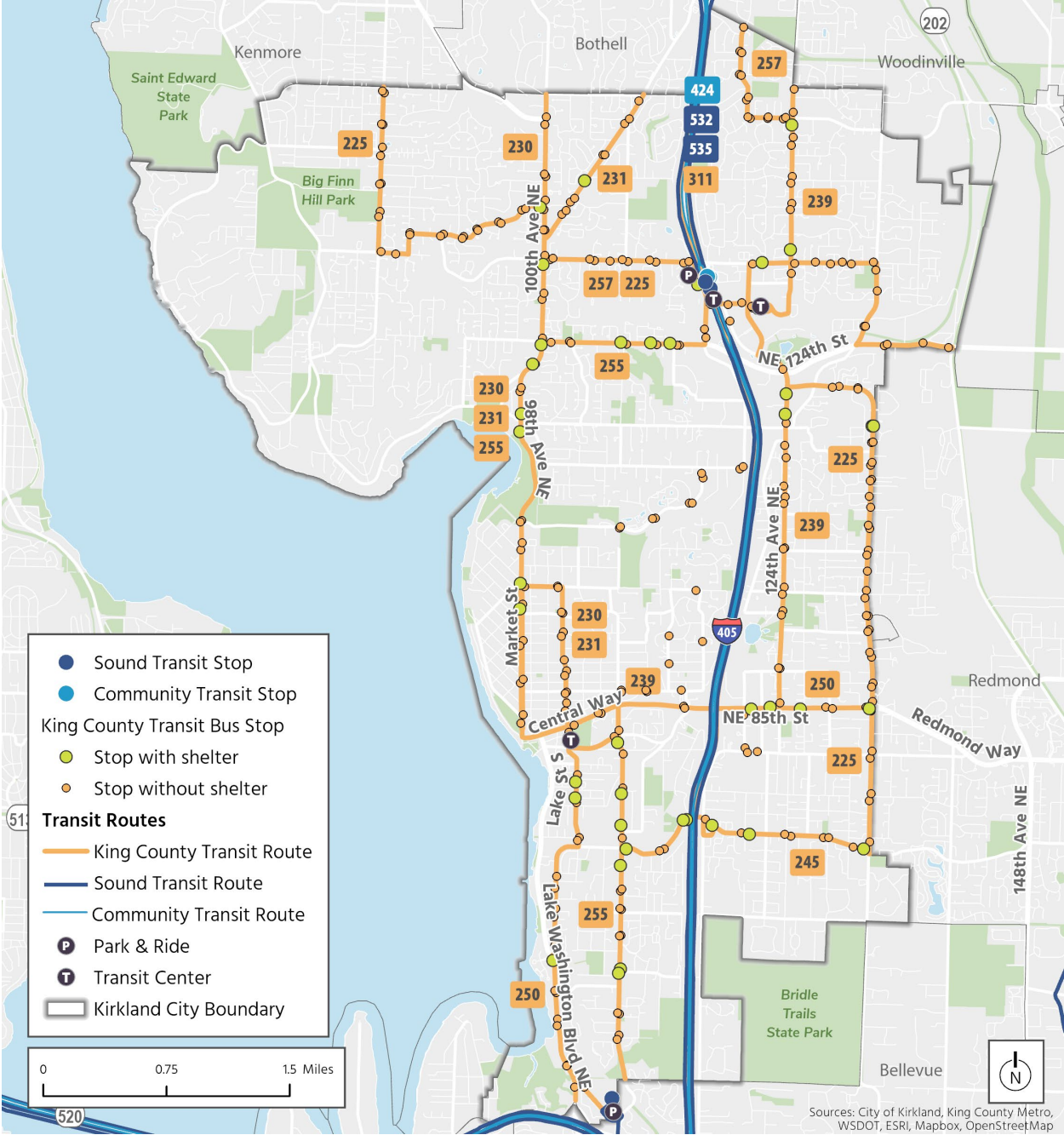
Transit Facility	Amenities
Kirkland Transit Center	Shelters, seating, restrooms, bicycle parking, electric vehicle (EV) charging
Totem Lake Transit Center	Shelters, seating
Kirkland Way Park & Ride	Parking



Kirkland Freeway Station	Shelters, seating
Kingsgate Park & Ride	Parking, shelters, seating, bicycle parking
South Kirkland Park & Ride	Parking, shelters, seating, EV charging, bicycle parking

Apart from these facilities, some individual bus stops see high numbers of boardings. These include stops along NE 85th Street and NE 70th Street in Rose Hill and along Central Way and Kirkland Way in downtown Kirkland.

FIGURE 3-8. TRANSIT AMENITIES





Transit Access and Equity

Providing an accessible multimodal transportation system is key to creating an equitable and accessible community for all. Limited access to transit in Kirkland is a factor that contributes to dependence on driving and leaves those without access to a car with fewer options to get around.

Not all neighborhoods in Kirkland have access to frequent and reliable transit within walking distance. Pedestrian access to Kirkland's all-day and peak-only transit routes were analyzed using quarter-mile and half-mile distance of transit stops, roughly equal a 5-minute and 10-minute walk, respectively (shown in Figure 3-9). Finn Hill currently represents the area with the largest gap in transit service coverage in the city. The Finn Hill neighborhood, in the northwest corner of Kirkland, was part of the 2011 annexation into the city. Kingsgate, in the northeast corner of the city, portions of the Juanita and Norkirk neighborhoods near the center of the city, and the Bridle Trails neighborhood in the southeast corner of the city also have gaps in transit service coverage.

Metro identifies areas with certain demographics to show potential demand for extra services to ensure equitable transit access. These Equity Priority Areas are defined as census block groups exhibiting above-average demographic representation of certain populations including:

- People of color
- People with low/no income
- People with a disability
- Households with low English proficiency
- People who are born outside the U.S.

Metro also considers route-level "Opportunity Index" (shown in Figure 3-10) scores to prioritize potential investments and reductions to transit service. Routes with more stops in Equity Priority Areas have a higher Opportunity Index score, indicating the greater need for transit.

Most census tracts located entirely or partially within Kirkland rated high on the overall opportunity index. Areas north of downtown in the Market, Norkirk, and Juanita neighborhoods had an overall opportunity index score of moderate, and one section of Rose Hill scored low on the Opportunity Index. In terms of the transportation index, which includes only measures of mobility and access, almost all of Kirkland rated high or very high, except for tracts located primarily in Finn Hill that rated moderate.



FIGURE 3-9. TRANSIT SERVICE WALKSHEDS

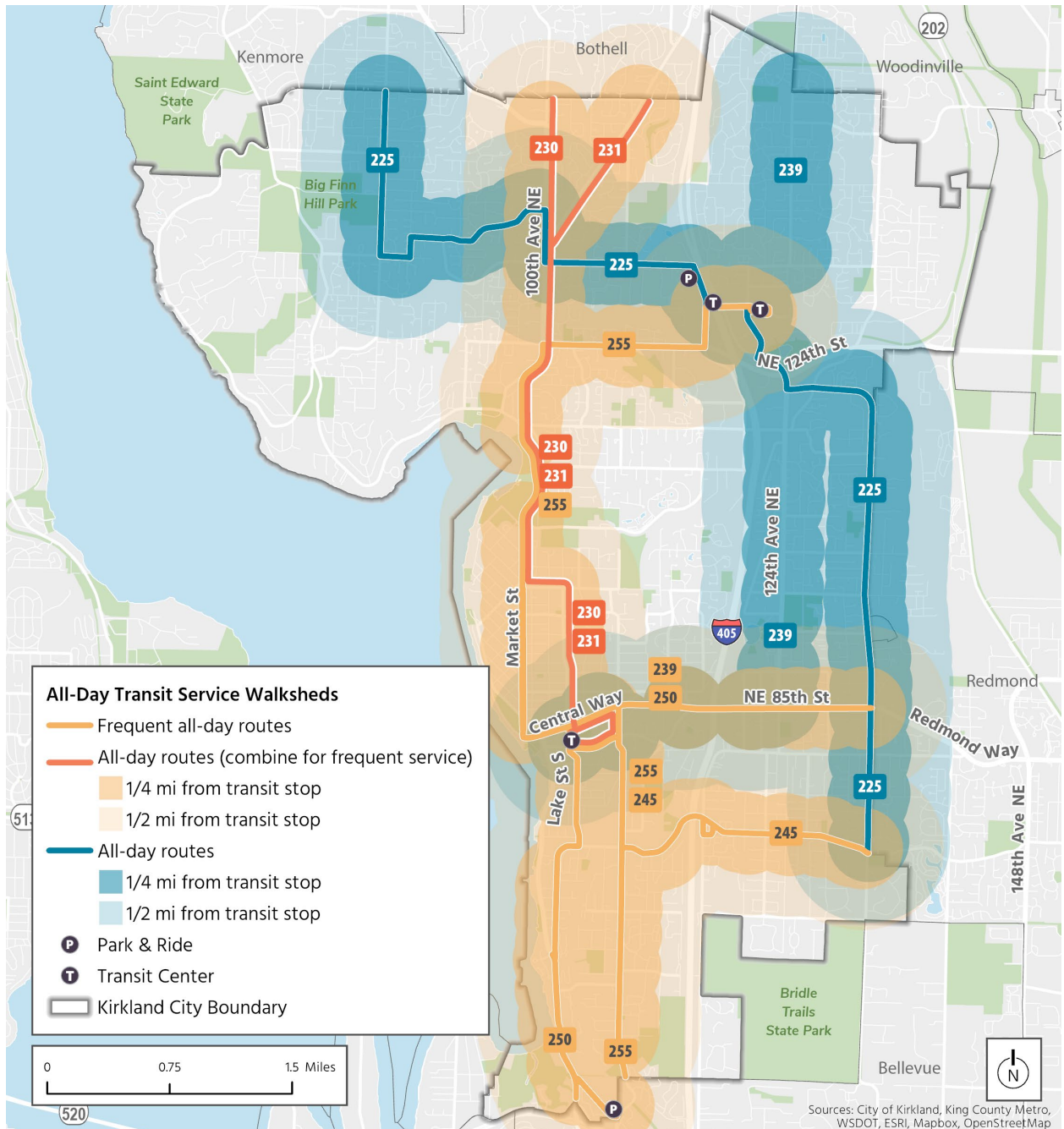
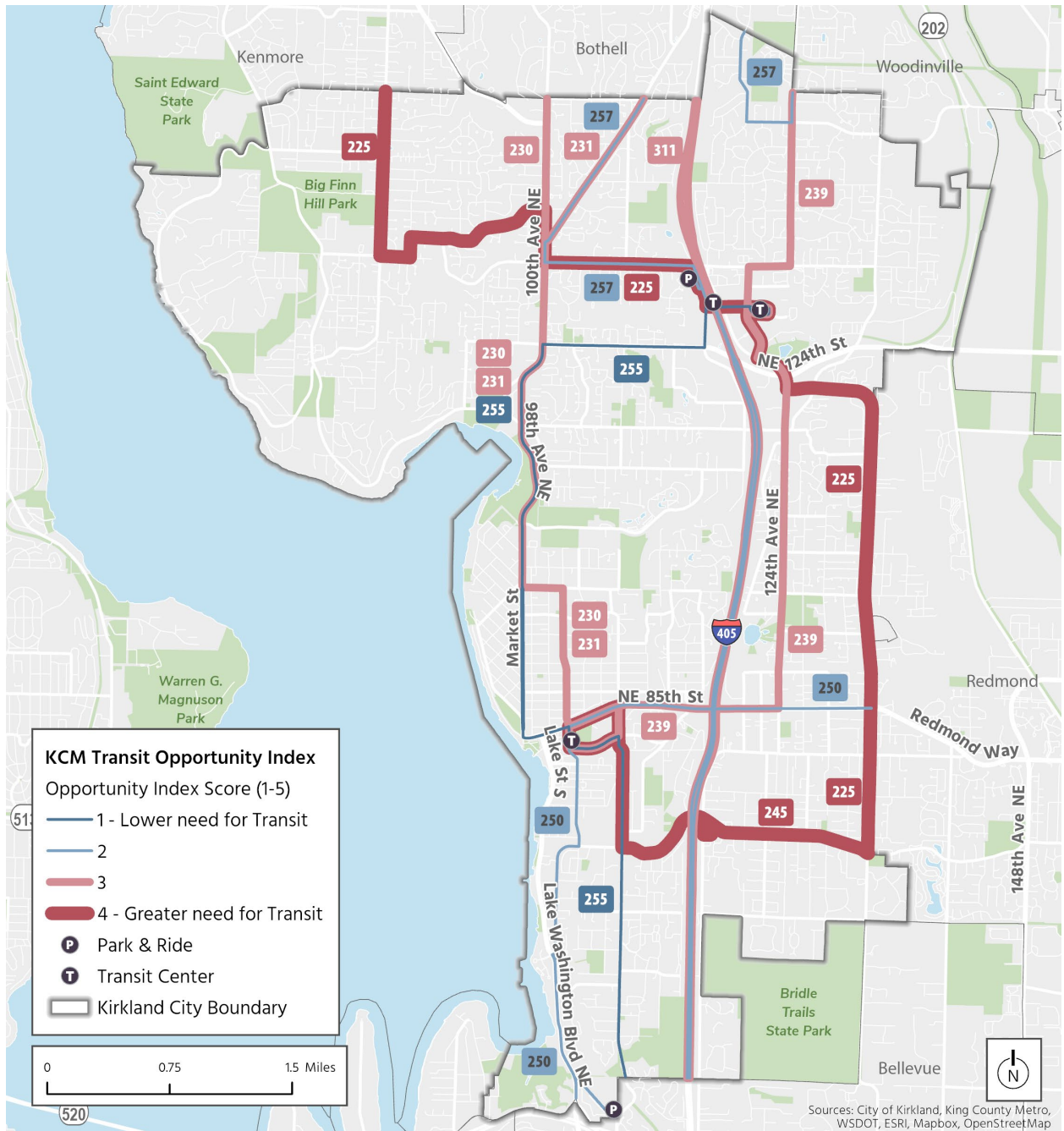




FIGURE 3-10. TRANSIT OPPORTUNITY SCORES





3.4. Motor Vehicles

Streets within the city are categorized by federal functional classifications to help define their intended use and desired character within the street network, as shown in Figure 3-11. Functional classification is set using a variety of factors, including roadway design, speed, capacity, and relationship to present and future land use and development. It also serves as a practical indicator of traffic volume and number of lanes.

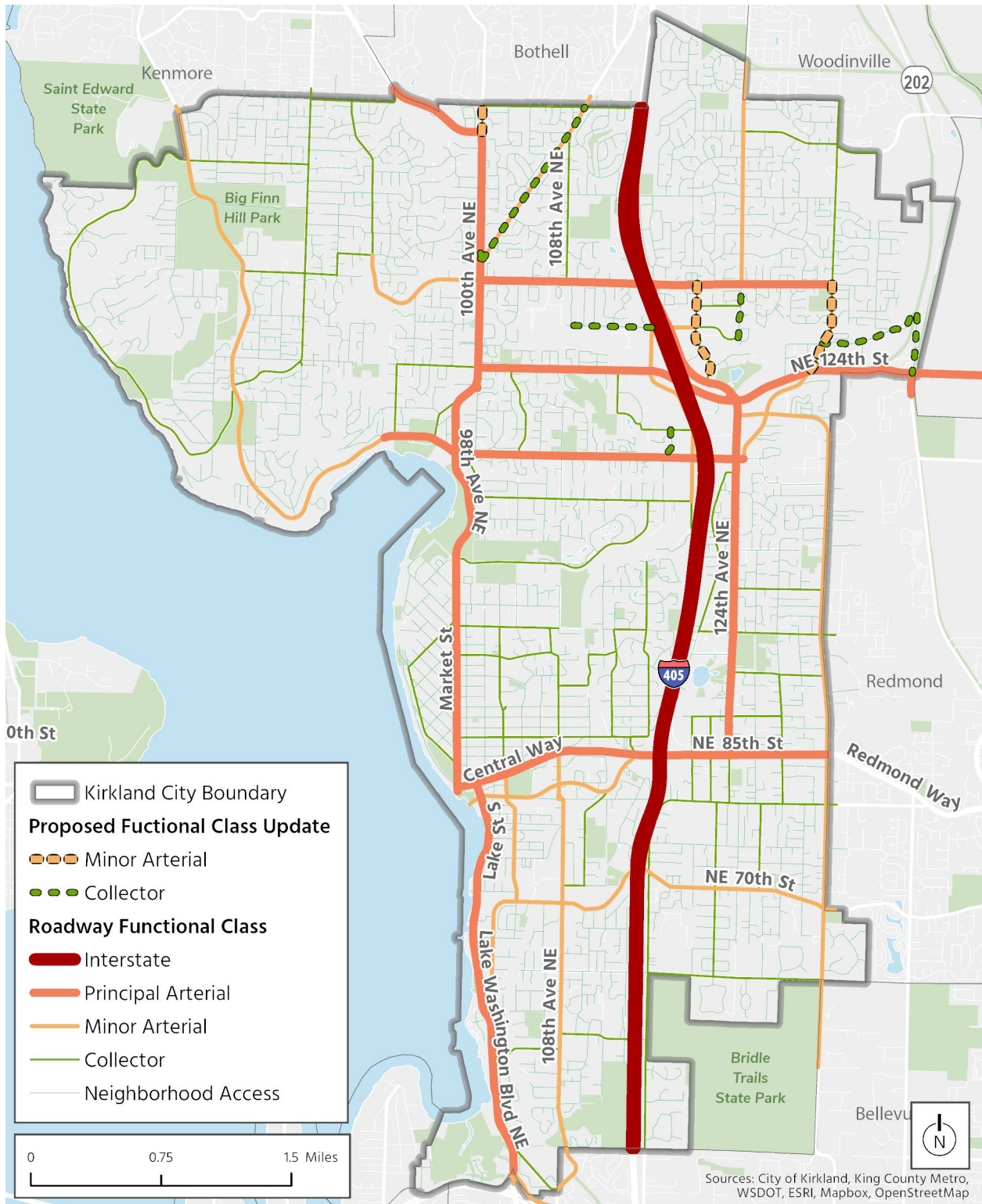
The classifications used within the city include:

- **Freeways** that provide high-speed connections between regional destinations.
- **Principal arterials** that connect to major commercial areas and other cities.
- **Minor arterials** that serve major traffic generators that are not served by principal arterials.
- **Collector streets** that provide connections between arterials and local streets.
- **Local streets**, or neighborhood access streets that provide access to residential areas, businesses, and other local areas.

I-405 is the only freeway in Kirkland and runs north-south through the center of the city. Principal arterials in Kirkland include major north-south streets, such as 100th Avenue NE, 98th Avenue NE, Market Street, Lake Washington Boulevard NE, and 124th Avenue NE, and major east-west streets, such as NE 132nd Street, NE 124th Street, NE 116th Street, and NE 85th Street. Posted speed limits within the city generally correlate with roadway functional classification. Although not owned and maintained as a part of the City's road network, I-405 has the highest posted speed limit: 60 mph. Major and minor arterials generally have a posted speed limit of 30 or 35 mph. Collectors have posted speed limits of 30 or 25 mph, and neighborhood access roadways have posted speed limits of 25 mph. Neighborhood greenways and school zones have a posted speed limit of 20 mph. The City will be working on proposed updates to the functional classification of a few roads within city limits (shown in Figure 3-11), which will involve an approval process through the FHWA.



FIGURE 3-11. ROADWAY NETWORK





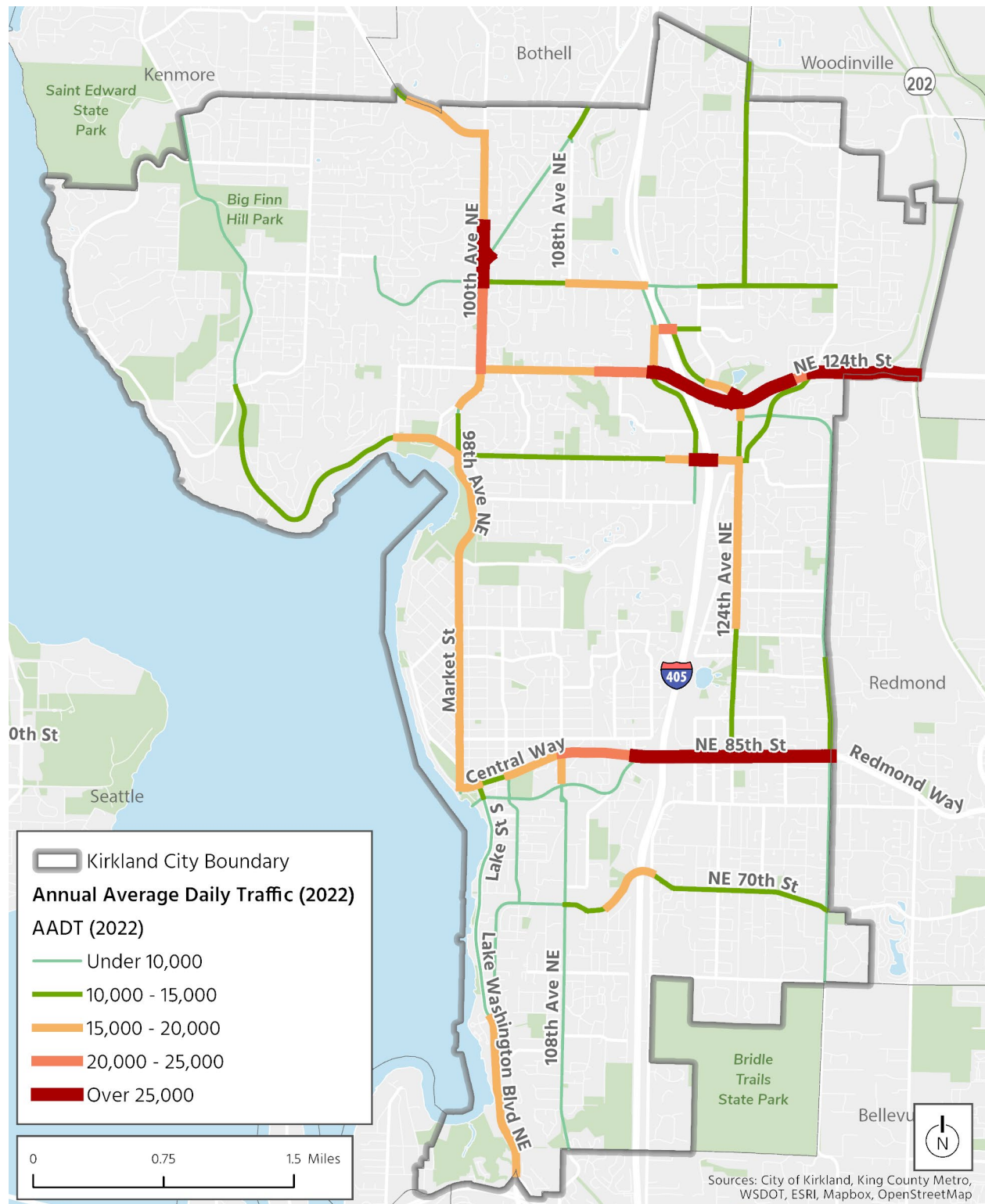
Traffic

Kirkland Public Works Department tracks average daily traffic annually and adjusts for seasonal patterns in weekday traffic variation. Figure 3-12 shows the annual average daily traffic volumes on Kirkland's arterial roadways as of 2022. In 2022, the highest daily traffic volumes were along NE 85th Street, NE 124th Street, and 100th Avenue NE.





FIGURE 3-12. ANNUAL AVERAGE DAILY TRAFFIC VOLUMES



A primary purpose of the traffic analysis for the TSP and Transportation Element is to ensure that the 20-year plan and vision for transportation adequately supports the envisioned land use over the same



period. Traffic conditions were analyzed at 38 intersections throughout the city. The model included data from 2022 to assess congestion at each intersection during the morning (AM) and evening (PM) peak hour traffic periods. Intersections were selected by the City of Kirkland to capture needs at major intersections.

Traffic operations were evaluated using a method called intersection level of service (LOS), which used Highway Capacity Manual (HCM) 6 methodology where available and HCM 2000 otherwise, as shown in Table 3-6 LOS ranges from A to F in which rankings are based on the overall delay at a given intersection in units of seconds of delay per vehicle. LOS A represents the best conditions with minimal amount of delay, and LOS F represents the worst conditions with severe congestion and delay. Additional information about LOS for the future network and land use assumptions can be found in Section 5.9.

TABLE 3-6. INTERSECTIONS LOS METHODOLOGIES

Level of Service (LOS)	Average Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	

Source: Highway Capacity Manual, 6th Edition

The following intersections operate at LOS E or lower during the AM peak period (Figure 3-13):

- Intersection 24: NE 124th Street and 116th Avenue NE/I-405 on-ramp
- Intersection 25: NE 124th Street and Slater Avenue/132nd Place
- Intersection 27: NE 132nd Street and 116th Way NE
- Intersection 28: NE 132nd Street and Totem Lake Boulevard

The following two intersections operate at LOS E during the PM peak period (Figure 3-14):

- Intersection 24: NE 124th Street and 116th Avenue NE/I-405 on-ramp
- Intersection 25: NE 124th Street and Slater Avenue/132nd Place



FIGURE 3-13. EXISTING AM PEAK HOUR TRAFFIC – INTERSECTION LOS ANALYSIS RESULTS

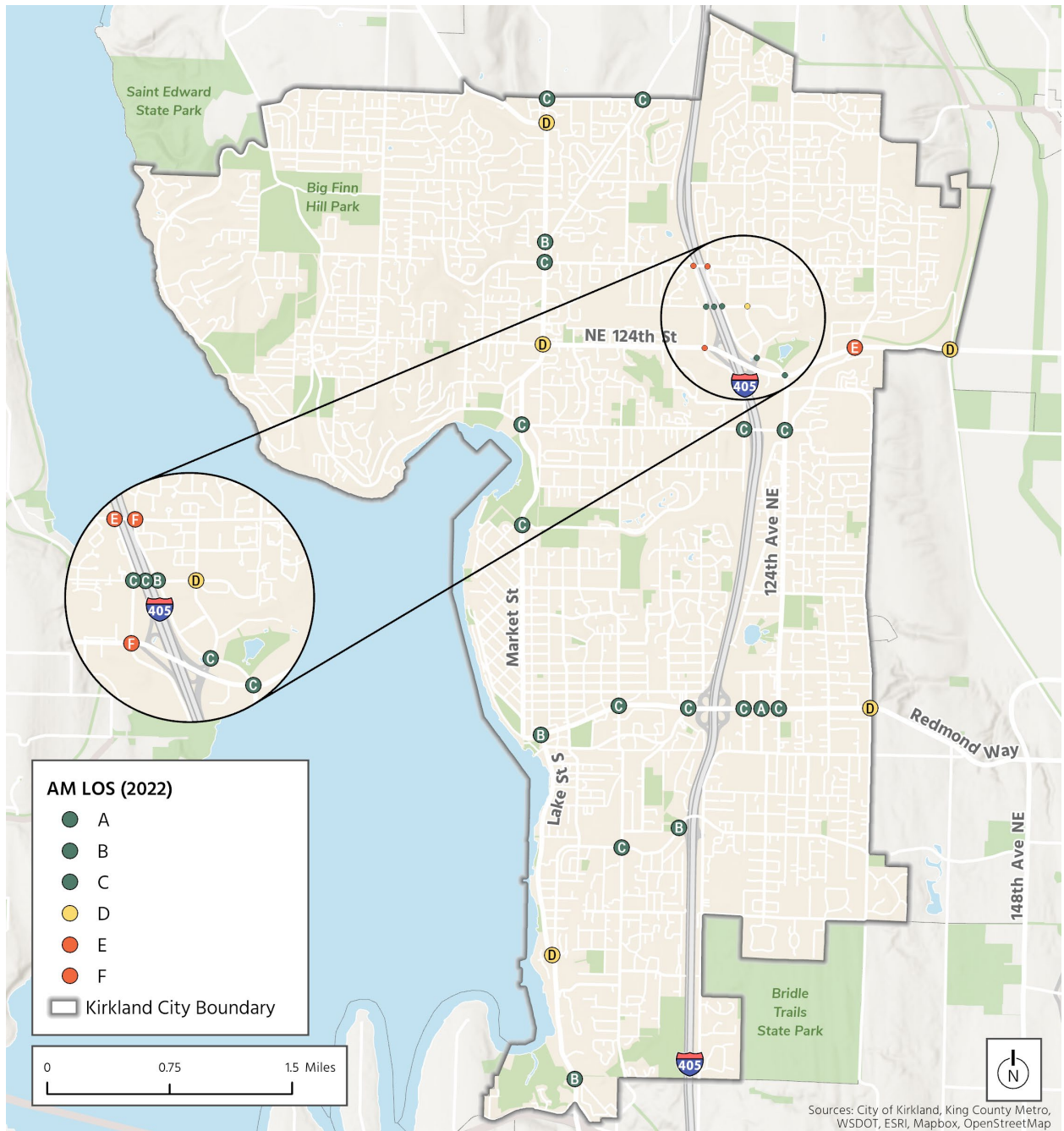
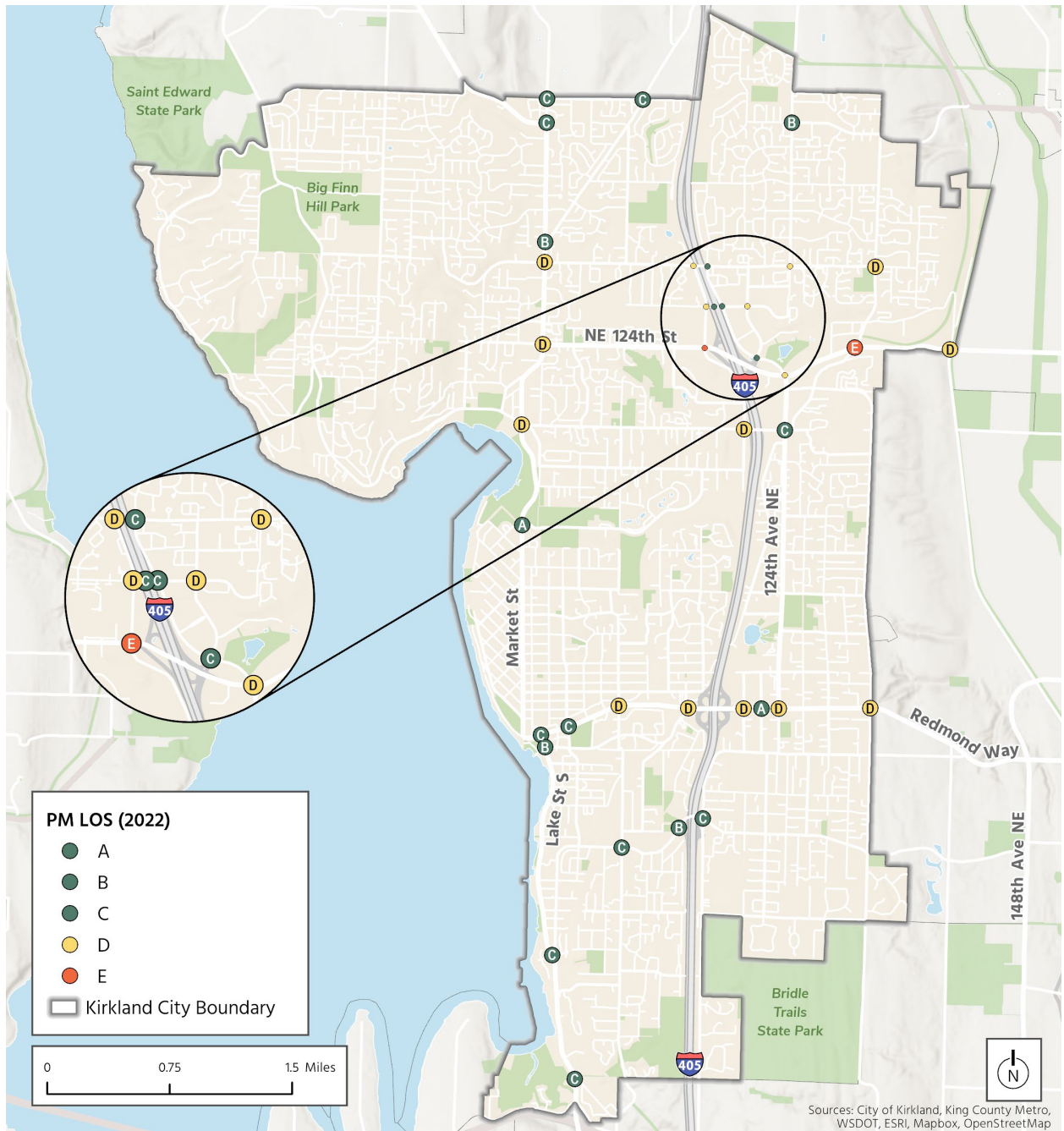




FIGURE 3-14. EXISTING PM PEAK HOUR TRAFFIC – INTERSECTION LOS ANALYSIS RESULTS





3.5. Freight

As Kirkland continues to grow and embrace a multimodal transportation system, ensuring that freight vehicles can move goods safely and efficiently is important. Manufacturers, large retailers, wholesalers, and warehousing and distribution companies rely on access to a well-performing network of freeways and major arterials. Small retailers, restaurants, and other businesses rely on delivery vehicles that must circulate on both regional freeways and arterials as well as local streets. Delivery vehicles must also be able to access spaces for loading and unloading near businesses. Freight vehicle sizes range from small vans to large tractor-trailer units.

WSDOT has developed the Washington Freight and Goods Transportation System (FGTS) to classify streets that are important to the movement of freight in the state. The FGTS defines corridors in tiers based on the annual freight tonnage moved. Within Kirkland, streets are classified as T-1 through T-4, shown in Figure 3-15.

I-405 is classified as a T-1 truck corridor, carrying the highest volume of freight; however, much of this freight volume passes through and does not travel along City streets. Two sections of principal arterials within city limits are classified as T-2 truck corridors. Several arterials are classified as T-3 truck corridors, and one collector street is classified as a T-4 truck corridor. Downtown Kirkland and Totem Lake have large retail areas that are important catalysts of freight in Kirkland with businesses that rely on deliveries to meet consumer needs. There are some manufacturing and industrial land uses that may have specific freight needs primarily in an Industrial Mixed-Use zone along the CKC.

On designated freight corridors, the City must ensure the roadways can accommodate the turn movements required for larger vehicles.

The widespread adoption of e-commerce, particularly during and following the COVID-19 pandemic, has led to a transformation in goods movement. One of the most tangible parts of this shift in consumption patterns is the increased frequency of home deliveries. With more freight deliveries per person and more freight traffic navigating urban areas, delivery vehicles have changed, with more cargo vans and personal vehicles delivering packages to consumers.

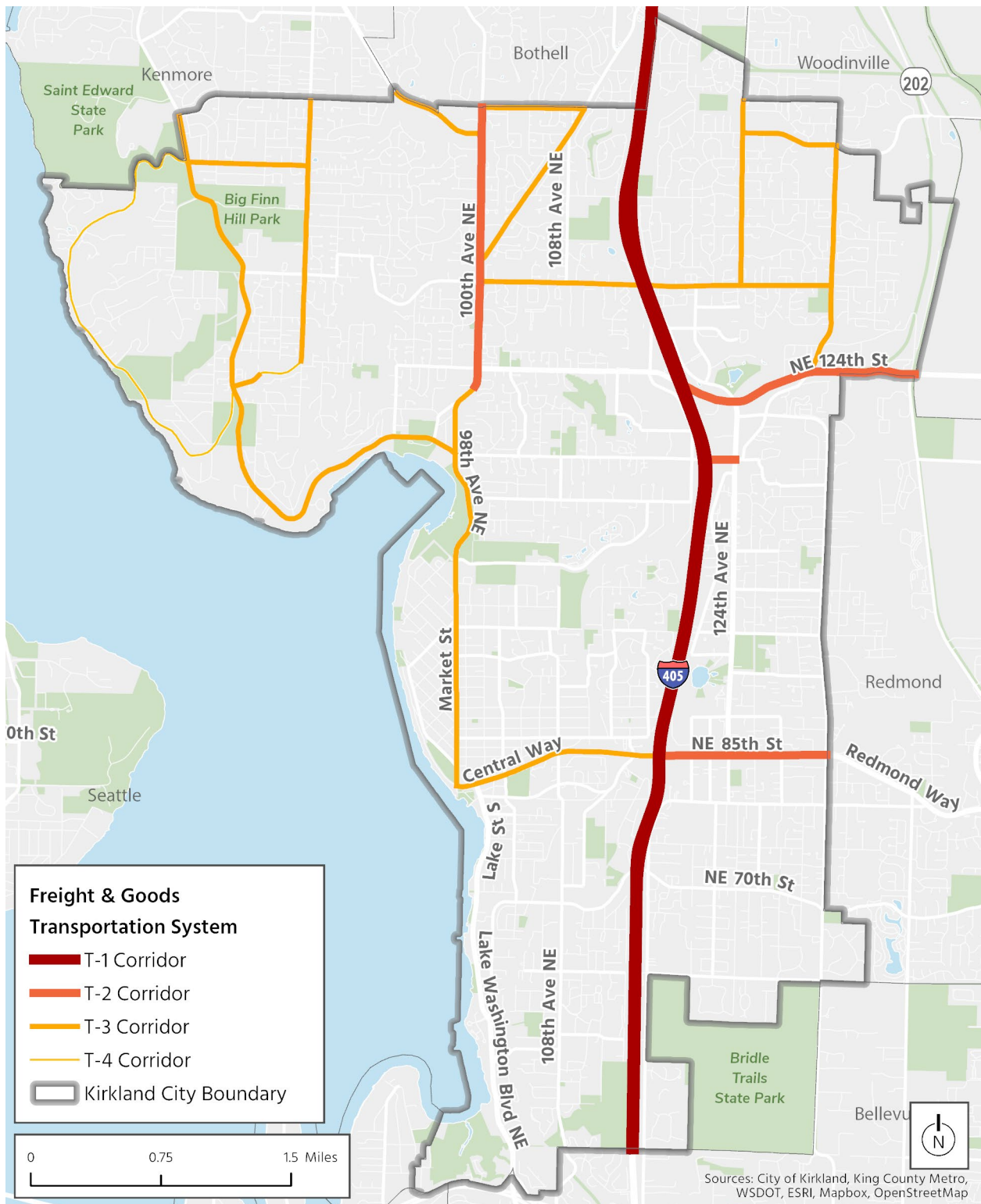
4 TIERS OF FREIGHT TRUCK CORRIDORS

Classification: Tonnage (per year)

- T-1: More than 10 million tons**
- T-2: 4 - 10 million tons**
- T-3: 300,000 - 4 million tons**
- T-4: 100,000 - 300,000 tons**



FIGURE 3-15. FREIGHT NETWORK (2023)





3.6. Safety

Crash History

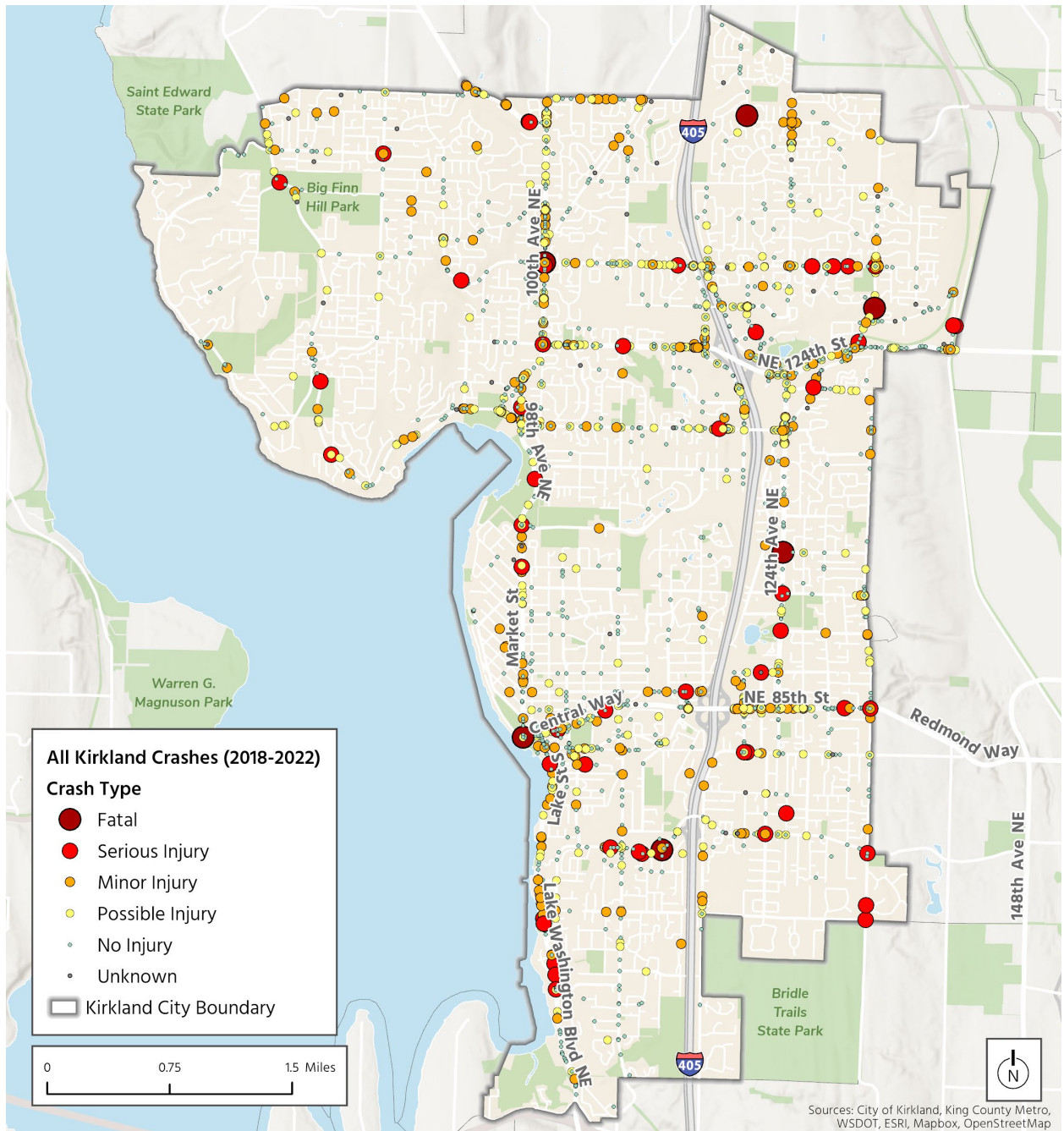
Between 2018 and 2022, there were 3,405 crashes on Kirkland streets (excluding the interstate system). Table 3-7 summarizes the total crashes by severity level and location type, and Figure 3-16 shows the location of all crashes during the same time frame. These include crashes that involve all modes (pedestrians, bicycles, motorcycles, motor vehicles). Over 59% of crashes occurred at intersections. During this period, eight fatal crashes and 52 serious-injury crashes occurred, with more occurring at intersections. In addition to these totals, several crashes have occurred outside of public roadways, including four fatal and five serious injury crashes in parking lots. Most crashes in Kirkland (70%) did not result in an injury.

TABLE 3-7. CRASHES BY SEVERITY (2018–2022)

	Segments	Intersections	Total
Fatal	3	5	8
Serious injury	19	33	52
No injury	1,015	1,377	2,392
Total	1,410	1,995	3,405



FIGURE 3-16. ALL CRASHES (2018–2022)



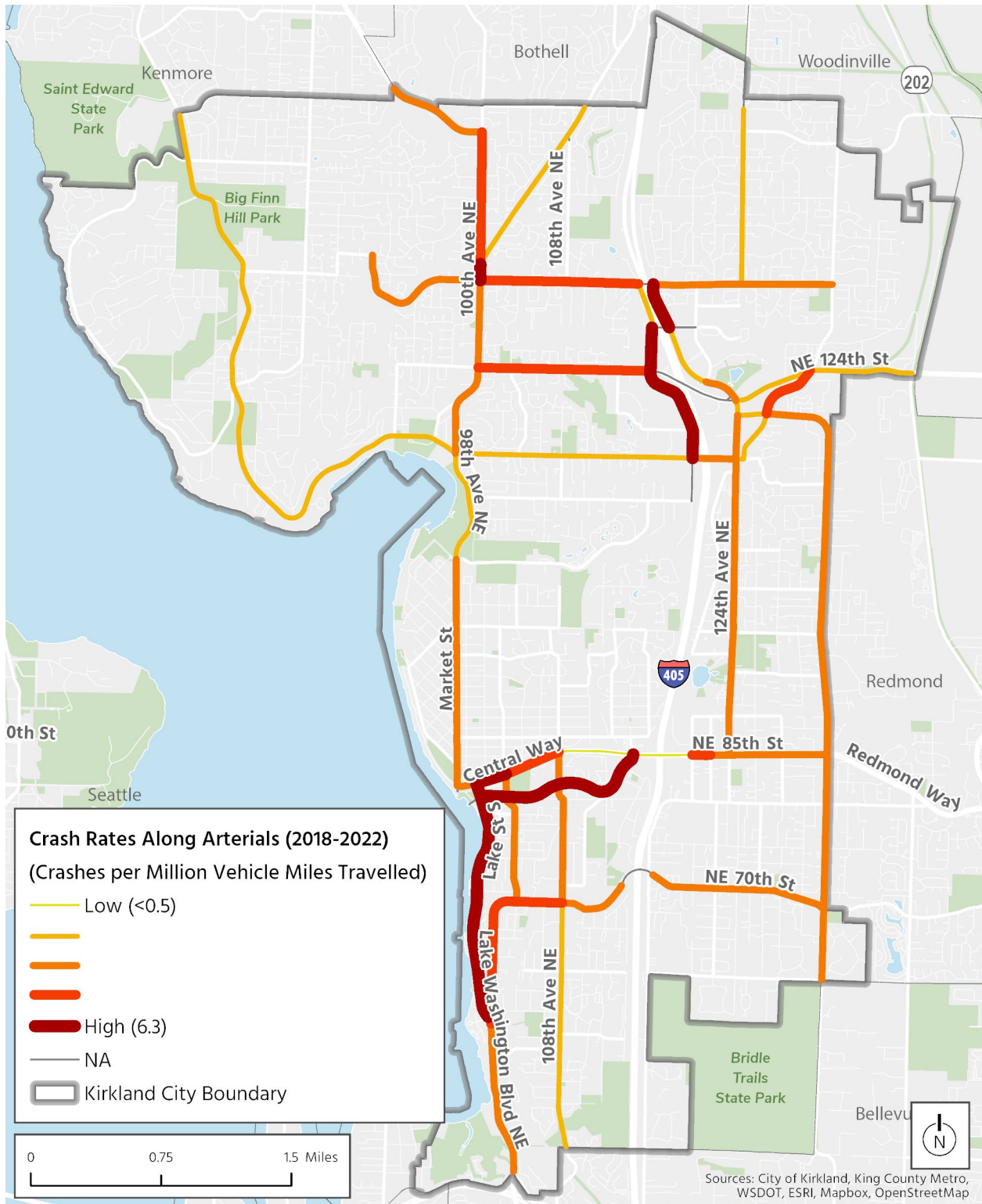


Crash rates provide a metric for assessing the relative safety of a segment or intersection based on the level of exposure (i.e., traffic volumes and roadway mileage). These rates provide the City with a basis for prioritization and a comparison of locations within a network based on fatal and serious injury crashes. Segment crash rates are calculated by total crashes per million vehicle miles traveled along the segment, and intersection crash rates are calculated by total crashes per million entering vehicles at an intersection. Figure 3-17 shows the crash rates along key and arterial corridors, and Figure 3-18 shows the crash rates at major intersections within the city.

In general, the areas with the highest arterial crash rates are along Lake Street S/Lake Washington Boulevard NE, Central Way, and Kirkland Avenue in downtown Kirkland, as well as along NE 124th Street, 120th Avenue NE, and Totem Lake Boulevard in the Totem Lake area. These are also generally where traffic volumes are higher. Crash rates at intersections are generally highest adjacent to I-405 and along Juanita-Woodinville Way NE. Those adjacent to I-405 are also generally where traffic volumes tend to be higher.



FIGURE 3-17. CRASH RATES ON MAJOR ARTERIALS (2018-2022)





Active Transportation Crash History

Pedestrians and bicyclists are the most vulnerable roadway users because they are less protected than users within vehicles. For the purposes of this discussion, the term “pedestrians” is intended to include people walking and rolling, meaning using mobility devices such as walkers, wheelchairs, or other power-driven devices. The chance of a vulnerable user surviving a collision with a car decreases drastically as speed increases. When comparing crash rates with the share of roadway trips by other transportation modes, pedestrians and bicyclists make up a disproportionate rate of fatal and serious-injury collisions. Vulnerable-user crashes are only 6% of the total crashes but make up 55% of the fatal and serious injury crashes. Vulnerable users tend to only make up fewer than 15% of total trips (10% to 12% of trips total on average) in general.

Table 3-8 summarizes the pedestrian- and bicyclist-related crashes in public right-of-way by severity, while Table 3-9 shows the distribution between segments and intersections. Most pedestrian- and bicyclist-related crashes were minor-injury crashes (46%) or possible-injury crashes (27%). There were three fatal pedestrian crashes and no fatal bicyclist-related crashes between 2018-2022. Just under 15% of crashes were serious-injury crashes. There have been several fatal and serious injury crashes in parking lots not shown in this table. These are addressed through policy actions to coordinate with private developments and property owners on parking lot safety.

The majority of pedestrian- and bicyclist-related crashes occurred at intersections (64%). Over 60% of pedestrian- and bicyclist-related crashes involved a turning vehicle.

TABLE 3-8. PEDESTRIAN AND BICYCLIST CRASHES BY SEVERITY (2018–2022)

	Pedestrian Involved	Bicyclist Involved	Total
Fatal	3	0	3
Serious injury	19	11	30
Minor/non-disabling injury	38	55	93
Possible injury	35	20	55
No injury	8	12	20
Total	103	98	201

TABLE 3-9. PEDESTRIAN AND BICYCLIST CRASHES BY LOCATION (2018–2022)

	Pedestrian Involved	Bicyclist Involved	Total
Segments	38	31	69
Intersections	62	59	121
Total	100	90	190



Pedestrian crashes occurred throughout Kirkland, with most in urban areas with higher pedestrian volumes. There was some general clustering in downtown Kirkland and the Totem Lake area (including some higher-severity crashes), similar to total crashes and higher segment crash rates. There was also some clustering along NE 85th Street, east of I-405. Very few locations experienced more than one pedestrian crash during this period, but some of the key locations that did include along NE 124th Street, 120th Avenue NE, NE 85th Street, and 124th Avenue NE. Figure 3-19 and Figure 3-20 show all crashes from 2018-2022 involving pedestrians and bicyclists, respectively. Vehicle sizes are also increasing that can reduce visibility and severity based on the weight of the vehicle when involved in crashes.

Bicyclist-related crashes also occurred throughout Kirkland, but there was more prominent clustering when compared to pedestrian crashes. The key areas with bicyclist-related crashes are in downtown Kirkland along Lake Street S/Lake Washington Boulevard NE as well as in the Juanita area. The [Vision Zero Plan³](#) includes additional analysis on contributing factors for bicycle and pedestrian crashes.

³ https://www.kirklandwa.gov/files/sharedassets/public/public-works/transportation/plans-and-studies/vision-zero-action-plan/final_vzap_2022-ver4.pdf



FIGURE 3-19. PEDESTRIAN CRASHES (2018 – 2022)

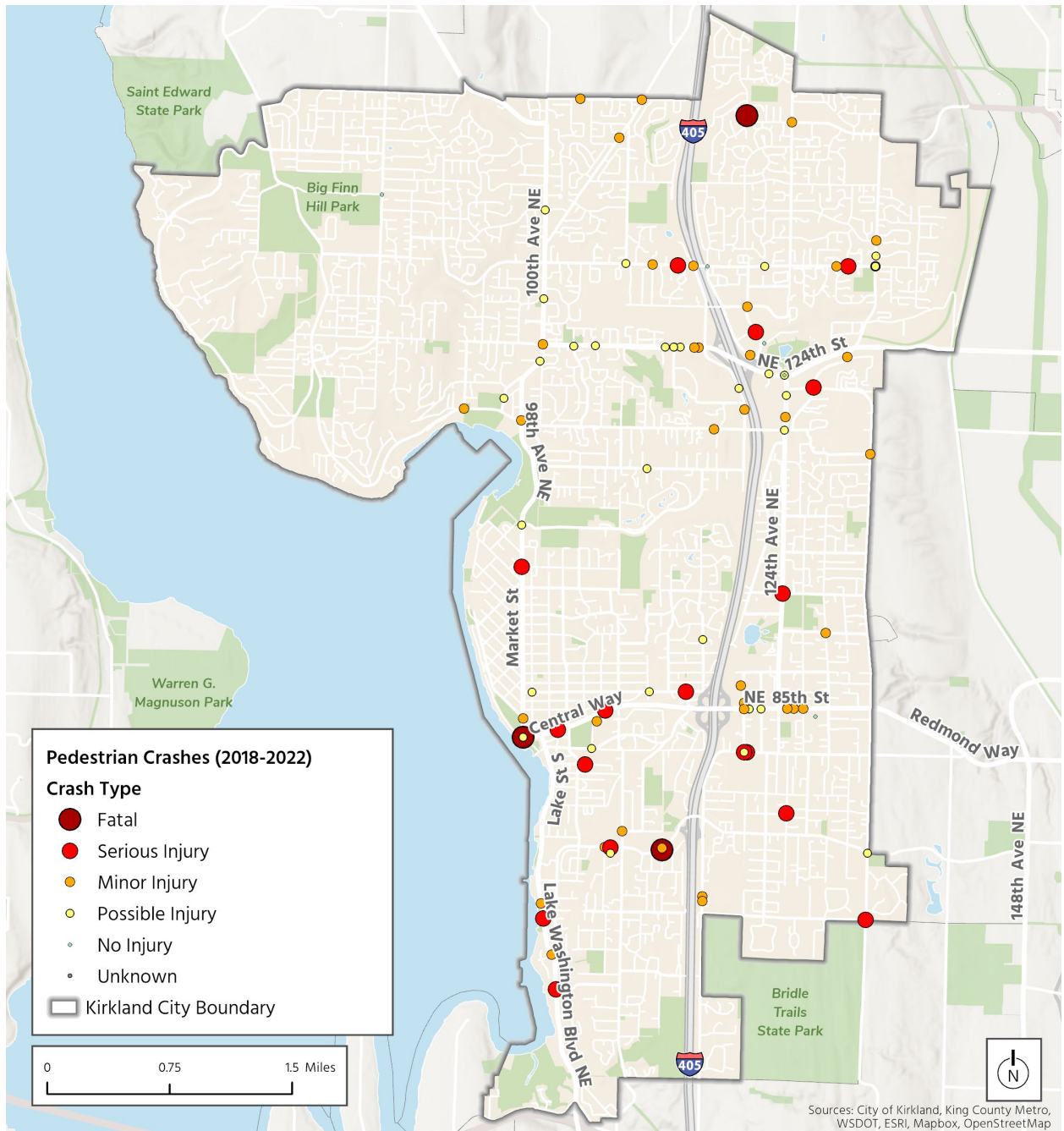
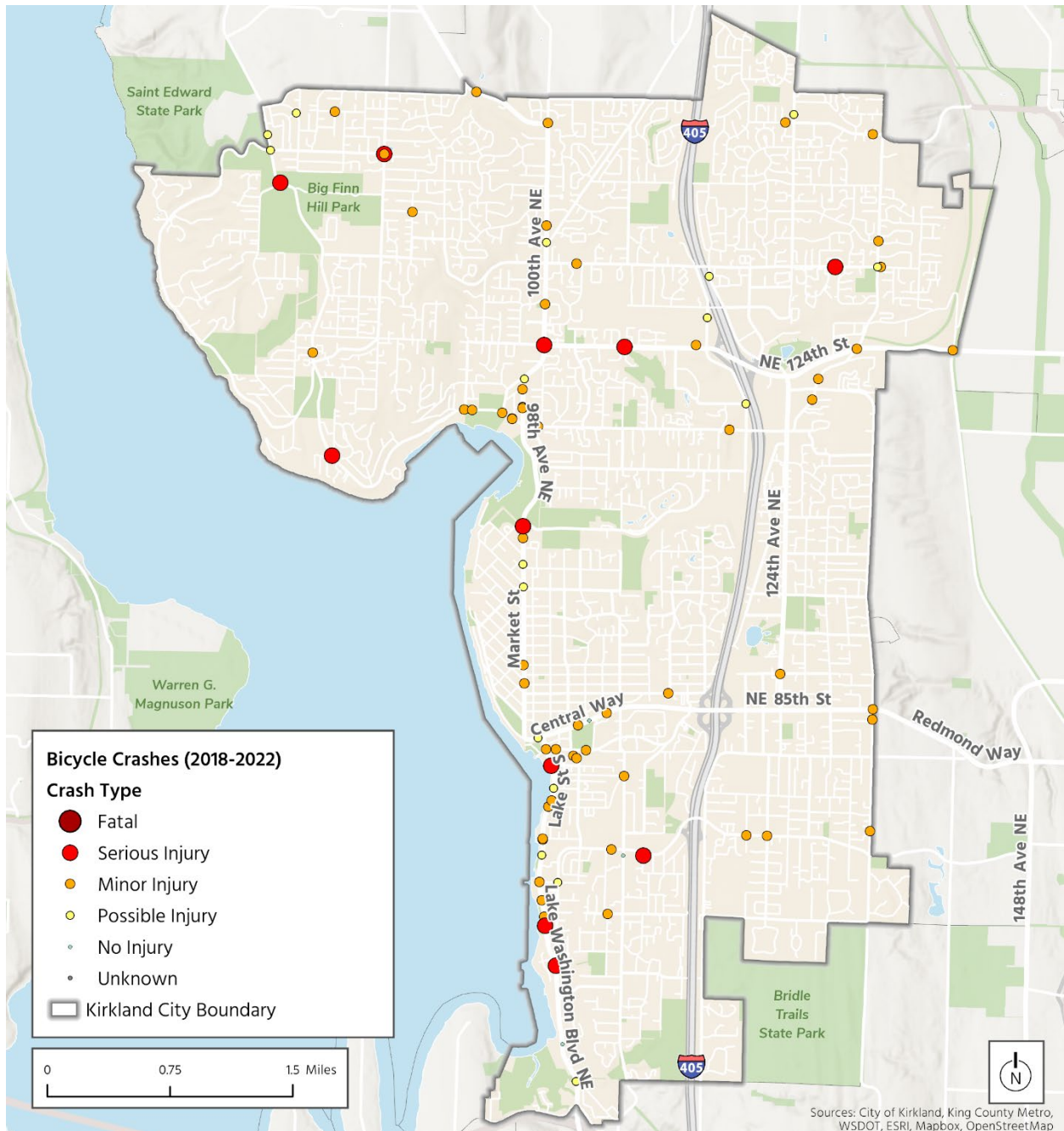




FIGURE 3-20. BICYCLE CRASHES (2018 – 2022)





3.7. Operations and Management

Intelligent Transportation System

The City of Kirkland's ITS Plan establishes operational goals of resiliency, reliability, and responsiveness, and it provides increased transparency to continuously measure and report on performance. ITS is used in Kirkland to provide efficient, multimodal mobility that is aligned with the City's goals and policies. ITS consists of four core components working concurrently to achieve the operational goals.

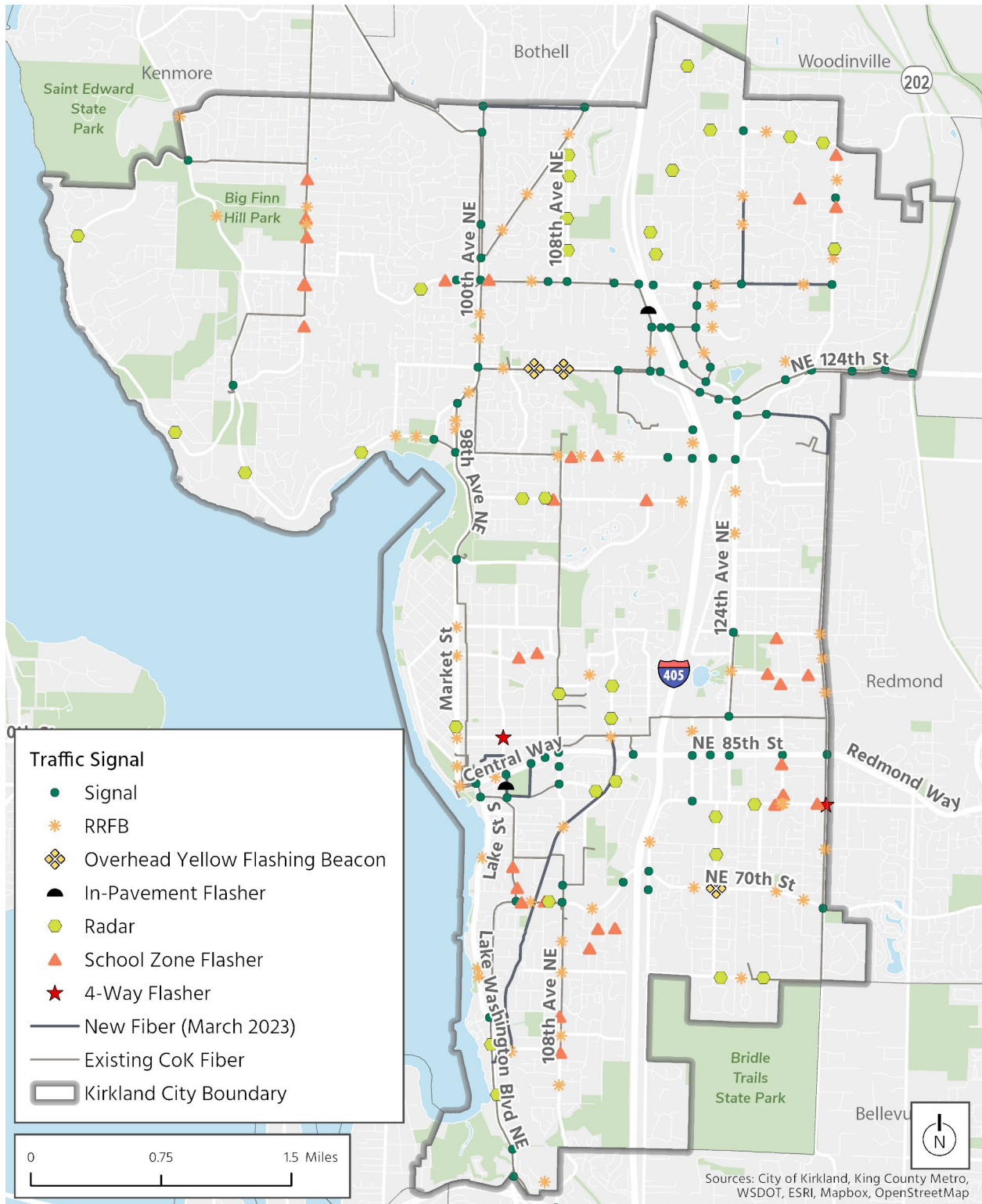
The four core components are:

- **Field Elements:** Consist of traffic signal controllers/and associated equipment, CCTV cameras, and multimodal video detection.
- **Communications Network:** Includes the media (fiber, cellular, or other), equipment, and software to manage communications from the TMC to the field and between traffic signals.
- **Systems and Software:** Provide traffic signal control, system health monitoring, video management, CCTV camera control, and other functions.
- **Staff and Skills:** Encompass the staff hours and skills needed to operate and maintain the ITS elements.

ITS operations can support modal balance through deployment of active transportation and transit technology. ITS infrastructure in Kirkland is shown in Figure 3-21.



FIGURE 3-21. ITS INFRASTRUCTURE





Traffic Control Devices

The traffic control devices present in Kirkland’s system include signalized intersections, rectangular rapid-flashing beacons (RRFBs), overhead yellow flashing beacons, in-pavement flashers (to be phased out), radar feedback speed signs, school speed zone flashing beacons, and four-way flashing beacons, shown in Figure 3-22.

FIGURE 3-22 EXAMPLES OF TRAFFIC CONTROL DEVICES IN KIRKLAND



The City currently owns and operates around 70 traffic signals at intersections throughout the City, primarily along arterial streets. Traffic signals are an important feature for safety and operations that assign right-of-way to require conflicting vehicular, pedestrian, and bicycle traffic to stop and proceed in an orderly manner. The City currently uses video detection for vehicles and bicycles at its traffic signals, along with pushbuttons for pedestrians in the style of Accessible Pedestrian Systems. When feasible given operational constraints, the City employs pedestrian recall at specific intersections, which means people walking and rolling do not have to actuate the pedestrian pushbutton to get service at the traffic signal.



The City currently employs safety-focused phasing at its traffic signalized intersections including:

- **Leading pedestrian intervals** which provide people who are walking and rolling a three- to seven-second head start in the crosswalk prior to the beginning of the vehicle phase to increase awareness and visibility to drivers making permissive turns.
- **Flashing yellow arrow** phasing on all new intersections with dedicated turn lanes and protected-permissive phasing, which allows the removal of conflicts between pedestrians and left-turning vehicles.
- **Rectangular rapid-flashing beacons (RRFBs)** have been installed in over 70 locations. These provide enhanced pedestrian safety features to provide additional indication to drivers that pedestrians are using a midblock or uncontrolled crosswalk.
- **High-intensity activated crosswalks (HAWK)** are planned at several locations. HAWK signals provide a regulatory method of control to stop vehicular traffic to provide people walking, rolling, and bicycling a safer crossing environment. The locations with planned HAWK signal systems include the following: the CKC crossing at Slater Avenue NE/NE 132nd Street; 100th Avenue NE mid-block near NE 140th Street; 124th Avenue NE between NE 116th Street and NE 124th Street; NE 124th Street between 100th Avenue NE and 113th Avenue NE; and Juanita Drive at NE 132nd Street.

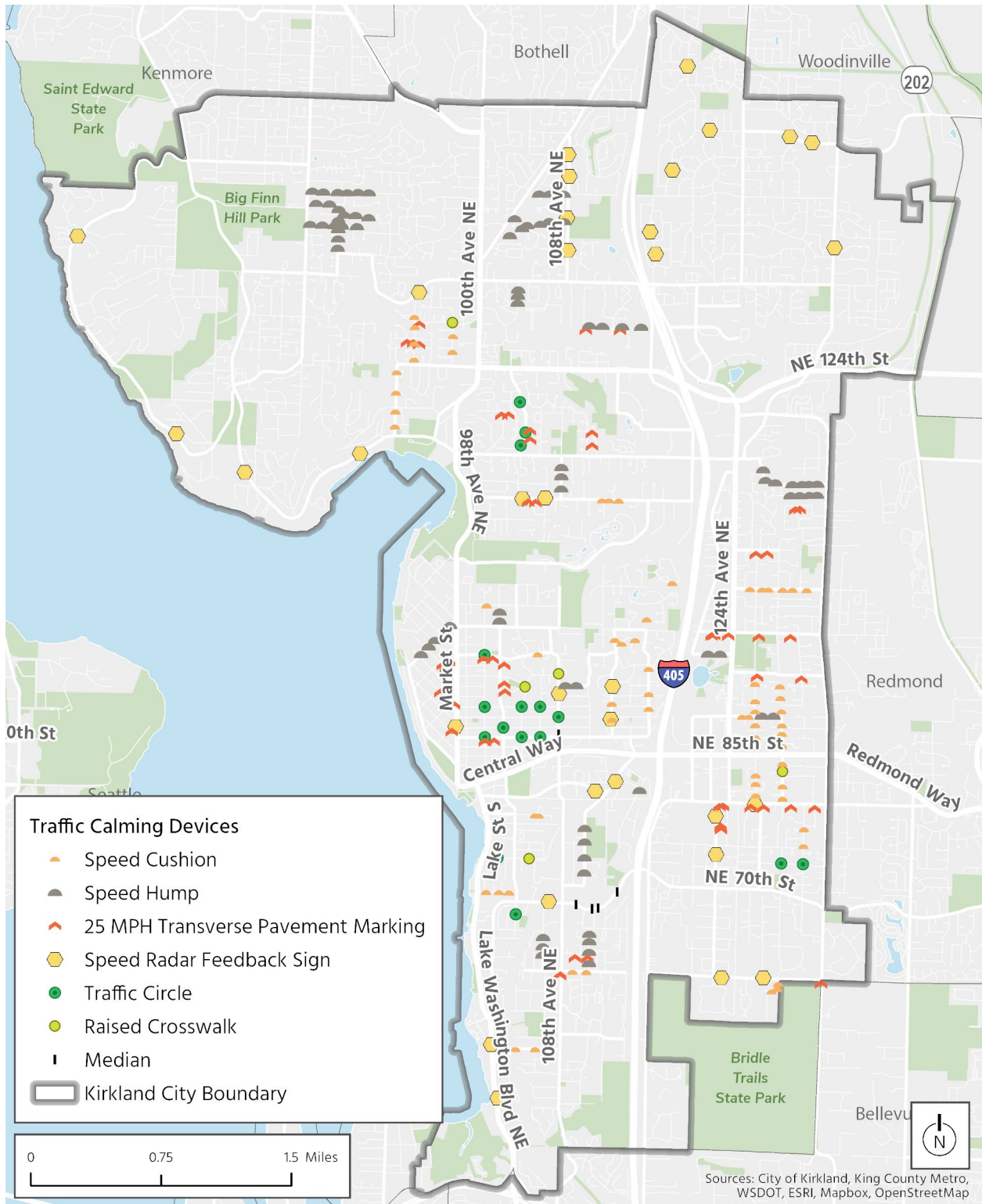
Planned transportation improvement projects with operational improvements for bicyclists include the integration of bicycle signals as part of the 124th Avenue NE and 100th Avenue NE corridor projects. For bicycle detection, bicycle-oriented push buttons to activate signals or RRFBs have been and will continue to be integrated for Neighborhood Greenways that cross major arterial streets. At signalized intersections, the City currently uses video detection technology and continues to explore new technologies that have accurate detection and counting of bicycle users.

Physical Traffic Calming Devices

Physical traffic calming devices in Kirkland include signs, striping, 25-mph pavement markings, neighborhood traffic circles, speed humps, speed cushions, raised crosswalks, curb extensions, and medians, shown in Figure 3-23.



FIGURE 3-23. NEIGHBORHOOD TRAFFIC CONTROL





Transportation Demand Management

Kirkland has several employers that fall under the requirements of Washington's Commute Trip Reduction (CTR) law to address traffic congestion and encourage employees to take non-drive-alone trips to work.

Kirkland has several Transportation Demand Management (TDM) programs, which include education and encouragement programs, since school trips are not typically single-occupancy vehicle trips. The City has a Congestion Mitigation and Air Quality (CMAQ) grant agreement with King County that utilizes federal funds for most of Kirkland's TDM work. The existing TDM programs consist of:

- Educational campaigns (e.g., promoting transit use).
- Preloaded ORCA card incentives.
- Improving administration of CTR program and TMP/TDM programs.
- Improving monitoring and enforcement of transportation management plans for eligible properties within city limits.
- Conducting a mode split survey of residents and employees.
- Maintaining Kirkland Green Trip (KGT) website and email marketing.

In addition to the TDM programs, the City supports Bike Everywhere Month and Walk and Roll to School Day events to encourage replacing single-occupancy and short trips by the use of other transportation modes. The City owns quick-build event bike racks that are used at events to provide bike parking for attendees and can be lent out for other community events.

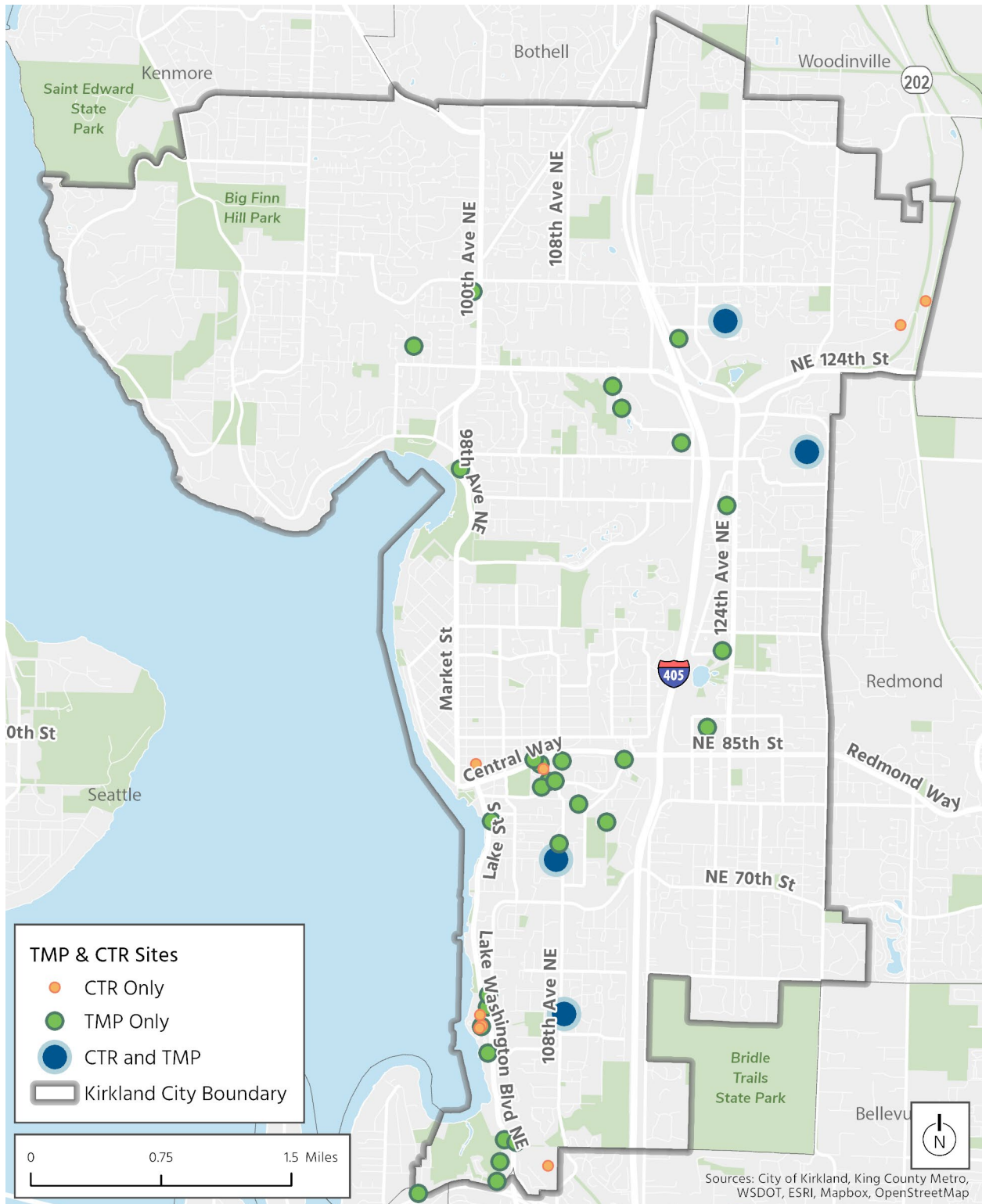
The City supports King County's Community Van program, which provides three passenger vans within Kirkland and Kenmore for prescheduled rides. This program supplements trips that are not well serviced by bus for those who do not have access to a motor vehicle and requires a minimum of two passengers in addition to the driver.

In addition, the City has established a Transportation Management Program (TMP) required of private employers as a condition of approval for large commercial developments to implement a TDM program to reduce the number of trips generated by the development and encourage the use of alternative transportation options. If a development is approved to provide less parking than code requirements, it is also obligated to implement a TDM program. These TMPs are recorded and associated with the respective properties, ensuring compliance with the transportation-related conditions and facilitating sustainable transportation.

Since the 2015 Transportation Master Plan update, the number of participating employers in the CTR program has remained steady at 12 locations, though 16 employers participated in 2015. Prior to 2022, the state budget did not increase funding, so the City has not expanded the program significantly since 2015. More funding was approved in 2022, which will aid in expanding Kirkland's CTR programs. Additionally, there are currently 32 properties within the city that have active Transportation Management Plans practices. Figure 3-24 shows the TDM and CTR sites as of 2023.



FIGURE 3-24. TMP AND CTR SITES





Regulated Parking

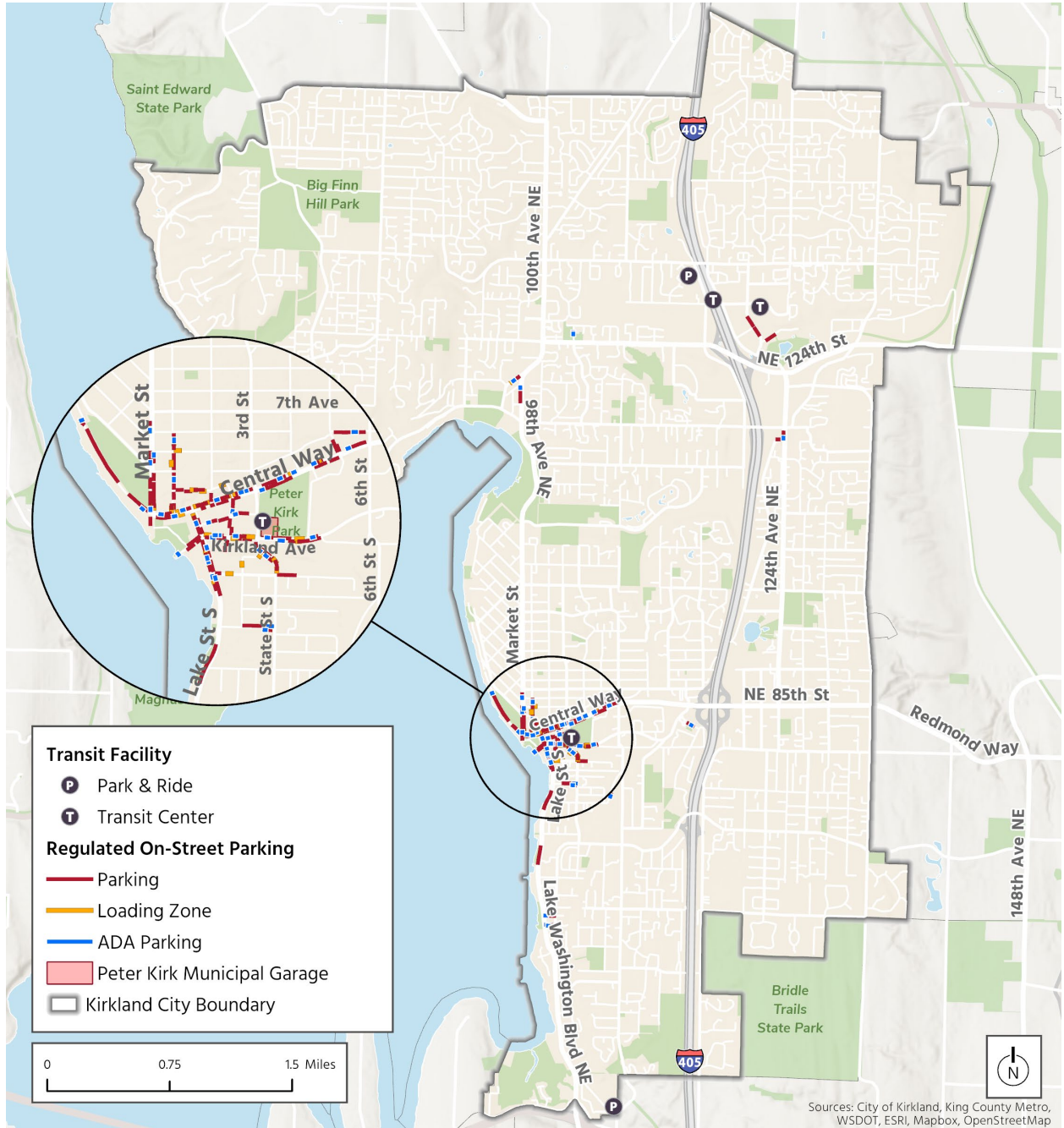
A majority of the City's regulated on-street parking and loading zones are located downtown and in small sections of Juanita and Totem Lake. On-street parking elsewhere in Kirkland is generally unregulated. The City owns several off-street parking lots within the downtown area as well as the Peter Kirk Municipal Garage (Figure 3-25).

The City of Kirkland has a Downtown Employee Parking Program which allows participating employees to park in designated areas managed by the City at no cost. There are designated parking stalls for the program in the Peter Kirk Municipal Garage, the Wester Lot at 120 3rd Avenue, and along Lake Avenue W. The City is currently conducting a Downtown Parking Monitoring project which is collecting parking occupancy data to understand utilization and turnover rates on public streets and public parking lots downtown.

As a response to the COVID-19 pandemic, the City created flexible permitting options to help local businesses adapt. Local businesses could apply for sidewalk café permits, temporary pickup/takeout stall permits, outdoor café permits, temporary parklet permits, and permits to use adjoining private parking stalls for temporary seating or retail space. The flexible permitting options led to a successful Evenings on Park Lane initiative, which closed the west end of Park Lane and Main Street to vehicles on summer evenings. The City also established 15-minute stalls downtown, though adherence and enforcement are ongoing challenges. During peak hours when public parking is near capacity, the 15-minute stalls have been misused more frequently.



FIGURE 3-25. REGULATED PARKING





Pavement

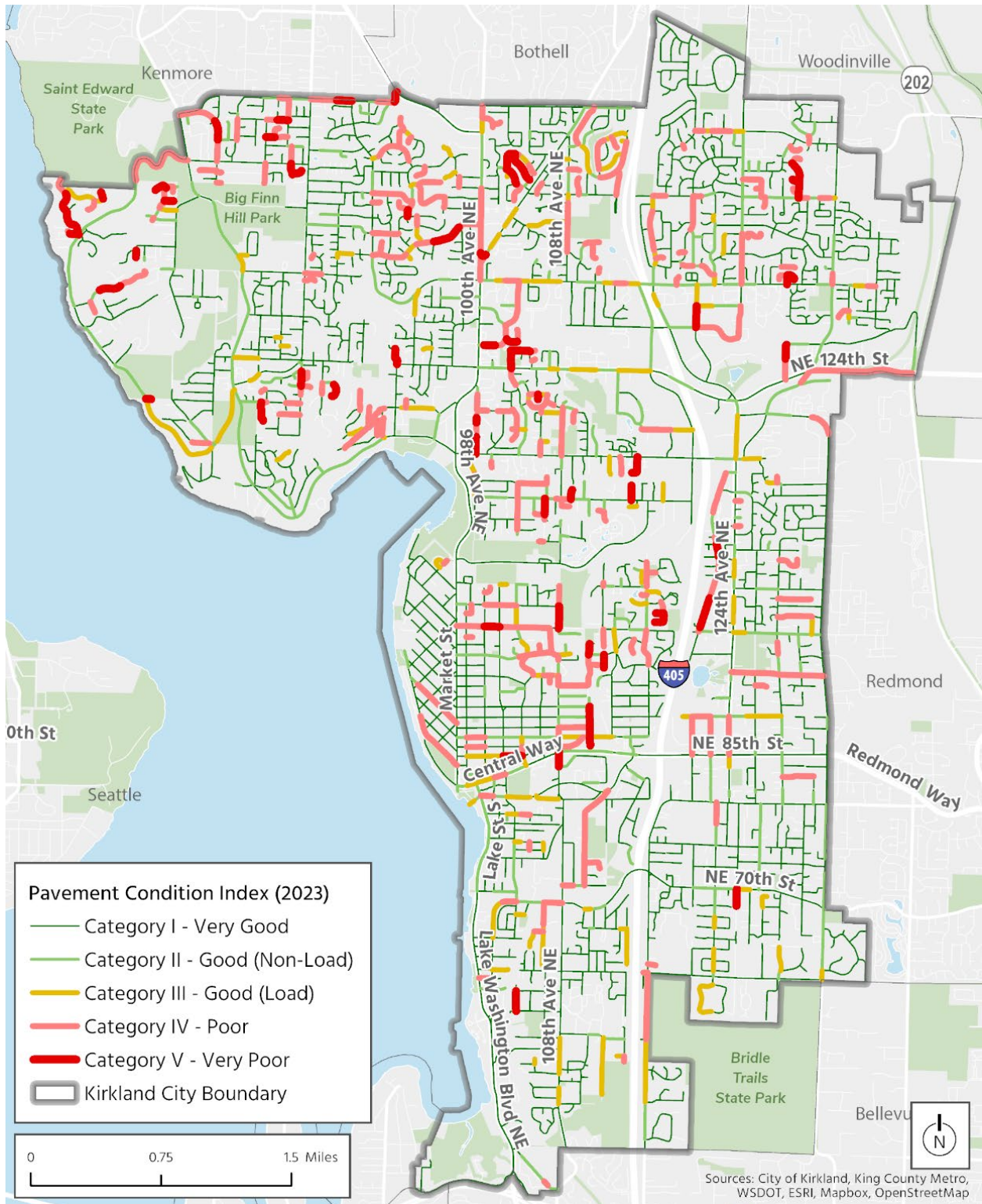
The Pavement Condition Index (PCI) describes how deteriorated street pavement is. The City of Kirkland repaves up to 10 lane-miles of its more traveled streets every year and applies a slurry seal to protect and extend the roadway surface between repavings. The Capital Improvement Program includes resurfacing approximately half of those lane-miles, while the other half is funded by the Streets Levy, which voters approved in 2012. Applying a slurry seal can extend the good condition of local roadways for 5 to 10 years. Repaving a street can extend its useful life by 10 to 20 years. Kirkland’s current PCI is shown in Figure 3-26 and the mileage of each PCI category is shown in Table 3-10. Kirkland’s goal for its street-preservation program is to improve the score of its arterial network to 70 (Category I—Very good) on the Pavement Condition Index.

TABLE 3-10. PAVEMENT CONDITION INDEX

Category	Miles
Category I - Very Good	176.4
Category II - Good (Non-Load)	32.1
Category III - Good (Load)	13.1
Category IV - Poor	25.4
Category V - Very Poor	5.0
Total	252



FIGURE 3-26. PAVEMENT CONDITION INDEX





3.8. Environmental Sustainability

Stormwater

Most of Kirkland is within the Lake Washington watershed, and like all cities bordering the lake, Kirkland impacts the quality and health of the lake and streams that flow into Lake Washington through runoff and other impacts. As a shared resource, collaboration with neighboring cities is vital to protecting the watershed. Kirkland faces water and habitat challenges associated with urbanization. More than 119 acres of City-owned natural areas and open-space parklands have been enrolled in restoration, shown in Figure 3-27.

Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions result from the combustion of fossil fuels, such as gasoline, diesel, coal, and pipeline gas (also known as natural gas). Transportation remains the largest contributor of greenhouse gas emissions in Washington, showing a slight increase from 2018 to 2019 of less than 3%, or 4.8 million metric tons (MMT), reaching 40.3 MMT of CO₂e. As of 2017, community GHG emissions have fallen about 25% from a 2007 baseline. Gas-powered cars contribute to half of Kirkland's GHG emissions each year.

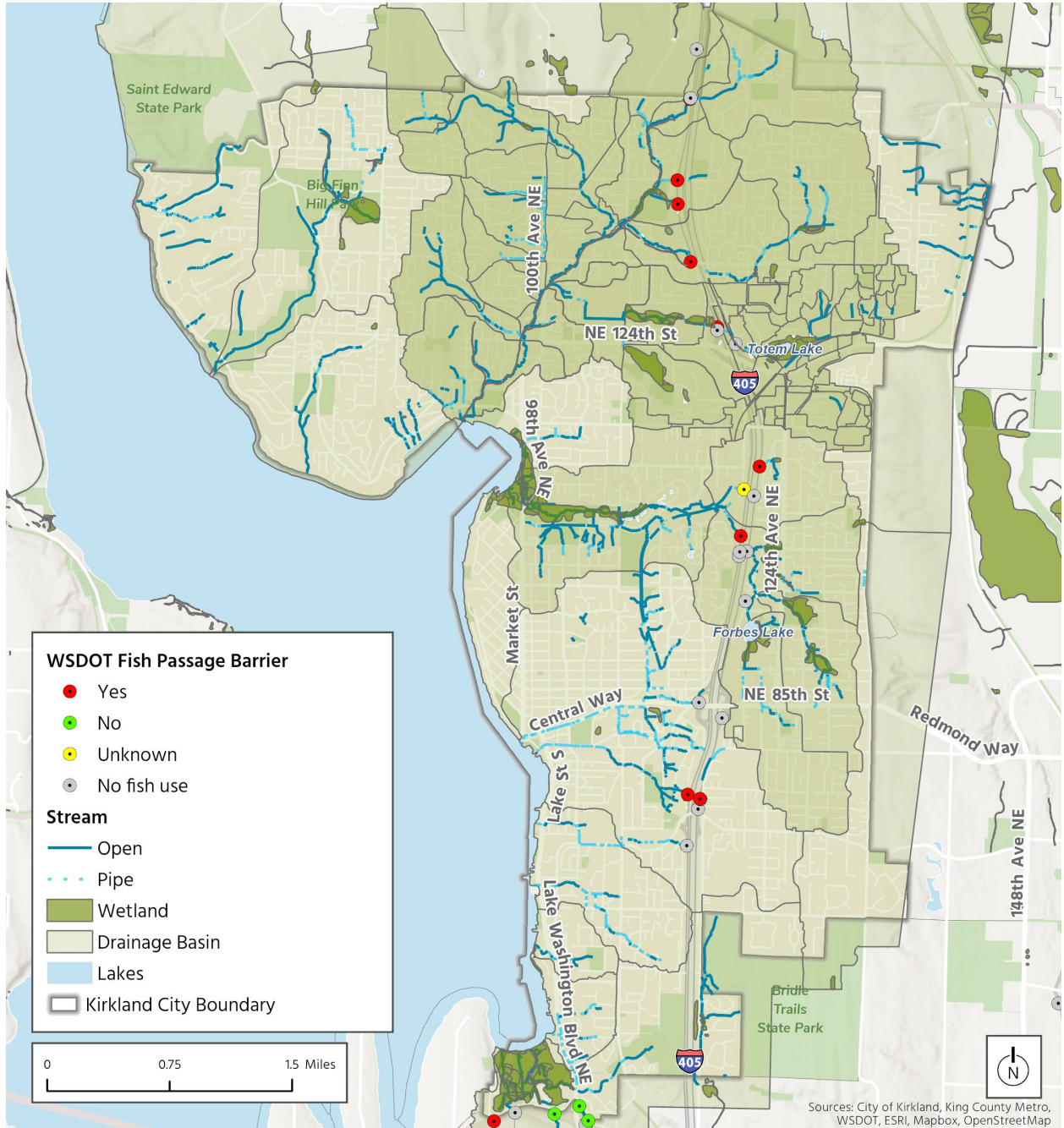
Fish Passage

The City's [2023 Surface Water Master Plan](#)⁴ outlines the implementation of groundwater management, which can reduce the risk of landslides, improve water quality and fish passage in the city's waterways, and protect recreation opportunities, including fishing. There are five publicly owned culverts that represent significant barriers to fish passage. Denny Creek has a long segment that is subject to landslide hazards but is in good condition regarding fish habitat. The culvert located on Juanita Drive is a complete barrier to fish passage. The lower reach of Holmes Point Creek has significant barriers to fish passage and has an armored channel with little streamside vegetation.

⁴ <https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Storm-Surface-Water/What-the-City-Does-for-Clean-Water/Storm-Surface-Water-Projects/Surface-Water-Master-Plan-Update>



FIGURE 3-27. ENVIRONMENTAL FEATURES





4. Community Engagement

4.1. Public Engagement

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 LGBTQIA+ 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.



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](#)⁵ effort.
- [Equity Review Report](#)⁶ 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 Commission

Staff has been working closely with the Transportation Commission on the TSP, which has spent a significant portion of its work program over two years. The Transportation Commission has discussed the TSP at 14 of their meetings, several of which were workshop style taking the entire meeting for TSP discussion (May 2023, June 2023, and September 2024) or otherwise the TSP took a significant portion of the meetings. The Transportation Commission also held a joint meeting with the Planning Commission on October 25, 2023, to discuss the land use related policies and land use related project prioritization measures and a public hearing on September 24, 2024.

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.

⁵ <https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/kirkland-2044-comp-plan/community-engagement-plan-k2044-kirkland-comprehensive-plan-finalwappendixabc12152022.pdf>

⁶ <https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/kirkland-2044-comp-plan/equity-review-report-kirkland-comprehensive-plan-econorthwest-final20221108.pdf>



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](#)⁷ of these was launched 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 minor changes. Additionally, a public hearing for the full TSP was held with the Transportation Commission.

⁷ Public Engagement Webmap for projects: <https://dks.mysocialpinpoint.com/kirkland/map#/>



5. Transportation Vision, Goals, and Policies

The vision for the future of Kirkland’s transportation system was formed around ten goals that were refined with the City of Kirkland Transportation Commission and City Council. Each goal represents a key piece of the future of transportation in Kirkland. The TSP’s broader goals are paired with policies which aim to advance that goal. Specific strategies help direct implementation of the policies under each goal and bring together different components of implementation including projects and programs, data collection and monitoring, engagement and partnerships, and refinements to City policies and standards.

5.1. Safety

Safety is the City’s highest transportation priority. Safety is integrated into every transportation project at each stage of planning, engineering, and implementation. While design best practices and the types of safety improvements have changed and continue to improve over time, as new projects are introduced to the transportation network the latest design and engineering approach is integrated into Kirkland’s standards. A safety focus is applied to all transportation improvements to support the City’s most vulnerable road users, namely people walking, rolling, and bicycling. For instance, current best practices generally separate modes of travel in space and time as much as practical, including: separating pedestrian and bicycle facilities, using Leading Pedestrian Intervals (LPIs) at traffic signalized intersections, advancing enhanced crosswalk designs, and more. This is in alignment with [Kirkland’s Vision Zero Action Plan](#)⁸, which states a goal of eliminating fatal and serious injury crashes by 2035.



The City’s Vision Zero goal and Action Plan align with the United States Department of Transportation’s (U.S. DOT) [Safe System Approach](#)⁹ as the guiding paradigm to address roadway safety. The Safe System Approach acknowledges that humans make mistakes, and that death and serious injuries are unacceptable. Thus, there needs to be multiple redundant safety measures in place to both prevent crashes from happening in the first place, and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make the transportation system safer for people.

Providing a safe transportation system requires a multi-faceted approach including engineering, education, and enforcement. The City incorporates the Safe System Approach during daily operations and in project planning and design to promote safer driving behavior and reductions in potential future crashes for all modes. The engineering team utilizes the [Federal Highway Administration’s \(FHWA\) Proven Safety Countermeasures](#)¹⁰ as remedies for locations where crashes have occurred in the past as well as crash prevention measures for new facilities. Enforcement plays a role in ensuring safe driving behavior, while education rounds out the multi-faceted approach by focusing on proactive engagement of road users to encourage safe behavior.

Related Plans

⁸ https://www.kirklandwa.gov/files/sharedassets/public/v/2/public-works/transportation/plans-and-studies/vision-zero-action-plan/final_vzap_2022-ver4.pdf

⁹ <https://www.transportation.gov/NRSS/SafeSystem>

¹⁰ <https://highways.dot.gov/safety/proven-safety-countermeasures>



The City of Kirkland adopted a zero fatality and zero serious injury goal for the transportation system in 2015. To implement a Safe System Approach to vision zero and transportation safety, the City developed the **Vision Zero Action Plan**, adopted in 2022, that includes strategies to prioritize safety in design, operations, data analysis, and culture within the City. The Safe System Approach is integrated into the transportation concept for this Plan and reflected in the vision, policies, and project priorities.

The **Active Transportation Plan**, adopted in 2022, reaffirmed the City's commitment to a multimodal transportation system. One of the key findings from the engagement process for the ATP embraces safety of the City's pedestrian and bicycle network as one of the primary goals of the Plan. Another key finding was that the perception of safety is consistently identified as the primary consideration for deciding to walk or bicycle for a trip. The ATP prioritizes safety for the most vulnerable users of the transportation system, i.e., people walking, rolling, and bicycling.

The **Safer Routes to School Action Plans** were developed in cooperation with the Lake Washington School District, law enforcement, design professionals, students, parents, and neighborhoods. The City Council adopted the plans in September 2020. The action plans identify key steps to make walking, bicycling, and riding the bus to school safer, more convenient, and fun. The action plans lay out achievable goals and actions to support walking and bicycling to school through engagement, equity, education, encouragement, enforcement, engineering and evaluation. These plans include projects to improve safety along routes to school, tracking project implementation and performance, continued engagement and promotion of walking and bicycling to school, and active partnerships with the Lake Washington School District.

Ongoing Work

One of the objectives in the Vision Zero Action Plan is to promote and institutionalize a culture of safety, including public education and outreach with the goals of reducing distracted driving, encouraging safer vehicle operating speeds, encouraging a shared sense of humanity (i.e., decreasing road rage), education on common signing and markings, education on traffic laws, and more.

- In the coming years, the City hopes to accomplish this by distributing informational flyers at events, using social media and other online methods to distribute information, and potentially with other public meeting forums to be determined.
- The City also plans to publish a public-facing crash data dashboard webpage, which will be a transparent and objective way to inform Kirkland's community members of crashes and crash patterns.
- For enforcement, Transportation staff frequently works with the Police Department to help with targeted vehicle speed enforcement and identifying areas of the city with frequent violations of other traffic laws.
- The City also operates an [Automated Safety Camera Program](#)¹¹ in four school zones. The goal is to reduce vehicle speeds in school zones and increase safety for people walking, rolling, and bicycling to and from school. In 2024, new legislation was passed to allow automated enforcement using traffic safety cameras in more areas outside of school zones. The City will be exploring those options in the future to reduce vehicle speeds and encourage safer driver behavior in areas with high activity of people walking, rolling, and bicycling. The City has also been working with Lake Washington School District to implement recommendations from the School Traffic Circulation Safety Study which evaluated circulation at several schools using drone cameras.

¹¹ <https://www.kirklandwa.gov/Government/Departments/Police-Department/Community-Resources/School-Zone-Speed-Enforcement>



Vehicle operating speeds are directly correlated with safety. In 15% of fatal and serious crashes in Kirkland, exceeding the speed limit is a contributing factor and approximately 70% of fatal and severe crashes occurred on City streets with a posted speed limit of 30 mph or more (WSDOT 2018-2022). The City is currently undertaking a vehicle operating speed study and speed limit policy update as a part of the Kirkland Safety Action Plan that is expected to be complete in 2025. The Kirkland Safety Action Plan in development with [USDOT Safe Streets and Roads for All \(SS4A\) Grant Program](#)¹² funding awarded in 2023 through the [Puget Sound Regional Council \(PSRC\)](#)¹³. The Plan will work in concert with and include references to the City's two other transportation safety plans: Vision Zero Action Plan, and the Local Road Safety Plan (LRSP). This effort will also include assessing near-misses at key intersections.

Kirkland's LRSP is updated approximately every two years and includes data on fatal and serious injury crashes, identifies priority locations to address safety issues, and identifies projects in the current [Capital Improvement Plan \(CIP\)](#) to address them. With regular updates to the LRSP, new high-crash locations may be identified as top safety priorities where safety interventions are not currently planned in the TSP or CIP. The City works to incorporate projects that respond to emergent safety needs in the CIP and, grant funding through the [WSDOT City Safety Program](#)¹⁴ can help the City fund and implement new safety measures. Over the last several years, many of Kirkland's safety improvement projects have used this funding source for implementation, including new HAWK signals, RRFBs and channelization projects.

The Neighborhood Safety Program (NSP) was established 2014 to help re-energize Neighborhood Associations and empower them to work collaboratively to identify, prioritize, and address pedestrian and bicycle safety issues in Kirkland neighborhoods. Eligible projects fall into the following categories:

- Bicycle facility: bike lanes or trails.
- Crosswalks: new crosswalks, improved crosswalk ramps (ADA), crosswalk islands, and rapid flashing beacons.
- Intersection Improvements: signage, parking, and pedestrian "bump outs."
- Traffic Calming: radar speed signs, speed cushions.
- Walkway and Trail: gravel trails, steps, curb, and traffic delineators.
- Streetlights: on existing utility pole or installing a light new pole.

Neighborhoods, in collaboration with the City, identify and vote on eligible projects to be funded for implementation. This grassroots approach engages residents in improving safety in their neighborhoods while also promoting safe travel behavior.

The Neighborhood Traffic Control Program (NTCP) was established in 1993 to address concerns about high traffic volumes and speeds on residential streets. The program offers solutions ranging from low-level intervention measures, such as pavement markings and striping, signage, and deploying portable speed radar trailers, to high-level intervention measures, such as the installation of speed cushions, traffic circles, and curb bulbs. The level of intervention for different areas of concern is determined through City studies of vehicle speeds and volumes. This program also addresses other traffic-related safety concerns on non-arterial neighborhood streets such as traffic volume increases, construction traffic impacts, and impeded sight lines due to overgrown vegetation.

¹² <https://www.transportation.gov/grants/SS4A>

¹³ <https://www.psrc.org/>

¹⁴ <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/highway-safety-improvement-program>



Goal T-1: Eliminate all transportation-related fatal and serious injury crashes, while reducing all crashes in Kirkland by 2035.

Safety for people traveling in Kirkland remains the first goal of the Transportation Strategic Plan. Kirkland's future transportation system should be safe and accessible for people of all ages and abilities, using any mode of travel. Investments in the future of Kirkland's transportation system will prioritize the safety of people walking, rolling, and bicycling.

To achieve this goal, the safety policies focus on implementing the Vision Zero Action Plan using a Safe System Approach, complete streets, data collection, and regular performance monitoring and creating a culture of safety within the City, community, and other partner agencies.

Policy T-1.1: Implement the Vision Zero Action Plan and track progress annually.

Kirkland will focus on implementation of the Vision Zero Action Plan and track progress toward the goal of zero traffic fatalities or serious injuries. The City will continue to make strides toward the goals of the Vision Zero Action Plan through various strategies defined by the Plan's objectives. Strategies in the Vision Zero Plan include safe street design, changes to traffic operations that enhance safety, data collection and analysis, and a culture of safety through education, partnership and engagement, all of which contribute to the safety Kirkland's transportation system users. Specific actions to implement Policy T-1.1 and support the Vision Zero Action Plan include:

- a) Improve the City's webpage interface to provide more transparent data to the public (e.g. web-map, dashboard).
- b) Track progress annually and report to the Council every 2 years.
- c) Update the City's Local Road Safety Plan every 2 years with updated crash data that identifies safety issues and contributing factors, proposing specific countermeasures, and identifying safety improvement projects.
- d) Regularly update the Vision Zero Action Plan and policies.

Policy T-1.2: Implement the principles of a Safe System Approach by prioritizing safe street designs and strategies.

The City will continue to use the Safe System Approach to guide the design of transportation projects and improvements and inform decision-making. To integrate the principles of this approach with design and decision-making, the City will review its design standards and policies to implement national best practices and incorporate new and emerging technologies to make people in Kirkland and users of the transportation system safer. Actions to implement Policy T-1.2 and continually improve City policies, design standards, development of safety interventions and practices include:

- a) Revise the City's existing design standards with best practices and innovation using national sources on design. Be a leader in implementing safety as standard practice.
- b) Evaluate and update the policy for setting speed limits to lower speeds and encourage safer travel behavior.
- c) Equip all City fleet vehicles with safety-related devices and technology that identifies dangerous driving behaviors.
- d) Reduce emergency vehicle response times with technology such as GPS-based, Intelligent Transportation Systems solutions.
- e) Conduct near-miss analysis at select intersections, improve methods to record reported safety issues, and explore additional data sources.



- f) Make roundabouts the default design for new intersections or major intersection improvements, unless shown to be infeasible.

Policy T-1.3: Advance the City's Complete Streets ordinance by accommodating all modes of travel in transportation system projects.

Kirkland's Complete Streets Ordinance was first adopted in 2006 and updated in 2016 following the 2015 Transportation Master Plan. The City will review and amend the ordinance to reflect changes in national best practices over the past decade and will continue to support implementation of the Complete Streets Ordinance to emphasize safety as an integral part of design to Policy T-1.3 as follows:

- a) Update the City's Complete Street ordinance as set forth in Kirkland Municipal Code (KMC) Section 19.08.055 to be consistent with current national best practices.
- b) Ensure that safety is the first lens through which all capital transportation projects are designed.

Policy T-1.4: Build a robust and transparent data framework.

Kirkland will also strive to improve the collection and availability of collision and safety data to help guide future decision-making. More robust data will help the City evaluate safety and risks for the most vulnerable users of Kirkland's transportation system and can improve understanding of effective safety interventions for City staff and the community. Specific areas to improve the City's safety and data analytics and advance Policy T-1.4 include:

- a) Seek opportunities to improve collision data collection and analysis, such as adding sources, addressing data anomalies, and reporting and database improvements.
- b) Seek innovations in technology to improve understanding of contributing factors and preventative measures.
- c) Collect before/after data for safety improvement projects.
- d) Conduct risk exposure analysis for vulnerable users as a preventative measure.
- e) Implement technology systems to support performance monitoring and studies of the transportation system, including data storage and analytics.

Policy T-1.5: Promote and institutionalize a 'culture of safety.'

A culture of safety prioritizes the safety and wellbeing of all people traveling in Kirkland and facilitates learning about and understanding the causes of crashes. The City will work to establish a culture of safety within City departments, the broader community, and partner agencies through training and education. This policy is also a core objective of the Vision Zero Action Plan and the specific actions to establish a culture of safety and work toward Policy T-1.5 are consistent with and supplement the strategies defined in that document and include:

- a) Implement a comprehensive staff training program to encourage a culture of safety across relevant departments.
- b) Educate the public on Vision Zero and factors contributing to crashes (e.g. human behavior, season/weather, speed) as well as rules of the road. Coordinate with City departments on messaging and opportunities to educate the public.
- c) Coordinate with the Planning and Building Department and with private businesses to improve safety in private parking lots by implementing measures such as dedicated pedestrian pathways, speed control, and lighting.
- d) Work with developers and contractors to improve implementation of safe routes for pedestrians and bicyclists through construction zones.



- e) Work with schools and police resource officers to enhance traffic safety education in schools including bicycle and pedestrian education.
- f) Work with the Lake Washington School District and other schools to improve circulation in and around schools at pick-up and drop-off times.
- g) Identify opportunities to implement a culture of safety along the Cross Kirkland Corridor and to reduce speeds and potential conflicts.

Projects & Programs

The TSP will focus investments in Kirkland's future transportation system on proven safety interventions where they are needed most. To advance the City's goal to end traffic injuries and fatalities, potential projects were prioritized for funding and implementation based on safety benefits. All roadway projects in the City of Kirkland will include multimodal elements to create a safer and more comfortable environment for people walking and bicycling, consistent with the safe system approach. Nearly half of the annual funding for transportation programs is allocated to programs intended to improve safety for the most vulnerable users of Kirkland's transportation system including the Street Levy Pedestrian Safety, Vision Zero Safety Improvement, and Neighborhood Safety Improvement programs.

PROGRAMS

Various programs are proposed to be funded to allow the City to continue to work on safety improvements while having flexibility to respond to community concerns and updated crash data. These programs include:

- **Crosswalk Upgrade Program:** Crosswalk improvements and upgrades including lighting, rapid flashing beacons, etc.
- **Arterial Traffic Calming Program:** Arterial traffic calming such as speed radar signs and counts.
- **Street Lighting Design Improvements:** Proactively identify new areas for design and implementation of new streetlights.
- **Citywide Accessibility Improvements:** An opportunity fund for implementation of a wide range of accessibility improvements as developed by the ADA Transition Plan.
- **Vision Zero Safety Improvement:** An opportunity fund for improvements to implement Vision Zero related projects.



5.2. Active Transportation

Related Plans

The City's **Active Transportation Plan**, adopted in 2022, reaffirms the City's commitment to walking, rolling, and bicycling as part a multimodal transportation system. The ATP is built around three primary goals:

- Create a safe, connected, pedestrian network where walking is a comfortable and intuitive option as the first choice for many trips.
- Create a connected bicycle network that accommodates people of all ages and abilities to get to destinations such as activity centers, parks, and transit.
- Encourage and incentivize more people to walk and bike and encourage safe behavior for all users of the transportation system.

The principal focus of the ATP is a safe and comfortable walking and rolling environment on the pedestrian network to support the City's 10-minute neighborhood concept, and an 'all ages and ability' bike network. The ATP's pedestrian network analysis includes analysis of major sidewalk gaps and street crossings enhancements. The bicycle network analysis includes network gaps and connectivity and identifies areas that are currently not well served by low-stress bike facilities such as Totem Lake, Highlands, Finn Hill, and portions of other Kirkland neighborhoods. Recommended bicycle and pedestrian improvements from the ATP were included in the project prioritization process for the TSP.

Other related plans emphasize the safety of the bicycle and pedestrian networks and implementation of systems-based and -focused approaches to improve safety for people walking, rolling and bicycling. The **Vision Zero Action Plan**, adopted in 2022, outlines concrete steps the City will take to meet its goal of zero traffic injuries or fatalities. The plan focuses on addressing vehicle collisions that result in fatalities or serious injuries, and crashes involving vulnerable road users, i.e. people walking, rolling, and bicycling. The Vision Zero Action Plan includes many of the same strategies and actions proposed in the ATP, which would make walking, rolling and bicycling in Kirkland safer. Many safety countermeasures, including changes to roadway design and traffic calming to reduce speeds would also make motorists in Kirkland safer, reducing the likelihood of injuries and fatalities from all crashes.

The **Safer Routes to School Action Plans** prioritize the safety of children and families walking, rolling, and bicycling to schools in Kirkland. The action plans outline strategies to support walking, rolling and bicycling to school including continued community engagement and education. The plans also include a set of projects with targeted design interventions to improve safety along routes to schools. These projects are consistent with improvements to the pedestrian and bike network proposed in both the Vision Zero Action Plan and ATP, with recommendations for enhanced crossings, lighting, and new sidewalks.



Goal T-2: Create and maintain a high-quality network of complete and connected low-stress walking, rolling, and bicycling facilities, including sidewalks, trails, crosswalks, and bikeways making active transportation a first choice for many trips.

Kirkland is committed to creating safe, complete, and connected pedestrian and bicycle networks throughout the city. The City will continue to prioritize investments that support walking, rolling, and bicycling and create a safer transportation system. This includes filling critical sidewalk gaps that currently impede access and disrupt pedestrian travel and building out a bicycle network for people of all ages and abilities to have low-stress connections to destinations and between neighborhoods.

To achieve this goal, the active transportation policies focus on implementing the Vision Zero Action Plan, Safe System Approach, Active Transportation Plan (ATP), complete streets, data collection, regular performance monitoring, and creating a culture of safety within the City, community, and other partner agencies.

Policy T-2.1: Make walking, rolling, and bicycling safer, easier, accessible, and more convenient.

Kirkland will redouble its efforts to make walking, rolling and bicycling safer and more convenient, through implementation of current plans, and strategies to connect and bridge or remove barriers in the pedestrian and bicycle networks. City policy and procedures for bike parking, crosswalk installation, traffic operations and project prioritization will be re-evaluated as Kirkland considers new policy guidance and updates to existing policies and practices. The City will also focus on program implementation to improve Kirkland's bicycle and pedestrian networks and support the City's continuing safety efforts for active transportation. Specific actions to implement Policy T-2.1 include:

- a) Identify and remove barriers to walking and rolling, such as evaluating and addressing major barriers, reducing sidewalk blockages, and assessing pedestrian gaps and maintenance needs.
- b) Create a strategy to increase the supply of public bicycle parking in Kirkland through a dedicated bicycle parking program and incentives for businesses to increase bicycle parking supply.
- c) Work with the Planning and Building Department to develop a comprehensive bicycle parking policy to ensure adequate end-of-trip facilities, including bicycle charging stations, are available.
- d) Develop policies that will create regulations and incentivize micromobility programs, such as bicycle- or scooter-share, electric-car sharing, and micromobility hubs.
- e) Implement the objectives and strategies from the ATP.
- f) Continue to support the Pedestrian Flag program; measure and improve its performance.
- g) Develop prioritization methods for the selection and implementation of safety enhancements at crosswalks.
- h) Adopt traffic signal operational procedures that include practices such as advance pedestrian phases, dedicated bicycle signals, generous walk intervals, and protected left turn phasing.
- i) Develop a design standard for protected intersections in the roadway preapproved plans for consistent implementation.
- j) Implement lighting improvements for safety at crosswalks through a crosswalk lighting program.
- k) Update the City's Crosswalk Installation Policy.



Policy T-2.2: Prioritize, design, construct, operate, and maintain a connected network of pedestrian and bicycle facilities in a manner that maximizes safety and mobility to promote an active and healthy community for people of all ages and abilities.

Kirkland will continue to prioritize investments in active transportation and will work toward its vision for safe and complete bicycle and pedestrian networks. The City will focus on design and implementation of projects that close critical gaps in the bicycle and pedestrian networks and connections to transit. National best practices will be incorporated into updated standards for active transportation facilities and will help the City vet solutions for context-specific investments and interventions. Related City programs can help support implementation of complete networks of greenways, separated bike facilities and dedicated pedestrian spaces. Actions that support implementation of the City's connected bicycle and pedestrian networks in Policy T-2.2 include:

- a) Develop a dedicated sidewalk program for infilling high-priority sidewalk gaps.
- b) Construct the projects in the Safer Routes to School Implementation Plan.
- c) Recognize national best practice resources such as the National Association of City Transportation Officials (NACTO) and the American Association of State Highway and Transportation Officials (ASHTO) pedestrian and bicycle design guidelines by adopting them into preapproved plans.
- d) Use context-sensitive best practice design for walking and bicycling facilities, prioritizing the safety of these users.
- e) Prioritize first- and last-mile walking and bicycling connections to transit, recognizing active transportation modes are critical for supporting transit ridership.
- f) Periodically update pedestrian and bicycle facilities design requirements citywide and for various areas/zones in the city, including sidewalks, crosswalks, bicycle facilities, and intersections.
- g) Grow a system of separated bicycle facilities, including protected intersections.
- h) Prioritize and construct a network of Neighborhood Greenways.
- i) Update the guidelines for Neighborhood Greenways from implementation lessons learned and as best practice designs change.
- j) Establish a procedure to evaluate the operational and safety impacts of greenways before and after project implementation.
- k) To the extent feasible, leverage annual maintenance programs, such as pavement preservation and striping, to opportunistically build out active transportation infrastructure identified in the ATP or implement other safety improvements.

Policy T-2.3: Make walking, rolling and bicycling more intuitive and easier to navigate.

Kirkland's pedestrian and bicycle networks consist of different types of facilities and the City's efforts to expand and improve bicycle and pedestrian connections will include greenways, protected bike lanes, sidewalks, and multi-use trails. Map signage and wayfinding are important features of a clear and legible network of facilities that help people walking, rolling, and bicycling in Kirkland navigate these facilities and connect them to their destinations. Signage in and of itself does not create quality facilities, but they can help make connections between different bike and pedestrian routes clear, and help people find the best route to get them where they need to go. Actions that would help make the City's bicycle and pedestrian networks easier to navigate and support implementation of Policy T-2.3 include:

- a) Improve wayfinding to and from the Cross Kirkland Corridor (CKC) with a comprehensive recreational trail wayfinding system coordinated with the branding and signage of the Eastrail.
- b) Ensure the network of greenways and the bicycle route system are well signed and easily navigable.



- c) Improve pedestrian orientation to parks, amenities, and local businesses with maps and signage.
- d) Develop a pedestrian wayfinding system for downtown, within urban centers, and along Lake Washington.
- e) Regularly update public pedestrian and bicycling maps.
- f) Coordinate across departments on pedestrian and bicycle maps for economic development purposes.
- g) Develop a tier of destinations to inform a wayfinding system based on distance and mode.
- h) Evaluate various forms of wayfinding, including virtual/electronic navigation, such as using apps and QR codes, maps (both printed and online), and physical signs. Ensure wayfinding materials are available in multiple languages and other accessible formats.

Policy T-2.4: Develop signature walking, rolling, and bicycling facilities along the CKC and Lake Washington with ample connections to the rest of Kirkland and the region.

Signature walking, rolling, and bicycling facilities in Kirkland should be accessible for everyone in Kirkland. The Cross Kirkland Corridor and Lake Washington Boulevard Promenade are signature corridors that connect between Kirkland’s neighborhoods and to regional facilities and destinations. Both corridors uniquely reflect the City and its natural and built environment and serve a range of uses with transportation, environmental and economic benefits for the City. To support connections along these two facilities and implement Policy T-2.4, the City will:

- a) Develop an action plan that outlines priorities and actions to implement the Cross Kirkland Corridor Master Plan vision as well as the ‘Connect, Construct, Complete’ vision for the Eastrail corridor.
- b) Work with the community to identify the best design for the Lake Washington Boulevard Promenade using options provided by the Lake Washington Boulevard Promenade Study.

Policy T-2.5: Make walking, rolling, and bicycling to and from school safer and easier.

Kirkland will encourage walking, rolling and bicycling to school through educational and promotional programs. The City is committed to sustained engagement for young people and implementation of SRTS strategies that go beyond infrastructure to achieve the goals of the Safer Routes to Schools Action Plans. These initiatives will encourage students to bike and walk, improve safe bicycling and walking skills, and support more equitable outcomes for students of color and students from low-income families. Actions that the City will take to make walking and bicycling to school easier and safer in support of Policy T-2.5 include:

- a) Implement automated enforcement of school zones citywide.
- b) Implement the Safer Routes to School Action Plans that include actions under the categories of engagement, equity, education, encouragement, enforcement, engineering, evaluation.
- c) Help youth to be able to walk, roll, or bike to activities by connecting places such as schools to parks and practice fields and through encouragement programs.

Policy T-2.6: Grow the citywide multimodal count program.

To support these projects and evaluation of the effectiveness of the effectiveness of Kirkland’s projects, programs and policies, the City will work to expand its multimodal count program. This will help better understand active transportation needs and help city staff track mode-split goals and multimodal level of service at the citywide scale. Expansion of the multimodal count program in Policy T-2.6 would be implemented through one primary action:



- a) Expand capabilities in gathering bicycle and pedestrian count data to better inform mode-split goals, effectiveness of projects and project identification, trip generators, and multimodal level-of-service evaluations.

Pedestrian Vision

Walking supports a healthy, livable community through increased social interaction, commerce, and improved health outcomes. Pedestrians, including people who use wheelchairs or other mobility aids, are the highest priority on Kirkland's transportation network because every traveler is a pedestrian at some stage of their trip. As a cornerstone of Kirkland's transportation system, substantial investments have been made in the pedestrian network through the creation of lakefront walkways and boardwalks, use of innovative crossing treatments such as Rectangular Rapid Flashing Beacons (RRFBs), High intensity Activated Crosswalks (HAWKS), raised crosswalks, and through the purchase of the Cross Kirkland Corridor for use as a multimodal transportation corridor.

Providing walking and rolling access to schools, parks, transit and other amenities remains a high priority for the City, and infrastructure needs have been identified through various planning processes. Focusing on what makes a great walking environment – accessibility, safety, comfort, clarity, completeness - and applying these concepts throughout Kirkland is fundamental. The planned pedestrian network aims to fill critical sidewalk gaps and enhance street crossings that impede access, or otherwise disrupt safe and comfortable pedestrian travel.

Accessibility improvements including curb ramps, accessible pedestrian signals and push buttons as well as other essential infrastructure that improves access for persons with disabilities are acknowledged in the City's [Pathway to Transition¹⁵](#), a document which summarizes the compliance requirements of Title II of the Americans with Disabilities Act (ADA), outlines actions needed to meet those requirements, and the City's self-assessment results. The [Safer Routes to School Action Plans \(SRTS\)¹⁶](#) identify safety improvements specifically for improving walking and bicycling access to schools, such as sidewalks, crossing improvements, and lighting improvements. Many of these projects also improve access to other nearby destinations. Pathway and trail connections are identified in the [Parks, Recreation and Open Space Plan \(PROS\)¹⁷](#), which is a six-year strategic plan for managing and enhancing park and recreation services, including a vision for shared-use trail connections and signature trails throughout the city. The City has also developed a [Citywide Transportation Connections Map¹⁸](#) that identifies potential street and pathway connections through public and private property to improve overall network connectivity. The [Cross Kirkland Corridor \(CKC\)¹⁹](#), a regional multimodal trail that contributes significantly to Kirkland's pedestrian network, has its own strategic plan document with a vision for access points, amenities, cross sections, and character zones. More work is being done by the City and its partners to improve connectivity to the trail such as the Totem Lake Connector bridge as well as more localized neighborhood improvements such as artwork, stair connections, and wayfinding signage. The [Active Transportation Plan](#)

¹⁵ <https://www.kirklandwa.gov/files/sharedassets/public/city-managers-office/pathway-to-transition-document-update-sept-2018.pdf>

¹⁶ <https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Plans-and-Studies-Transportation-Division/Safer-Routes-to-School-Action-Plans>

¹⁷ <https://www.kirklandwa.gov/Government/Departments/Parks-and-Community-Services/Park-Planning-and-Development/Parks-Recreation-and-Open-Space-Plan>

¹⁸ <https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation-and-Traffic/Plans-and-Studies-Transportation-Division/Citywide-Transportation-Connections-Map?BestBetMatch=connections|ab1c70ec-38e6-40e3-ba22-bf28ebfae84b|3c005e77-8f04-4719-adc1-a980035cb01f|en-US>

¹⁹ <https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Cross-Kirkland-Corridor>



(ATP)²⁰ identified sidewalk and crossing gaps, lighting and accessibility improvements and provides a detailed prioritization framework that will continue to be used to prioritize future pedestrian improvements. The City's sidewalk maintenance and street preservation programs are critical to ensuring Kirkland's pedestrian facilities remain accessible for all. Figure 5-1 shows sidewalk availability on arterials and non-arterial transit routes.

Projects that remove barriers to historically underserved populations such as low-income and senior populations are especially important. Often these communities have lower auto-ownership rates and therefore draw substantial benefit from pedestrian improvements. Young people should also be considered in the design of the pedestrian network for all types of trips, not just for the journey to school. Because it bisects the City from north to south, I-405 is a barrier to pedestrian travel and should be made more permeable with safe and comfortable connections across the highway. These connections could include new bridges and improved pedestrian facilities at interchanges and access ramps. Other projects to increase pedestrian access such as connections between culs-de-sac and dead-end streets and access to the Lake Washington waterfront should be planned and implemented. Many of these connections are built with new development. Kirkland's pedestrian vision network and potential intersection improvements are shown in Figure 5-2.

²⁰ <https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Plans-and-Studies-Transportation-Division/Active-Transportation-Plan>



FIGURE 5-1. SIDEWALK AVAILABILITY ON ARTERIALS AND NON-ARTERIAL TRANSIT ROUTES

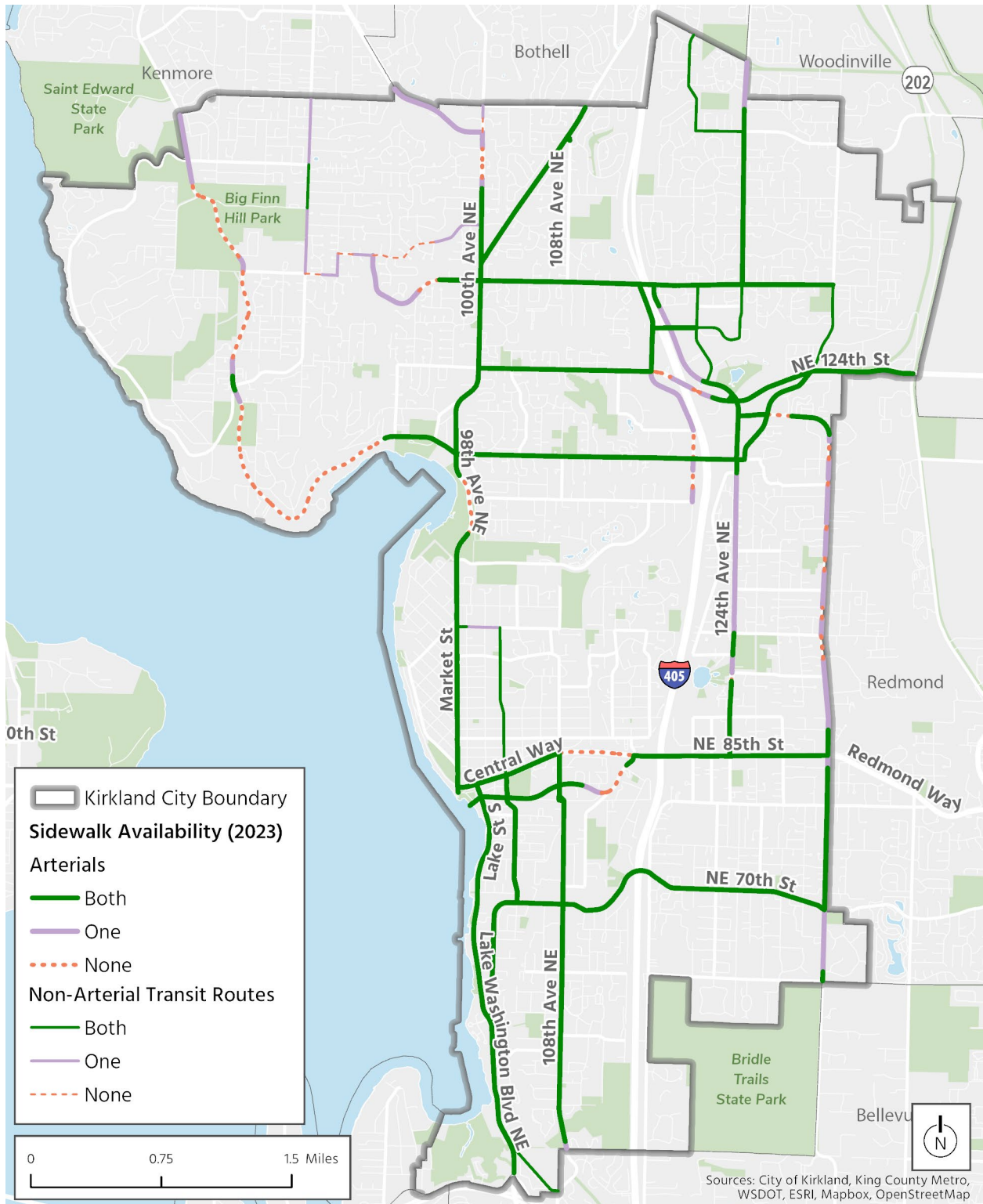
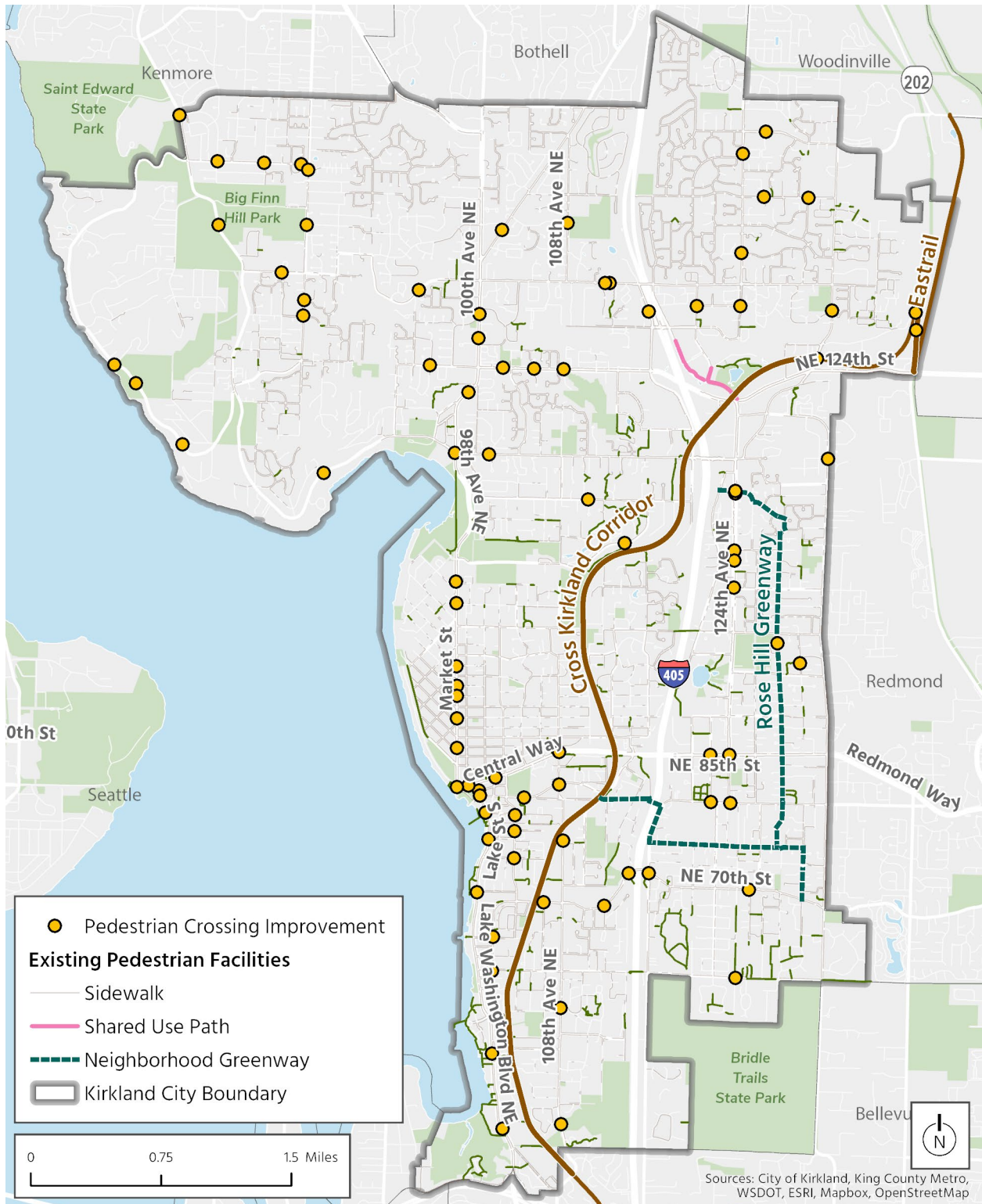




FIGURE 5-2. PEDESTRIAN VISION NETWORK AND INTERSECTION IMPROVEMENTS





Bicycle Vision

Bicycling is an integral part of the transportation system and is a clean, healthy, and efficient way to make many trips in a livable city. While the use of motor vehicles is a necessity for many people and for the facilitation of goods and services, many vehicle trips can be reduced by more people using bicycles or other wheeled mobility devices to get around on shorter/local trips.

According to the [Bureau of Transportation Statistics](#)²¹, 52% of all trips are less than three miles and 28% are less than one mile in length . If bicycling is not feasible for longer trips, trips one-to-three-mile in length are opportunities for more environmentally friendly and healthier ways for people to get around Kirkland.

New technologies can help bicycling and other clean-energy and healthy forms of transportation be a more viable and attractive modes of transportation for more people. Use of electric bicycles and other electric-powered mobility devices has [significantly increased](#)²² in recent years. These options are particularly useful for trips up and down hills that, even in urban areas of the Puget Sound Region, can be quite steep.

The term 'all ages and abilities' refers to places where the majority of people feel comfortable riding a bike or other type of wheeled mobility device. This includes places where people would be willing to bring their kids along or for anyone who is less confident riding in bicycle lanes near motor vehicles. The term 'all ages and abilities' network includes neighborhood greenways, protected bicycle lanes and shared use pathways and/or trails.

Completed networks are important because if one segment of a trip is uncomfortable, the entire trip may not be feasible for some people. To unlock the potential of bicycling, the existing network of on-street bicycle lanes should be improved with facilities that people of all ages and abilities find safe and welcoming. A large toolbox of options including, but not limited to, buffering and or widening bike lanes, creating physical separation from traffic, and building neighborhood greenways and off-street trails can be used to build out a safe bicycle network. Bicycle facility types and comfort level based on separation are shown in Figure 5-3.

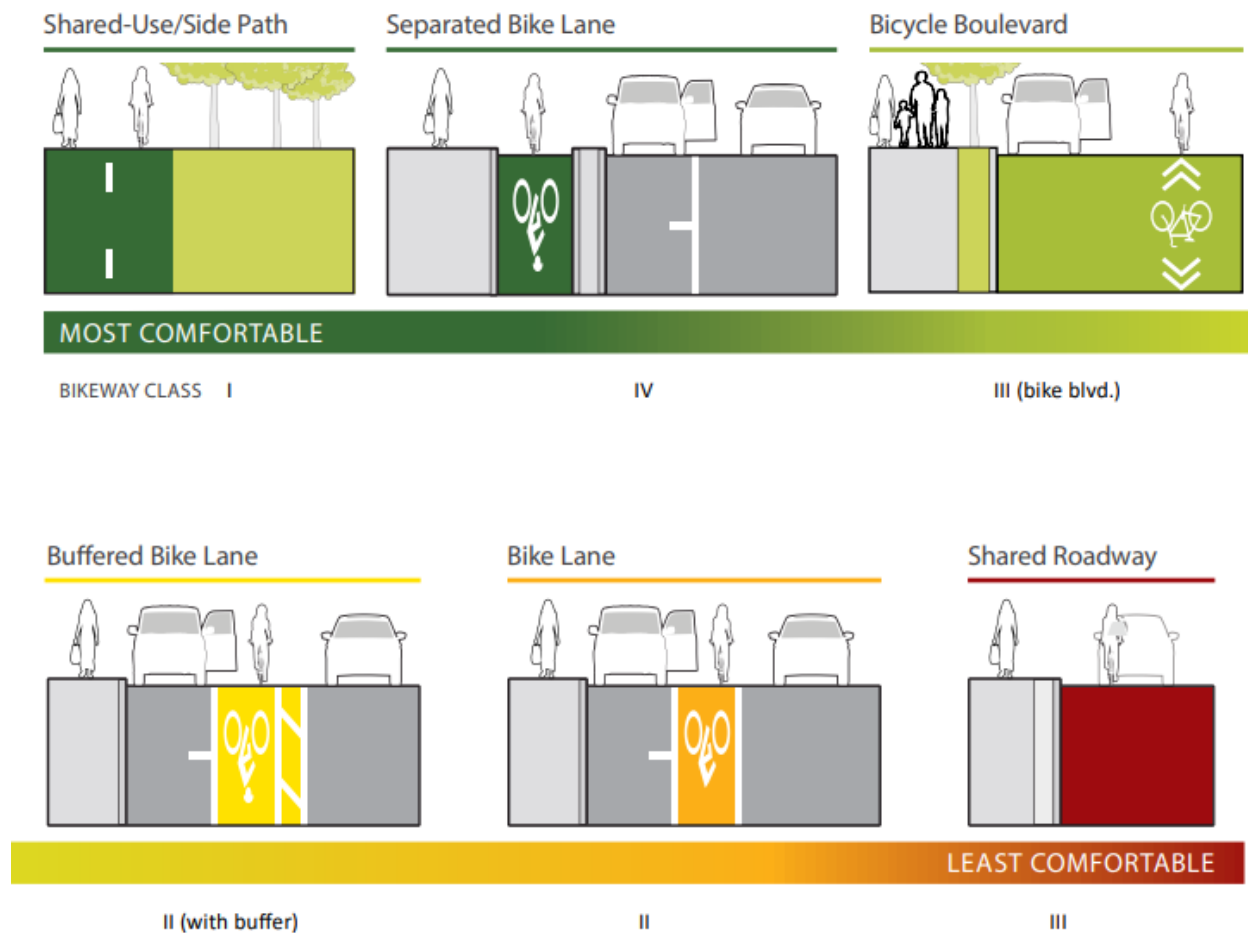
²¹ [https://www.energy.gov/eere/vehicles/articles/fotw-1230-march-21-2022-more-half-all-daily-trips-were-less-three-miles-](https://www.energy.gov/eere/vehicles/articles/fotw-1230-march-21-2022-more-half-all-daily-trips-were-less-three-miles-2021#:~:text=A%20research%20study%20for%20the,trips%20less%20than%20one%20mile.)

²¹ [2021#:~:text=A%20research%20study%20for%20the,trips%20less%20than%20one%20mile.](https://www.energy.gov/eere/vehicles/articles/fotw-1230-march-21-2022-more-half-all-daily-trips-were-less-three-miles-2021#:~:text=A%20research%20study%20for%20the,trips%20less%20than%20one%20mile.)

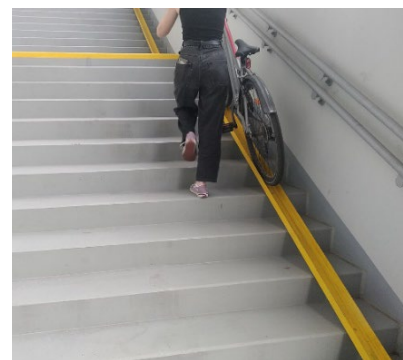
²² <https://www.peopleforbikes.org/news/electric-bicycle-market-insights-2024>



FIGURE 5-3. BICYCLE FACILITY TYPES AND COMFORT LEVEL



For bicycling to be a viable and attractive option for people of all ages and abilities to make a wide variety of trips, bicycle parking and end-of-trip facilities must also be widely available, not just in commercial areas, but also at park and transit facilities. Wayfinding, including signage and pavement markings for the bicycle network should be applied consistently and predictably. Kirkland’s terrain means that special treatments for bicycles like runnels should be considered at stairways and ramps for steep grades to help cyclists get up and down elevation changes.



There is strong support in the Kirkland community, based on what was heard from the community, for building a bicycle network that people of all ages and abilities would feel comfortable using. The planned bicycle network includes low-stress facilities such as neighborhood greenways, protected bike lanes, and buffered or conventional bike lanes on lower speed streets. Where there is sufficient right-of-way space, this plan also recommends upgrading existing bike lanes to buffered or protected bike lanes.

On high-speed, high-volume streets such as arterials where bikeway connections are critical to link the network or reach key destinations, protected bike lanes provide physical separation and protective barriers from vehicle traffic. Protected bike lanes may be configured as raised above the roadway at the

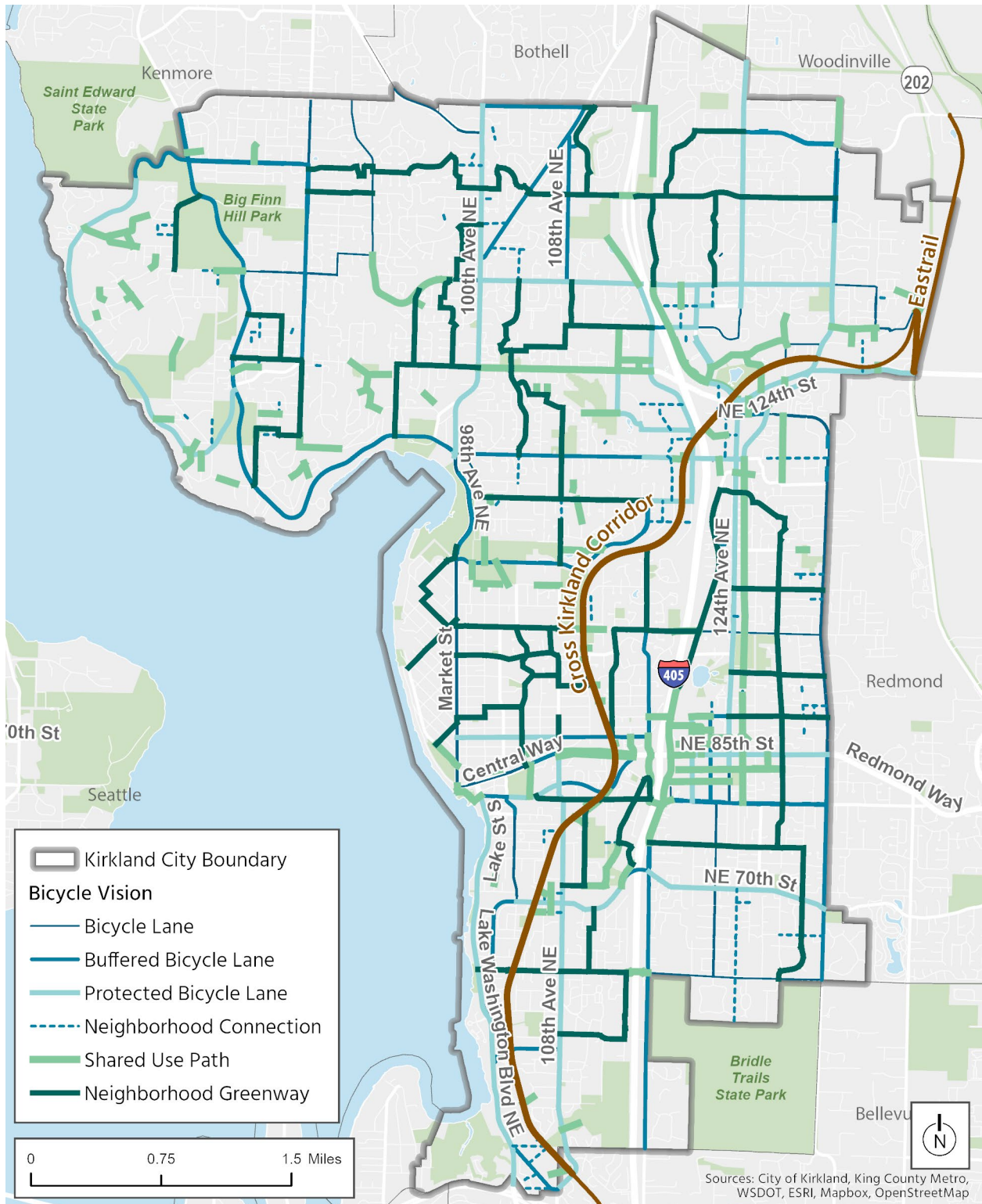


sidewalk level, or at the roadway level with in-street barriers such as parallel parking, planter boxes, extruded curbs, or striped buffer with delineator posts. It is important to note that with all protected facilities, maintenance will be a key factor in ensuring the facilities remain free of debris and the separation mechanism can be replaced or repaired if needed. This comes with additional, and sometimes unforeseen, costs. Protected bike lanes may also be configured as a one-way facility on either side of the roadway following the direction of the vehicle travel lanes or may be configured as a two-way facility on one side of the roadway. Protected bike lanes are distinct from trails or sidewalks as they are exclusively designated for bicycle travel.

A smaller portion of the planned network includes buffered bike lanes, and where there are significant space constraints, conventional bike lanes and sharrows (bike symbol pavement markings), though these are less preferable treatments. As projects are implemented, connections to and through intersections are critical to ensure a safe and comfortable bicycle trip. These are spaces where there is greater interaction between bicyclists and other modes and therefore where most crashes occur. These spaces present the opportunity for low-cost treatments that have a high benefit. The ATP and the TSP outline future bicycle network connections that support connections to destinations (centers, parks, schools) with the goal of building a connected network. Kirkland's bicycle vision network is shown in Figure 5-4.



FIGURE 5-4. BICYCLE VISION NETWORK





Greenways

Neighborhood Greenways are a select network of low speed, low volume residential streets prioritized for walking and bicycling with signage, pavement markings, traffic calming, and traffic control measures. The purpose of a neighborhood greenway is to provide a route for people of all ages and abilities to feel safe walking, bicycling, and rolling as a comfortable alternative to bike lanes on busy arterials. Neighborhood greenways are an important part of the citywide bicycle network to connect neighborhoods, schools, parks, regional trails, and other destinations.

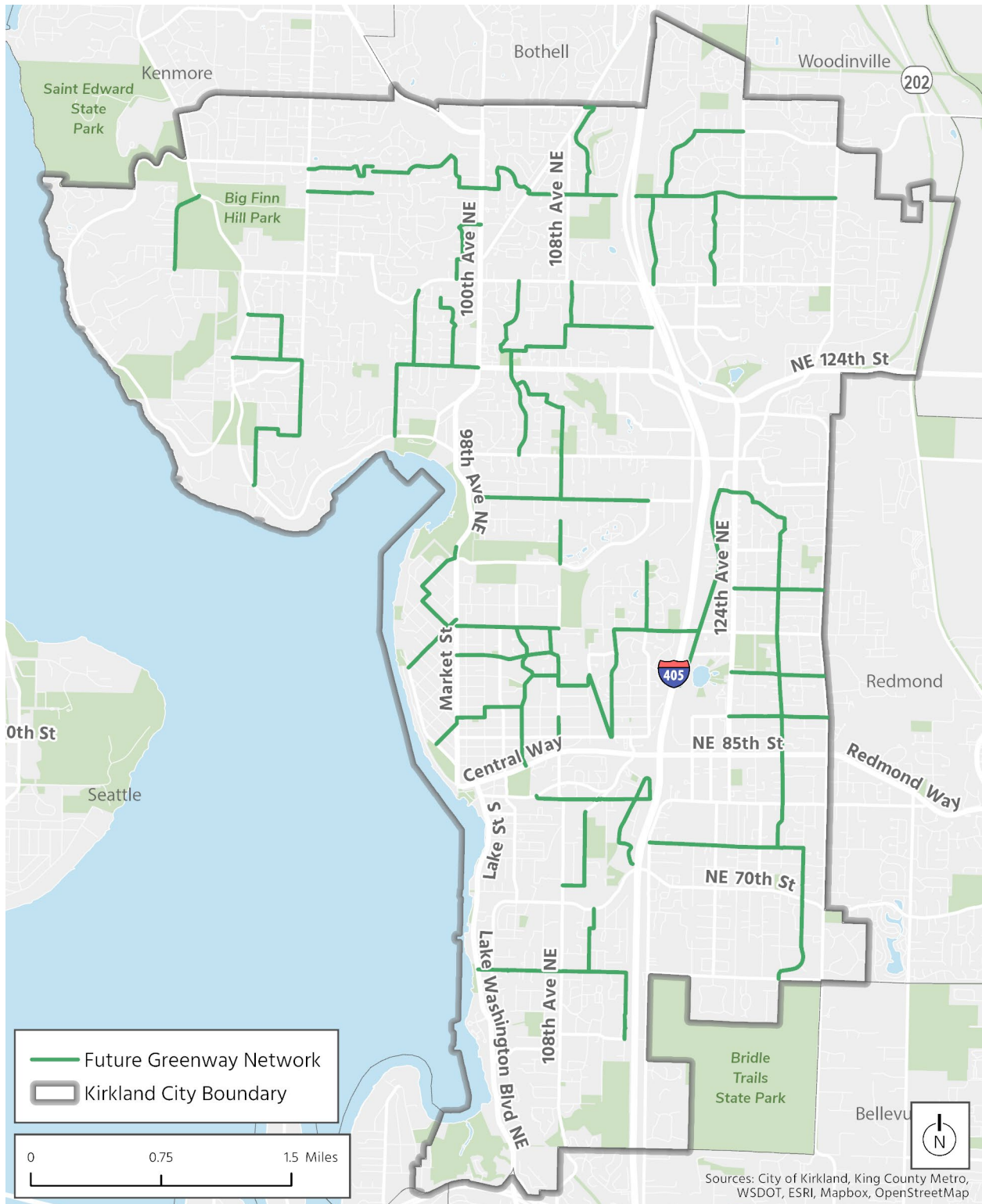
In 2017-2018, the City developed the [Kirkland Neighborhood Greenways Guide for Implementation](#)²³ in coordination with an external stakeholder advisory group and the Transportation Commission. This document functions as a standards document for Neighborhood Greenways and includes a conceptual network map with considerations for final routing through the design process, design details, prioritization of individual greenway projects, outreach schedule, and performance measures to monitor the success of neighborhood greenways. These performance measures include 20 mph, 85th percentile vehicle speeds (meaning 85% of vehicles are traveling at or below 20 mph), maximum average daily traffic of 2,000 vehicles per day, 100% safe intersection crossings, and a 1% annual increase in use of active transportation modes after construction.

Together with the guidelines document in 2017, design was initiated for the first two Neighborhood Greenways in Kirkland, 128th Avenue NE and NE 75th Street in the North and South Rose Hill neighborhoods. Through design, implementation and continued monitoring on both new greenways, and the design process for a third greenway, the City has a number of lessons learned to incorporate in updates to the *Neighborhood Greenways Guide for Implementation*. An update to this guide will satisfy several actions identified to implement the policies in this section. Kirkland's vision for the future of the greenway network, including all Neighborhood Greenways that will be evaluated for funding as part of the Neighborhood Greenways program is shown in Figure 5-5.

²³ <https://www.kirklandwa.gov/files/sharedassets/public/v/1/public-works/pdfs/kirkland-neighborhood-greenways-guide-for-implementation.pdf>



FIGURE 5-5. GREENWAYS VISION NETWORK



Projects & Programs



The City will continue to prioritize and invest in safe and accessible bicycle and pedestrian networks as a core part of the multimodal transportation system. Through the TSP planning process, potential projects were prioritized for funding and implementation based how they would benefit people walking, rolling and biking, and many of these high priority pedestrian and bike projects also included features that would further the City's broader safety goals.

Project implementation will emphasize low-stress facilities to help complete the pedestrian and bicycle networks and meet the City's vision for active transportation. For the pedestrian network, these projects will include filling sidewalk gaps through the Sidewalk Completion Program and intersection improvements that make pedestrian crossings easier and safer. For the bicycle network, potential projects emphasize facilities that are more comfortable for cyclists which are less tolerant of traffic stress.

- **Neighborhood Greenways:** a low speed, low vehicle volume residential street with traffic calming features, roadway markings, and signage that provides a safe and comfortable environment for people of all ages and abilities to walk or bike.
- **Protected Bike Lanes:** dedicated bike lanes that provide physical separation and protective barriers from vehicle traffic for all ages and abilities bicycle travel.
- **Buffered Bike Lanes:** dedicated bike lanes with a buffer space separating bicycles from adjacent vehicular traffic but does not include a physical barrier between bicycle and vehicle traffic.

All roadway projects in the City of Kirkland will include multimodal elements that would improve or create new connections for people walking and bicycling. A significant portion of the funding for transportation programs is allocated to programs that support active transportation and safety including the Crosswalk Upgrade, Street Lighting Design Improvements, Sidewalk Completion, and Citywide Greenway Network programs.



5.3. Public Transit

Related Plans

The City of Kirkland is responsible for maintaining the streets on which transit travels and can help improve transit speed and reliability through roadway, signal and other improvements. The City can also make improvements to public infrastructure around transit facilities in waiting areas on Kirkland’s public streets. Kirkland’s active transportation projects can also improve access to transit with better pedestrian and bicycle connections to transit facilities.

Sound Transit and Metro are both planning major investments in frequent transit in the City of Kirkland in the future. Sound Transit’s Stride Bus Rapid Transit (BRT) line will run between Lynnwood and Bellevue on I-405 through Kirkland, connecting the Lynnwood City Center and Bellevue Transit Center light rail stations, now known as the Sound Transit Stride BRT project. This BRT line would stop at the Brickyard Park & Ride, at the Totem Lake/Kingsgate Station, and at the NE 85th Street/I-405 Station Area in Kirkland and is expected to begin service in 2028. Metro is also planning an expansion of RapidRide BRT service in Kirkland with the RapidRide K Line, currently in design. The RapidRide K Line would connect the Totem Lake and Kirkland Transit Center with downtown Bellevue, terminating at the Eastgate Park & Ride. Service on the RapidRide K Line is expected to bring more frequent, reliable bus service to Kirkland in 2030.

The [Kirkland Transit Implementation Plan](#) (KTIP) was developed through extensive community outreach and incorporates the work of transit providers and partner agencies including Metro, Sound Transit, and WSDOT. The Plan identifies the key strategies and capital projects designed to enhance transit connections including signal improvements, queue jumps, stop consolidation and relocation, and potential transit lanes and access improvements. The projects identified in the KTIP were prioritized for future funding as part of the TSP update process, but the projects the City will ultimately pursue to improve transit in Kirkland will depend on project implementation from partner agencies including Metro.

Metro is currently planning to restructure bus service in Kirkland and across the Eastside as part of the [East Link Connections](#) project. Through this planning process, Metro will integrate bus service with Sound Transit’s East Link Extension (2 Line) between Seattle and Redmond with an emphasis on connections to nearby stations at Redmond Technology Center and Bellevue Transit Center. The first portion of the East Link Extension (2 Line) between Bellevue and Redmond opened on April 27, 2024. The restructured routes will come into effect when the connection to Seattle, which is anticipated to open in 2025.

Goal T-3: Support and promote a transit system as a high value option for many trips.

Kirkland will support a reliable, accessible, and frequent transit network throughout the city that is a convenient option not only for travel to and from work, but also for recreation and other daily needs for anyone in Kirkland. While the City does not control transit service and facilities that serve Kirkland, it influences how well-utilized transit will be through its land use decisions and local transportation improvements. The City will help create a built environment that supports transit not only through a coordinated land use concept, but also by building access to transit improvements and providing amenities, such as pedestrian-scale lighting, which contribute to a more comfortable experience at transit stops. Active partnerships with transit providers, including King County Metro and Sound Transit, will be critical to the success of the City’s efforts to improve the transit network.



Over the 20-year planning horizon, Kirkland strives to retain existing service, restore suspended service, implement the King County Metro RapidRide K Line service, support other transit-supportive capital projects to enhance service speed and reliability, make transit a more attractive mode choice, and retain flexible transit services such as Metro Flex. As Kirkland has grown and diversified, transit service has become an increasingly important feature of the transportation system and an integral part of Kirkland's efforts to be inclusive and sustainable.

To achieve this public transit goal, Kirkland's transit policies focus on improving active transportation infrastructure connecting to transit, amenities that create a better experience for transit riders, support for TDM and promoting transit services, and analysis of options for new facilities and local transit needs.

Policy T-3.1: Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.

Transit that serves people who live, work and visit Kirkland operates primarily on City streets. The City will play an important role in supporting transit through speed and reliability improvements, enhanced transit facilities and better connections to transit. The KTIP, adopted in 2019, is a framework for local investments in the transit system that are coordinated with the transit agencies that serve Kirkland. Implementation of the projects and programs in the KTIP and access to transit improvements will help expand transit ridership, support more reliable operations and create a better passenger experience for people riding transit in Kirkland. Actions that the City will take to make Kirkland more supportive of frequent and reliable transit in support of Policy T-3.1 include:

- a) Implement Kirkland's Transit Implementation Plan.
- b) Identify and implement access and safety projects that connect to existing transit services.
- c) Plan for capital improvements that support access to planned future transit service, such as King County Metro's K Line RapidRide Project and Sound Transit's Stride Bus Rapid Transit Program along I-405.
- d) Plan for capital and access improvements as part of analysis of future conditions and transit needs.

Policy T-3.2: Support safe and comfortable passenger facilities.

Kirkland will continue to improve passenger facilities for transit riders in coordination with transit agencies. The City will work to ensure the location of stops and plans for future service are coordinated with nearby land uses and improve access and safety near transit stops to help support a connected transit system. Kirkland will also partner with transit agencies to improve local transit amenities and improve bicycle parking at transit centers. Specific actions to implement Policy T-3.2 include:

- a) Add transit stops to the evaluation of crosswalk lighting.
- b) Evaluate access improvements at bus stops, such as ramp modifications and missing sidewalks.
- c) Work with transit agencies on stop improvements, such as stop placement, coverage, lighting, access, and amenities.
- d) Work with transit agencies to improve bicycle parking at transit centers, such as the addition of bicycle lockers.
- e) Incorporate transit stop access improvements into project prioritization.



Policy T-3.3: Prioritize active transportation networks that connect to transit service, providing the critical first and last connections making transit feasible for more people.

Walking, bicycling, and rolling should be the first choice for people accessing transit in Kirkland. To make this possible, Kirkland will prioritize investments in pedestrian and bicycle facilities that connect to transit hubs, stops and corridors, and support more walking and bicycling to transit. The City should continue to work with transit agencies to locate stops near access points to major pedestrian and bicycle facilities. Specific actions to implement Policy T-3.3 include:

- a) Prioritize the construction of pedestrian and bicycle facilities that improve access to transit stops and hubs.
- b) Coordinate prioritization and construction of pedestrian and bicycle facilities with transit agencies.
- c) Pursue mobility share options that provide first/last mile access to transit.

Policy T-3.4: Support transit-oriented development (TOD) and initiatives, including internal and external coordination and development of specific TOD guidelines for transportation facilities.

TOD is compact, mixed-use development near transit stops. Supporting walkable and sustainable around transit can help Kirkland create a more walkable environment and encourage transit ridership. The NE 85th Street Station Area Plan identified strategies to effectuate TOD at the future NE 85th Street station on the Stride BRT Line, a key investment in regional transit east of Downtown Kirkland. Specific actions to implement Policy T-3.4 include:

- a) Implement strategies identified in the NE 85th Station Area Plan, including prioritizing access improvements and ensuring roadway design standards are met.
- b) Identify other areas and initiatives to support transit-oriented development.

Policy T-3.5: Support and expand TDM and commute trip reduction (CTR) programs to meet adopted goals for non-drive-alone trips.

Kirkland has several employers that fall under the requirements of Washington's Commute Reduction (CTR) Law and has established goals for several measures such as vehicle miles traveled (VMT) and drive alone trips for these employers. Kirkland established citywide mode share goals for peak hour trips in the transportation element of the Comprehensive Plan, including a 25% transit mode share target and a 49% drive along mode share target. Specific actions to support the City's mode share goals and implement Policy T-3.5 include:

- a) Create targeted programs that monitor and encourage increases in non-drive-alone travel rates.
- b) Develop codes and policies to support micromobility and ridesharing.
- c) Maintain the City's CTR and Growth and Transportation Efficiency Center plans to comply with state and regional requirements and guidelines, particularly at the work sites of large employers and other locations as appropriate.
- d) Incentivize all trip reduction efforts in addition to CTR efforts.
- e) Require new developments to establish transportation demand management plans.
- f) Update requirements for the types of developments that are subject to transportation management plans and the elements that make up such plans.



Policy T-3.6: Pursue transit on the Cross Kirkland Corridor (CKC).

The long-term vision for the CKC includes considerations for high-capacity transit, and a key tenet of the CKC Master Plan is a corridor that may one day include transit service. The corridor's adaptive design can accommodate future transit investments with preservation of right-of-way and utilities infrastructure. Future transit service parallel to the trail will require thoughtful design around separation, with buffers and physical separation that are integrated the trail features and amenities. In the future, Kirkland will work to implement transit in a way that creates an integrated corridor experience, regardless of the mode, technology, or infrastructure that is eventually implemented along the corridor. Specific actions to implement Policy T-3.6 include:

- a) Implement transit or innovative flexible transit service on the CKC in keeping with the Cross Kirkland Corridor Master Plan.
- b) Study and identify the options for transit and/or micromobility connections by using the CKC as a corridor option.

Policy T-3.7: Promote the use of transit as a viable option for both commute and non-commute trips to increase ridership and expand service.

Transit should be a convenient option for both work and recreational trips. Kirkland will promote transit ridership and advocate for more frequent and reliable transit service. The City will continue to engage with and inform the community about changes in transit options as the transit system changes and regional investments in transit serving Kirkland begin service. Specific actions to implement Policy T-3.7 include:

- a) Increase educational and awareness-raising efforts to communicate existing transit options.
- b) Increase opportunities for people to access ORCA card transit passes.

Policy T-3.8: Improve transit service in Kirkland.

While the City does not operate transit within Kirkland, it can play a critical role in improving transit service to Kirkland. The City can evaluate future transit needs based on future growth planned for in the Comprehensive Plan and specific community needs for underserved communities, older adults, and communities of color within the City. Kirkland's work to study current and future transit needs can help the City advocate for investments in improved transit service in Kirkland. Specific action to implement Policy T-3.8 include:

- a) Conduct a transit needs study that evaluates future transit needs, helps the City advocate for better service regionally, and identifies potential alternative transit services, such as circulator services and private shuttles. Particular focus should be placed on transit-dependent populations, such as seniors.
- b) Develop a cohesive and impactful transit strategy to persuade decision-makers of the benefits of investing in greater future transit service in Kirkland.
- c) Evaluate public funding support to enhance existing transit service to be more reliable, frequent, and connected or expanded to reach underserved areas in Kirkland.



Transit Strategy

As the City continues to grow in population, it plays an increasingly larger role in regional mobility with two designated urban centers creating more jobs and housing opportunities, driving greater demand for transportation options to get from one place to another. A foundational solution to these critical mobility challenges is fast, reliable, and frequent public transit service.

Over the 20-year planning horizon, in coordination with transit service providers, Kirkland strives to retain existing transit service, including flexible on-demand services such as Metro Flex; restore any suspended or reduced service due to the COVID-19 pandemic; implement two new bus rapid transit routes with the King County Metro RapidRide K Line and the Sound Transit Stride BRT; coordinate on transit connections to the new Sound Transit LINK light rail and support other transit-supportive capital projects to enhance passenger access or service speed and reliability to make transit a more attractive and convenient mode choice. As Kirkland has grown and diversified, there is increasing demand for transit options and transit service has become an increasingly important component of the planned transportation system and planned land use. Supportive land use is an integral part of Kirkland's strategy and efforts to be inclusive and sustainable.

TRANSIT SUPPORTIVE POLICIES IN KIRKLAND

Transit and land use are intricately linked. Kirkland has committed to transit-supportive policies including transit-supportive density, which can be seen in planning efforts for the [NE 85th St Station Area Plan](#)²⁴. Transit is critical to ensuring that these land use policies work and support areas where people can walk, bicycle or take transit to get to where they need to go. Through these transit-supportive policies, Kirkland has invested in becoming a complete community, offering everyone easier access to the necessary daily services and amenities. Much of this is predicated on frequent and reliable transit to support the land uses that Kirkland has implemented.

Housing Density and Diversity

Kirkland has spent the past decade implementing smart growth policies. Density has been focused in two regionally designated urban growth centers linked by transit: Totem Lake and Greater Downtown/NE 85th Street Station Area. Thousands of units of housing and hundreds of thousands of square feet of commercial and retail space have been built in both centers. Future jobs and housing growth is anticipated to continue in these urban centers as well as along frequent transit routes. Both the Totem Lake and Downtown centers are built around existing transit centers. The NE 85th St Station Area will soon have a Sound Transit BRT station on I-405 that will serve commuters connecting throughout the region with frequent and reliable service.

Furthermore, Kirkland has mandatory affordable housing requirements in both centers. In particular, the NE 85th Street Station Area has some of the most aggressive affordability requirements in the region.

Kirkland is a founding member of the partnership between King County and East King County cities, A Regional Coalition for Housing (ARCH), and is a leader in the creation of affordable housing. There are over 1,000 units of affordable housing under construction in Kirkland right now, all in the urban centers near transit centers. While other communities fight against the creation of affordable housing in their communities, Kirkland embraces and implements it in a meaningful way. Considerations for additional transit service throughout King County should take these actions into account.

²⁴ www.kirklandwa.gov/stationareaplan



The thousands of new lower-income residents will be able to live where they work and will need transit to thrive, consistent with both the City's and King County equity goals. These Kirkland residents will ride transit to get where they need to go.

Sustainability

Kirkland has been a strong regional partner in combatting and adapting to climate change. Kirkland has adopted its own emissions reduction targets, is a member of King County Cities Climate Collaborate (K4C) and has adopted a comprehensive Sustainability Strategic Plan to accomplish climate resilience and many related environmental goals.

These sustainability goals are woven throughout Kirkland's comprehensive plan, which prioritizes urban centers, and walkable 10-minute neighborhoods linked by transit.

Transportation

The TSP includes Goal T-3 to Support and promote a transit system as a high value option for many trips. This includes policies and actions to support transit and passenger facilities, transit-oriented development and includes a transit needs study.

Studies and Emerging Topics

SERVICE STUDIES & TRANSIT GROWTH

Kirkland will evaluate current and future transit services needs in the city's neighborhoods and communities to help inform discussions with transit agencies. As the City implements the Comprehensive Plan, community transit needs may change over time.

According to Metro's Long Range Transit Plan, [Metro Connects](#), increased frequent transit service, such as RapidRide or frequent local routes, is supported by local land use and planning. Metro's Service Guidelines outline how land use characteristics around transit routes can help support transit demand, focusing on four key attributes of the built environment.

- **Density:** More people and activities in an area, in particular housing and jobs, increase the number of potential riders.
- **Mix of uses:** More varied land uses in an area increase the number of potential origins and destinations, including homes, work, school, shopping, medical, and transit connections, at all times of day.
- **Connections:** More compact development with good walking and bicycling connections creates better access to nearby transit service.
- **Transit-supportive policies and programs:** Policies and programs, including development regulations, affordable housing incentives and other policies to support TOD can improve access for all people and create equitable transit-oriented communities in the future.

King County Metro's Service Guidelines establish measures for setting future service levels. Land use factors, particularly density of households and population within one-quarter mile, make up half of the overall score in setting future service levels. The guidelines describe land use characteristics that support RapidRide and all-day frequent transit at a density of over 20 housing units or jobs per acre with a mix of



land uses that support peak frequent transit service at a density of over 15 housing units or jobs per acre and a moderate mix of land uses.

One of Metro’s planning priorities is to grow transit countywide. The Service Guidelines identify candidate routes for investment in the interim network as well as the existing transit network. Metro projects future service needs and sets target service levels in the annual System Evaluation Report. These targets are based on the service guidelines growth methodology, which considers land use, equity, and geographic value (connections to transit centers and regional growth centers). Land use factors account for half of the scoring on this methodology because they demonstrate potential transit demand on the route, equity factors and potential geographic value both account for one quarter of scoring on Metro’s growth methodology. Metro can also set service levels to higher targets in response to overcrowding, transit reliability challenges and partner funding.

Demand for service growth is expected to exceed Metro’s capacity to expand annually or in the agency’s biennial budget cycle. Metro prioritizes service needs based on the same factors used to project service needs, but places greater emphasis on equity in determining where to invest in transit service. The prioritization process is based on equity, land use, and geographic value, in that order. Each route’s score on these factors helps determine its priority for investment. This prioritization aligns with Metro’s values of advancing equity and addressing climate change.

FLEXIBLE TRANSIT SERVICES

Kirkland has access to flexible transit options like Community Van and Metro Flex, which enhance the fixed-route bus services by offering more adaptable schedules and routes. Community Van provides 6- and 12-passenger vans for arranged rides with at least two passengers and a volunteer driver, available within a 2-hour drive of Kirkland. Metro Flex is an on-demand service in King County, offering affordable minivan rides in the Juanita area (including Juanita, Finn Hill, and parts of Totem Lake). In the next 20 years, Kirkland plans to support expansion of flexible transit services like Community Van and Metro Flex and will actively explore options the City can implement independently or in partnership with transit service providers, such as community shuttles. As the city grows and diversifies, transit options including flexible services that offer more first- and last-mile options will be a key part of Kirkland’s inclusive and sustainable transportation system.

Projects & Programs

The TSP will focus investments in the public transit system on expanding ridership, enhancing passenger experience, and advocating for improved transit service. To advance Kirkland’s goals for public transit improvements, potential projects were prioritized for funding and implementation based on potential connections frequent, local, or future transit.

The City will continue to invest in transit speed and reliability in partnership with Metro and Sound Transit. Speed and reliability enhancements will be coordinated with changes to the bus network as part of the East Link Connections project and with the RapidRide K Line project after an alternative is selected for construction. Projects to create more complete pedestrian and bike networks, particularly around frequent transit, will also help extend the reach of transit services and provide last-mile options for people traveling in Kirkland.



5.4. Vehicle Network Management

Vehicle travel currently is the predominant mode of travel in Kirkland and will continue to be a significant component of the transportation system. This includes people driving to access goods and services, and vehicles that maintain and support daily life in Kirkland, such as for postal service, deliveries, garbage pick-up, and maintenance.

In peak travel periods there is congestion at many signalized intersections throughout Kirkland, which is attributable to the strong local and regional economy, but also the fact that Kirkland is a desirable place to live and recreate. The city has grown significantly in recent years, which has put strain on the transportation system for residents to get around town easily at certain times of day. Kirkland's transportation system is not only used for residents and visitors, but also for people passing through as the City's roadway network provides several arterials connecting from the interstate system as well as to and between neighboring cities of Bellevue, Bothell, Kenmore, and Redmond.

It is important for the City to prioritize non-vehicular modes of transportation because the more trips that can be accomplished by walking, bicycling, or taking transit, the less congested the roadways are for people that need to drive. In addition to supporting mode shift, maximizing operational efficiencies of the vehicle network is another way to better manage congestion. Intelligent Transportation Systems (ITS) is an important component to maximize efficiency and ensure the transportation system is resilient and dependable.

Related Plans

[Kirkland's ITS Plan²⁵](#) includes three goals for system management:

- **Reliable.** The operation and delivery of services supported by ITS will be highly reliable. The goal is for there to be no traffic signal malfunctions due to causes that are within the City's control.
- **Resilient.** When malfunctions occur (or damage to ITS infrastructure), the response and correction time will be as short as possible.
- **Responsive.** ITS will be responsive to identified operational needs.

In order to achieve these goals for system management, improvements in Kirkland's communications network, systems and software, detection devices, and staffing are all needed. In addition to actual system efficiency such as synchronizing signals and implementing transit signal priority, better monitoring systems such as evaluating near-misses at intersections, and traffic counts for all modes will improve management of the roadway system.

The ITS Plan is designed to not only meet today's needs, but to meet the multimodal demands of a growing city. Implementing the ITS plan will provide future ready ITS systems, field devices, staff, and communications network to meet the needs and expectations of the traveling public. The TSP goals and policies are aligned to support the implementation of the ITS Plan. This is also aligned with Kirkland's [Smart Cities Plan²⁶](#).

²⁵ <https://www.kirklandwa.gov/files/sharedassets/public/v/3/public-works/transportation/intelligent-transportation-systems-its-plan.pdf>

²⁶ <https://smart-city-master-plan-kirklandwa.hub.arcgis.com/>



Goal T-4: Provide for efficient and safe vehicular circulation, recognizing congestion is present during parts of most days.

Kirkland has long recognized that attempts to build the City's roadway network out of congestion does not align with the City's overall vision for the built environment. Congestion is expected to be present on the busy roadways in Kirkland in the foreseeable future. Rather than solely focusing on expanding capacity, Kirkland will seek to maximize operational efficiency and safety on the City's roadway network through strategic investments in management of the overall roadway system. Kirkland's systemwide approach to management of the vehicular network and parking system will support Kirkland's overall land use vision. Strategic investments in the safety and efficiency of the network will benefit people using other transportation modes and advance the City's goals for safety of more vulnerable roadway users and a transit network that is a convenient option for a wide variety of trips.

To achieve this goal, the following vehicle network policies focus on implementation of Intelligent Transportation Systems (ITS) and curb space management to effectively manage the vehicular system. Policies to prioritize and target capital investments in the vehicular network would integrate land use, traffic calming, and safety considerations to benefit all roadway users.

Policy T-4.1: Make strategic investments in intersections and street capacity to support existing and planned future land uses.

- a) Using the priorities in this plan, prioritize and construct intersection and roadway projects.
- b) As needed, review and update street networks and street design concepts for urban centers and areas with existing and potential future growth.

Policy T-4.2: Implement the ITS Plan.

- a) Establish procedures to evaluate the operational and safety performance of ITS.
- b) Reduce potential for major signal malfunctions. Increase robustness of network to limit the potential for a loss of access to intersection resources.
- c) Increase potential to respond quickly to equipment and system malfunctions and increase recovery options.
- d) Implement systems and detection to operate signals to respond to transient fluctuations in demand, including freeway incidents, surface-street incidents and closures, and school operations.
- e) Improve emergency services response times, including increasing route selection capabilities, options to speed signal recovery, and provide data and analysis tools to evaluate usage and effectiveness.
- f) Better serve a balance of multimodal operations.
- g) Pursue grant funds to implement the ITS Plan.

Policy T-4.3: Take an active approach to managing on-street and off-street parking, with updated curb management policies.

- a) Regularly monitor parking occupancy, turnover, and other factors by investing in continuous parking tracking technology or periodically undertaking parking studies.
- b) Develop a curb management strategy to effectively, efficiently, and safely use curb space. This strategy should support transportation and placemaking initiatives by considering mobility, access, and placemaking, as well as storage and turnover of vehicles along the curb space.



- c) Evaluate City-owned on-street and off-street parking policies related to regulations of time-limited parking and pricing.
- d) Coordinate with the Planning and Building Department on parking policies within the zoning code to update requirements for parking minimums, electric vehicle charging stations, and bicycle parking.
- e) Periodically update City policies related to innovations for parking policy and curb management practices.
- f) Continue to improve wayfinding and customer information to direct drivers to available parking and communicate parking policies in parking regulated areas.
- g) Implement a paid parking program in areas that have high parking demand, such as Downtown Kirkland and parking lots associated with public parks.

Policy T-4.4: Mitigate negative impacts of motor vehicle traffic on neighborhood streets.

- a) Implement traffic calming measures, interventions to reduce cut-through traffic, speed reduction, and similar approaches through additional investment in the Neighborhood Traffic Control Program.

Policy T-4.5: Identify roadway improvements that address safety patterns, crash history or injury preventative measures supporting Kirkland's Vision Zero goal.

- a) Use crash data, near-miss analysis, and other traffic-related data to identify countermeasures to promote safety and prevent collisions.

Policy T-4.6: Clarify truck and freight networks within the city beyond the established freight routes.

- a) Define the difference between freight and truck priority corridors as related to Kirkland's transportation network.
- b) Designate freight and/or truck corridors and create maps and a platform for communicating these networks to freight and delivery service providers.
- c) Identify freight and truck routes that minimize conflicts with people walking, rolling, and bicycling and with transit operations.

Freight and Trucks

As part of managing the vehicle network, considering freight and truck movements is an important element to managing the transportation network. Aside from major freight corridors such as I-405 and major arterials such as NE 85th St, access to goods and services require deliveries from trucks and larger vehicles. The management of curb space to facilitate parking and deliveries is a critical component to managing public right-of-way and curb space. These policies and actions outline what the City will work on to better facilitate freight and truck movements in Kirkland.

Curb Management

Competition for use of curb space is becoming increasingly important and complex. Curb management needs are constantly changing as people change the way they use the transportation system and access destinations. Kirkland curb space has a number of competing needs for car- or ride-sharing, delivery and goods movement, pick-up and drop-off trips, transit stops and access, and bike and pedestrian infrastructure. Other curb uses such as parklets or restaurant seating have become increasingly popular



in recent years. The City plans to evaluate the use of curb space and define policies through a future curb management strategy.

Curb management is the organization of a wide range of public activities and infrastructure features that are found along the edge of the public right-of-way, typically the sidewalk curb of a public street. Those activities include travel lanes, parking (general, temporary and ADA), transit stops, electric charging stations, utilities, delivery services and loading zones, app-based ride-hailing services, sidewalks, bike lanes, bike parking, parklets, street cafes, or other business activities.

The City is seeing an increased demand for a large and growing number of curbside uses which has resulted in increased competition for curb access. Curb management refers to the policies, systems, services, and strategies that support, regulate, and prioritize all of these activities at the curb. The Transportation goals and policies identify an action to develop a curb management strategy which will provide context and strategies to better manage and prioritize how the curb is used and inform future parking policy. It will also outline policies that will guide the decision-making process for changes in curb use based on new projects or changing priorities.

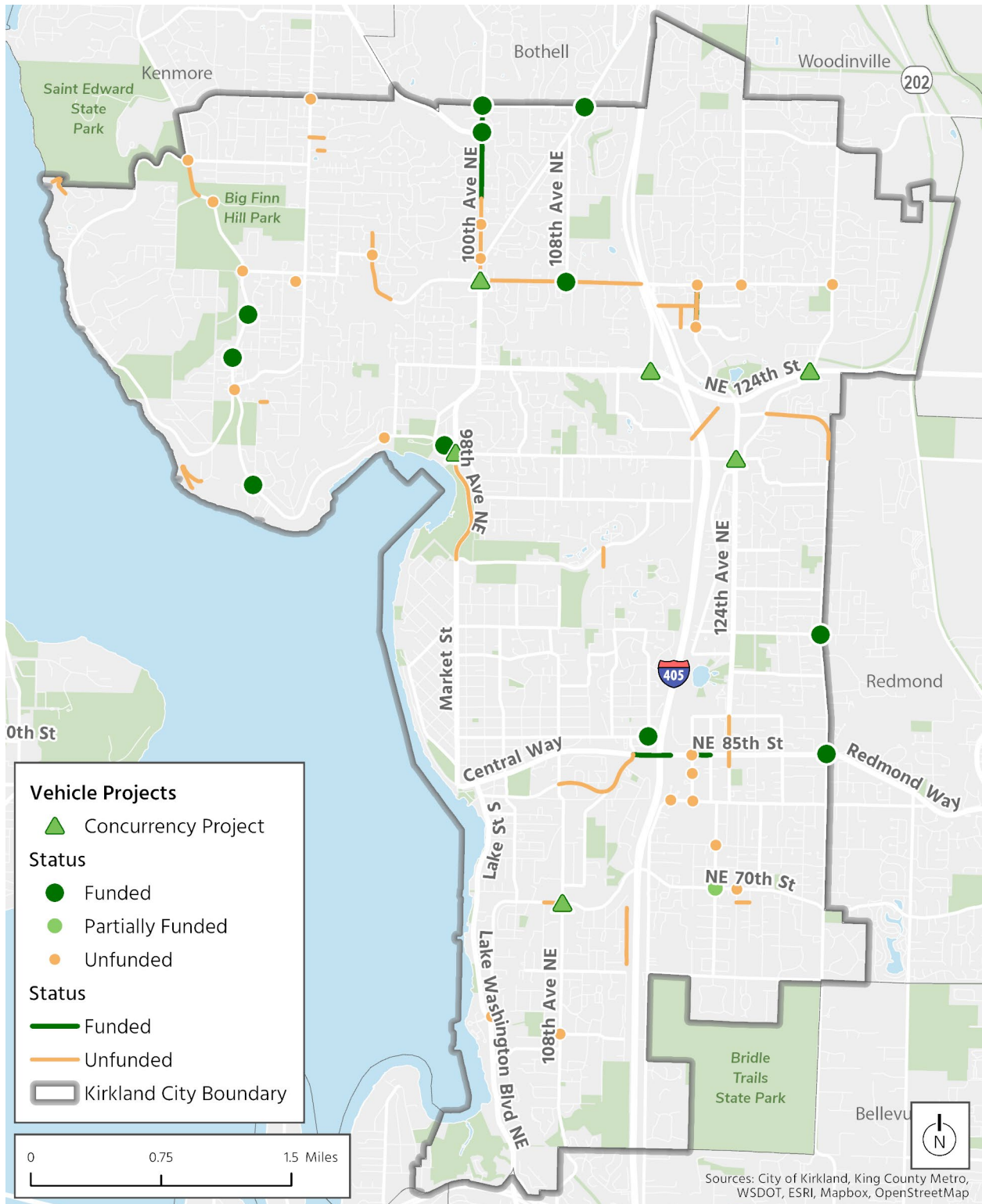
Curb space is varied and has unique local conditions through Kirkland. Efficient use of curb space is essential to support major transportation corridors and growing regional centers, particularly as technology evolves and new mobility services come to Kirkland. As Kirkland grows, the City needs to plan for the use of this important space for the community and ensure the best plan is in place for its utilization.

Projects & Programs

The TSP is focused on multimodal improvements to the transportation system, including projects to improve the function of the vehicle network. Many of the City's planned investments in vehicular circulation and capacity in the future will be at intersections and include signal projects, intersection reconfiguration with safety and multimodal features, or projects to meet future needs from growth based on the City's concurrency standards for vehicles (see Section 5.9). Other investments in the vehicular network will be corridor projects along specific segments of Kirkland roadways including new connections and roadway reconstruction with new or improved multimodal infrastructure. All roadway projects that have been identified for funding in the TSP include multimodal elements that would benefit people using other modes of travel as well as people driving. Vehicle network projects included in the TSP are shown in Figure 5-6.



FIGURE 5-6. VEHICLE NETWORK PROJECTS





5.5. Technology and Emerging Practices

Related Plans

The City is positioning itself to be a leader in adopting emerging technologies to further its transportation goals. The key program promoting citywide adoption of emerging technologies is the [Smart City Master Plan](#), adopted in 2023. This plan outlines initiatives and projects to improve quality of life across all aspects of city governance through technology. The Plan is composed of five key initiatives: program operations, data management, technology expansion, city operations and community engagement, and mobility management. Under mobility management, four specific projects are identified that seek to incorporate emerging technologies: special event solutions, supporting downtown parking management, bicycle/pedestrian mobility enhancements, and support for EV expansion. The TSP Policy T-5.3 specifically calls for supporting the goals and initiatives of the Kirkland Smart City Master Plan.

Several other plans also promote adoption of technologies and emerging practices specific to the transportation system. The [Intelligent Transportation System Plan](#), adopted in May 2020, establishes how ITS can be used to improve transportation efficiency, multimodal access, and mobility. The Plan provides recommendations for how the City can be ready for new transportation technologies for on- and off-street systems, parking management and pricing, and communications. The Plan also includes two white papers on preparing for automated vehicles and technology for parking systems.

The [Active Transportation Plan](#), adopted in June 2022, outlines how the City will implement a multimodal transportation system and enable safe and accessible walking, bicycling, and rolling in Kirkland for people of all ages and abilities. The Plan includes objectives, strategies, and a supportive goal addressing technology for the active transportation system:

- **Strategy 1-5-2:** Identify opportunities to utilize technology and signals to increase pedestrian safety at signalized intersections such as passive detection, leading pedestrian intervals, or pedestrian only “scramble” phases.
- **Objective 2-6:** Explore opportunities to utilize technology to improve bicycle safety and accommodation.
- **Objective 2-8:** Explore opportunities to implement a bike share program and consider adding electric foot scooter share or other micro-mobility technologies.
- **Supportive Goal S3:** Utilize technology to support safety measures and supplement safe networks.

Goal T-5: The transportation system should be flexible and equipped to adapt to new technologies and innovative solutions that expand mobility choices for people in Kirkland.

Innovations in technology and emerging practices can be a valuable tool in achieving the City’s transportation goals. Electric vehicles can help the City achieve its climate and sustainability goals alongside programs to reduce vehicle miles traveled and encourage use of other modes. New micromobility options with sustainable power sources, such as electric bicycles and scooters, are expanding the ways people travel. These technologies and other innovative practices in data collection and analysis can help inform design and decision-making around transportation projects.

To achieve this goal, the following policies focus on supporting new technologies, mobility choices, and integrating new practices and methods into transportation planning.



Policy T-5.1: Support technology innovations that reduce greenhouse gas emissions and transportation modes that reduce single occupancy vehicle use.

Kirkland will prioritize technological innovations that support goals for reducing greenhouse gas emissions and single occupancy vehicle use. The City will support investments in public electric charging stations for vehicles and micromobility services and provide incentives for private charging infrastructure. Building communication network infrastructure will help streamline information sharing for connected vehicles (CVs). Development of rules, regulations, and policies for micromobility services like e-bicycles will ensure that they are operated safely and equitably. Specific actions to implement Policy T-5.1 include:

- a) Increase and incentivize both public and private electric charging stations for vehicles and other electric devices (e.g. bicycles, scooters).
- b) Improve communication networks such as public Wi-Fi or fiber to improve City operations and to facilitate public services and information.
- c) Develop definitions, policies, and regulations related to the use of e-bicycles and other electric micromobility devices that address locations of use, safety, education, and enforcement.

Policy T-5.2: Position Kirkland to support future technologies that may be developing or yet to be realized such as autonomous vehicles.

Kirkland is aiming to be a leader in adoption of emerging transportation technologies and practices. While difficult to anticipate their impacts to the city and residents, Kirkland will position itself to be a leader by aligning and prioritizing infrastructure upgrades with emerging technologies and exploring opportunities for future technologies to increase quality of life and advance the City's goals. This includes yet to be realized technologies like autonomous vehicles and supporting advancements in existing technologies, like ITS. Specific actions to implement Policy T-5.2 include:

- a) Upgrade infrastructure to support and align with emerging technologies.
- b) Explore opportunities for future technologies that advance City goals.

Policy T-5.3: Support Kirkland's Smart City Plan goals and initiatives.

Kirkland's Smart City Master Plan describes how the City will use technology to improve quality of life and enhance governance. The plan includes specific actions for the transportation system regarding parking management, bicycle and pedestrian mobility, and supporting EVs. To implement the goals and initiatives of the Smart City Master Plan, Kirkland will seek support in the form of funding and partnerships and improve efforts on data collection, management, and sharing. Specific actions to implement Policy T-5.3 include:

- a) Actively seek funding, partnerships, and opportunities for technology expansion.
- b) Improve Kirkland's data collection, management, and sharing for crash data, traffic operations, and other transportation data.

Emerging Technologies

Kirkland already takes an active role integrating technology in the transportation system, especially through ITS projects and programs. However, these technologies will evolve over time, and for the City to continue being a leader in emerging practices, it is critical to understand the challenges and opportunities for different technologies. This section describes different emerging transportation technologies to build a shared understanding of their potential impacts on the City and approaches to implementing projects and programs.



- **Intelligent Transportation Systems (ITS)** – ITS describes a range of technologies that improve transportation system operation and efficiency and is generally composed of four different types of assets: traffic control systems, communication tools, data management systems, and traffic management tools. Used in combination, these assets can provide specific benefits to the transportation system in terms of shorter travel times, GHG emissions reductions, safety, transportation choices, and parking management. Challenges for ITS are ensuring the systems are up to date and that there is staffing and expertise available to maintain the systems. ITS investments risk falling out of use if there isn't regular capital investment and consistent operational funding. The City's current ITS Plan places an emphasis on a future-proofed system that can respond to future changes in ITS technology and adequate staffing.
- **Autonomous Vehicles (AVs)** – AVs offer the prospect of dramatic improvements to the transportation system as a whole and may have benefits for traffic safety, travel time, as well as opening new opportunities for ride-hailing services and transit. The Society of Automotive Engineers (SAE) has identified six levels of automation to describe the range of human involvement from no automation to full automation. Most new vehicles on the market provide some level of automation, such as driver assistance features that regulate speed and emergency braking features. Fully autonomous vehicles are likely a long way from being available to the public, but they have seen limited rollouts through Waymo, a ride-sharing service, in Phoenix, AZ, San Francisco, and Los Angeles, CA. While these technologies have potential benefits to the transportation system, they also come with challenges. For one, AVs would not address issues related to traffic congestion and GHG emissions reductions on their own. Second, it is difficult to anticipate when fully autonomous vehicle technology will be widespread, making it hard for the City to fund efforts for adoption and accommodation of AVs. Appendix A in the City of Kirkland ITS Plan includes a white paper that provides additional detail and considerations regarding AVs.
- **Connected Vehicles (CVs)** – CVs generally refer to vehicles that use communication technology to provide advance notification of incidents and/or events in proximity to them. Notifications can alert vehicles about slowed or stopped vehicles ahead, an approaching emergency vehicle, hazardous weather conditions, and general travel information. CV features can also help transit operations and emergency response through applications like traffic signal priority. A key challenge with CVs is the rapid advancement in technologies. While taking advantage of these advancements can help improve transportation operations, it is difficult to stay up to date and ensure there is funding, staffing, and expertise available to implement and improve upon existing plans, projects, and programs.
- **Electric Vehicles (EVs)** – EVs refer to vehicles that utilize electricity for propulsion. Widespread adoption of EVs in place of traditional internal combustion engine (ICE) vehicles can contribute greatly towards the City's sustainability and GHG reduction goals. Personal EVs are becoming increasingly accessible and affordable as technology matures. Increasing the share of personal EVs compared to ICE vehicles will help lower emissions and reduce travel costs on a household level. However, conversion of freight and transit vehicles to EVs offers potential bigger potential gains. Kirkland can encourage adoption and use of EVs by residents and businesses by providing infrastructure and incentives like public vehicle charging stations or priority parking for EVs. While EVs offer significant environmental benefits, they don't inherently reduce congestion or resolve issues of transportation safety.



Micromobility

Micromobility is a broad term that refers to the suite of personal transportation programs like bike-, scooter-, and car-shares. Micromobility enables people to travel short distances using a shared device, usually for a fee, accessed through a smartphone app. While often operated by a private service, micromobility operators typically partner with local jurisdictions to develop rules and regulations that respond to the community's priorities and concerns. There are several operators of micromobility services in the Puget Sound region, such as Lime and Bird, which provide electric bikes (e-bikes) and electric scooters (e-scooters). Investing in micromobility can pay enormous dividends to Kirkland's transportation system and quality of life by encouraging a shift to active transportation modes, relieving congestion, reducing GHG emissions, and lowering household transportation costs.

E-bikes and e-scooters have seen a surge in popularity and availability as battery technology advances. This has made it easier and cheaper to roll out micromobility services to new communities. To take advantage of this, Kirkland may consider incentives for public e-bike and e-scooter charging infrastructure, provide subsidies for using micromobility services (especially for underserved populations), and develop safe, connected active transportation facilities. Micromobility can be a powerful tool to achieve the City's transportation goals but has the potential to introduce adverse impacts. Rules and regulations are necessary to ensure that micromobility devices are stored/docked properly, are regularly maintained and safe to operate, and serve communities equitably.

Projects & Programs

ITS is an important component of the City's plans to achieve modal balance through intersection and signal improvements throughout Kirkland. ITS is a component of multimodal projects to create protected spaces for people walking, rolling and bicycling in Kirkland including protected intersections and pedestrian signal phasing, crossing treatments, and signal modifications. Corridor projects that include bicycle and pedestrian facilities such as protected bike lanes and expanded sidewalks can also implement ITS improvements as part of the overall project. Transit speed and reliability improvements such as queue jumps, and signal priority also integrate ITS features to improve transit service through Kirkland. Key projects that would include ITS features from the TSP.

A number of projects in the consolidated project list for the TSP includes ITS elements. Key projects considered for funding as part of the TSP include:

- Protected intersection improvements at 6th Street and NE 85th Street/Central Way, 6th Street and Kirkland Way, NE 85th Street and 122nd Avenue NE, and at NE 85th Street and 124th Avenue NE.
- Queue jumps at Market Street and 98th Avenue NE.
- Protected bike lanes and multimodal improvements to NE 132nd Street.
- Intersection and signal improvements on 120th Avenue NE and 6th Street.



5.6. Maintenance and Preservation

Goal T-6: Ensure adequate resources to preserve and maintain the existing and future transportation system.

As Kirkland continues to expand and improve connections on its transportation network, the City will also prioritize maintenance of existing infrastructure. Keeping the City's transportation infrastructure in a state of good repair with regular maintenance will extend the lifetime of City-owned facilities and preserve budgets by reducing the number of necessary capital projects to replace aging infrastructure. Kirkland currently has funded programs dedicated to maintaining the City's transportation assets, including roadway paving and striping, traffic signals, and sidewalks and pedestrian facilities. The effectiveness of these City maintenance programs depends on available funding and asset management systems.

Kirkland will plan for maintenance needs through regular inventories of existing facilities and assessment of their condition and will integrate maintenance considerations into decision-making for capital projects. Additionally, as roadways are repaved or restriped, the City will continue to opportunistically implement safety improvements for all modal users through minor geometric or striping changes as these maintenance budgets allow.

To keep the infrastructure that people traveling in Kirkland rely on in good condition, the following policies focus on funding and asset management systems as well as planning for the life cycle costs of investments in the transportation system.

Policy T-6.1: Prioritize maintenance, operation, and preservation of existing infrastructure and ensure this is adequately resourced.

- a) Identify and sustain reasonable maintenance funding levels for the complete set of transportation assets.
- b) Develop and maintain inventories of assets that require maintenance, such as pavement markings, traffic signals, signs, and sidewalks.
- c) Identify and implement improvements to asset management systems.
- d) Ensure regular sweeping of existing bicycle facilities and invest in a more efficient bicycle lane sweeper that requires fewer staff resources and covers a larger area.

Policy T-6.2: Plan for and incrementally increase maintenance resources in line with additional assets as new facilities are built and as the city grows.

- a) Ensure growing inventory of system assets are matched with adequate maintenance levels.
- b) Develop lifecycle costs for capital and maintenance projects.
- c) Adequately fund maintenance so that maintenance does not become the driver of decision-making for future projects.
- d) Ensure the preservation program is adequately funded to meet pavement condition targets.

Policy T-6.3: Maximize the useful lifetime of the transportation network at optimum lifecycle cost.

- a) Identify opportunities to minimize lifecycle costs through technology and innovations (e.g., roundabouts instead of signals).



Projects & Programs

The Public Works Streets Division performs everyday maintenance and operation of the facilities in public rights-of-way. The Transportation Division's sign and signal shop also spends a large portion of the operations budget and time maintaining and replacing signs, signals, and managing signal cabinets and associated technology. There are several ways in which the City funds and conducts maintenance of the right-of-way.

The 2012 Street Levy raises about \$2.7 million per year over 20 years. 5% of the levy is set aside for school walk routes and 5% for the neighborhood safety program. The remainder will be added to the approximately \$1.75 million of annual non-levy funding for pavement maintenance. This funding is set aside by policy for pavement maintenance.

Some maintenance elements are also funded by the Capital Improvement Program through contracted work. These include pavement maintenance, pavement markings, and sidewalk maintenance. Higher quality bicycle facilities often require more pavement markings, and their maintenance warrants an increase in the maintenance budget.

The City conducts an inventory of all City streets, alleys, and parking lots (pavement assets) and collects information about the pavement condition of all arterial and collector streets every 2 years and the remaining pavement condition of the rest of the pavement assets every 4 years. Staff continuously monitor the pavement condition of all pavement assets using a pavement management program.

The City repaves with overlay or slurry seals up to 10 lane-miles of streets every year. Repaving a street can extend its useful life by 8 to 20 years depending on the pavement treatment. Kirkland's goal for its street preservation program is to improve the score of its arterial network to 70 on the Pavement Condition Index. The street network's Pavement Condition Index (PCI) score at the end of 2015 was 65.4. In 2023, the PCI of arterial streets was 71.



5.7. Equity

Background

The City of Kirkland's values related to equity are supported by legislation from City Council and form the foundation for the city:

- [Resolution R-5240](#)²⁷ – declaring Kirkland a safe, inclusive, and welcoming community for all people.
- [Resolution R-5434](#)²⁸ – ensuring the safety and respect of Black people, committing to examining and dismantling interpersonal, institutional, and structural racism in Kirkland.
- [Resolution R-5548](#)²⁹ – adopting the Diversity, Equity, Inclusion, and Belonging (DEIB) 5-Year Roadmap.

The City's values are also reflected in the [City Council Goals](#)³⁰ with Inclusive and Equitable Communities at the top. The [DEIB Roadmap](#)³¹ covers a broad range of city functions from leadership, operations and services, plans and budgets, to workplace/force. The Roadmap specifically calls for the utilization of an equity-centered, third-party review of the City's Comprehensive Plan and other long-range planning processes (Goal 4.2).

Equity in the TSP Planning Process

As part of the development of the Comprehensive Plan and the Transportation Strategic Plan, an Equity and Engagement Program Review was conducted to support equitable planning and to assess how local planning can mitigate displacement of vulnerable populations, support inclusive engagement, and improve access to resources and opportunities for the whole community. This was an integral piece of the Community Engagement Plan that outlined strategies and approaches for engaging the public and gathering input for the Comprehensive Plan. The Equity and Engagement Program Review report also identified opportunities to address equity in the Comprehensive Plan and the Transportation Strategic Plan.

For the Transportation Strategic Plan, these recommendations were incorporated into the public engagement process and into the goals and policies for the updated Transportation Element and TSP. An example of how these recommendations shaped the TSP is the use of more inclusive terms such as 'walk, bike and roll' to account for people who use strollers, wheelchairs, or other types of mobility devices. The TSP also addresses people who walk, bike and roll as the most vulnerable users of the transportation system because they are the most likely to be injured or severely injured when involved in a collision and because some people may not have a choice other than to walk, bike, roll and to take transit to get to where they need to go. Developing a multimodal transportation system and connected networks for people of all ages and abilities is one of the primary outcomes the TSP aims to achieve.

Equity was also incorporated in the transportation project prioritization framework. The City developed a Capital Improvement Program Equity Mapping Tool to geographically prioritize transportation projects

²⁷ <https://docs.kirklandwa.gov/CMWebDrawer/RecordHtml/334410>

²⁸ https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/resolutions/9a1_business.pdf

²⁹ <https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-managers-office/resolution-r-5548.pdf>

³⁰ <https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-managers-office/pdfs/2023-2024-kirkland-city-council-goals.pdf>

³¹ https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-managers-office/roadmap-as-adopted_1.pdf



that support areas of the city with higher populations of lower incomes, people of color, foreign born people, those with limited English proficiency, and those who live in areas with poor health outcomes.

Goal T-7: The transportation system should address the mobility needs of all people, regardless of age, ability, socioeconomic status, or background while prioritizing the needs of the most vulnerable users to advance the City's commitment to diversity, equity, inclusion, and belonging.

The way Kirkland communicates with and invests in the community reflects the City's commitment to DEIB. The investments that Kirkland makes in the future transportation system should meet the needs of everyone traveling in Kirkland. Regardless of age, ability, socio-economic status, or background, everyone should be able to get around safely and comfortably.

The following policies are intended to achieve this goal and focus on prioritizing underserved or underrepresented groups.

Policy T-7.1: Create an equitable transportation system that provides mobility for all users and addresses historical inequities in the transportation system.

- a) Update the ADA Transition Plan for transportation facilities. Fund improvements to address deficiencies identified in the Plan that allows for completion of an accessible network in a timely manner.
- b) Implement a 20-year transportation capital improvements list that invests in multimodal transportation in equity priority areas.

Policy T-7.2: Implement transportation programs and projects in ways that improve mobility for marginalized communities.

- a) Prioritize transportation projects and programs that support people who experience mobility challenges and those who are most vulnerable when traveling (e.g., people walking, rolling, and bicycling).
- b) Engage with people who experience challenges navigating the transportation system to identify accessibility needs. Implement improvements or accommodations identified through this engagement (e.g., passive detection at signals), recognizing that the transportation system is often designed for able-bodied people.
- c) Align priorities with the DEIB Roadmap and improve engagement with populations identified in the DEIB roadmap on near and long-term projects and programs.
- d) Ensure inclusion of vulnerable populations in community engagement efforts for transportation planning and transportation capital projects.
- e) Use tools such as the Capital Improvement Program Equity Mapping Tool or other coordinated equity tools to assist with project prioritization.
- f) Provide services to support the attendance and participation of historically underrepresented populations.



5.8. Sustainability

Background

The Sustainability, Climate, and Environment (SCE) Element of the Comprehensive Plan defines sustainability as meeting our present needs while ensuring future generations can meet their own needs. To become a more sustainable city, we need to consider the long term and wide-ranging impacts of our actions and to evolve, strengthen and expand our policies and programs to adapt to new situations. The three key areas of sustainability are:

- **Ecological Sustainability:** Protect natural systems and built structures that protect habitats, water supply, create a healthy environment, and promote energy efficiency.
- **Economic Sustainability:** Build a strong economy that is able to support our entire community and seeks to solve environmental issues and not compromise the environment in which we live.
- **Social Sustainability:** Provide a sense of community to our residents, support basic health and human service needs, and is proactive in creating opportunities and providing resources for those who are unhoused, unemployed, underemployed, and vulnerable so that they can have a pathway to participate in greater opportunities and enjoyment of the community.

Transportation touches all of these key areas such as the impact of emissions on air quality or tire wear on water systems (ecological), the link to land use related to the facilitation and access to goods and services (economic), and access to jobs, housing and health care (social). Greenhouse gas emissions from transportation sources represent 37% of Kirkland's GHG emissions as of 2022.

Reducing vehicle emissions and other pollutants enhance public health, especially for vulnerable community members. One way to accomplish this is to reduce both the number and length of trips people take in automobiles, particularly single-occupancy trips. Kirkland's [Sustainability Strategic Plan³²](#) (SSP) looks to achieve the following four elements of the Transportation and land use focus area:

1. Smart Compact Growth
2. Active Transportation
3. Public Transportation
4. Shared Mobility

The SCE Element of the Comprehensive Plan also includes policies to move the community toward electrification and away from fossil fuels. Support for Electric Vehicle (EV) adoption and infrastructure such as EV charging stations, and for other mobility options such as bicycles and scooters are integrated into the element's goals and policies. Kirkland's SSP is the functional plan that contains actions that implement many of the goals and policies in the SCE Element, including goals for transportation and land use.

The TSP addresses these focus areas for transportation through goals and policies throughout the plan. While the Sustainability Goal T-8 focuses on reducing environmental impacts directly from transportation, these focus areas are achieved through policies under several TSP goals in addition to the sustainability goal such as land use, active transportation, transit, and maintenance. Sustainable transportation is closely related to land use which is why the transportation and land use planning processes are coordinated through public engagement, plan development and project identification and analysis.

³² <https://www.kirklandwa.gov/files/sharedassets/public/v/1/public-works/recycling/sustainability/sustainability-master-plan-adopted-dec-2020.pdf>



Goal T-8: Minimize transportation environmental impacts through mode shift, stormwater mitigation, and other greenhouse gas (GHG) emission reduction efforts.

Kirkland’s transportation system is a key part of meeting the City’s climate goals. Kirkland will accelerate its climate response and efforts to reduce GHG emissions through new strategies to promote more sustainable modes of travel and encourage shifts to transit or active transportation. Kirkland will also strive to minimize potential impacts to water and air quality from the transportation system through support for sustainable transportation modes and reductions in vehicle miles traveled.

Mode-share goals are a required policy element for Regional Growth Centers designated by the Puget Sound Regional Council. Kirkland has two Regional Growth Centers, also referred to as Urban Centers: Greater Downtown, which includes the NE 85th Street Station Area, and Totem Lake. The City established mode-share targets for Greater Downtown as part of the Moss Bay Neighborhood Plan and NE 85th Street Station Area Plan and for Totem Lake in the Totem Lake Business District Plan. New citywide mode-share targets are shown in Table 5-1.

TABLE 5-1. CITYWIDE MODE-SHARE GOALS FOR PEAK HOUR TRIPS

Transportation Mode	Mode-Share Goal
Walk	12%
Bicycle	2%
Transit	25%
Carpool (2+)	12%
Drive alone	49%

Policy T-8.1: Support transportation modes that are energy efficient and that improve system performance.

- Include electric bicycle parking recharge stations in the development of vehicular electric charging projects and programs.
- Identify locations and collaborate with transit providers to provide secure bicycle parking at transit hubs.
- Develop requirements for new development to provide outlets for electric vehicle charging with bicycle storage.

Policy T-8.2: Update policies and standards for all modes to achieve mode-share goals.

- Meet the established mode-share goals for Kirkland’s PSRC-designated regional centers and citywide goals based on evolving land use patterns.

Policy T-8.3: Minimize the environmental impacts of transportation facilities, especially transportation’s contribution to air and water pollution.

- Design and implement new and retrofitted transportation facilities with stormwater system improvements to reduce roadway runoff pollution into natural drainage systems and the waters of the Salish Sea.
- Coordinate transportation improvements and programs with goals from the Sustainability Master Plan and the Sustainability, Climate and Environment Chapter of the Comprehensive Plan to meet the City’s GHG targets.



- c) Report on reductions in vehicle miles traveled.
- d) Support alternative fuels/electric fleet technologies.
- e) Support policies and initiatives that incentivize shorter trip distances and shifts to non-drive-alone modes.

Policy T-8.4: Implement transportation-related actions identified in Kirkland's Sustainability Strategic Plan.

- a) Include smart growth principles in all City planning practices, such as creating walkable neighborhoods.
- b) Continue supporting the 10-Minute Neighborhoods concept in Kirkland.
- c) Achieve the King County Cities Climate Collaboration goal of reducing driving per capita by 20% by 2030 and 50% by 2050, compared to 2017 levels.
- d) Continue to build walking and bicycling transportation networks so that people of all ages and abilities can comfortably get to where they need to go.
- e) Grow annual average weekday transit ridership.
- f) Promote current shared mobility programs and services.
- g) Establish new shared mobility options.

Policy T-8.5: Safeguard the transportation system against disaster.

- a) Develop and keep current strategies for preventing and recovering from disasters that impact the transportation system.
- b) Coordinate the Transportation Strategic Plan with the Smart Cities initiative, considering greater resiliency of the transportation system.



5.9. Link to Land Use

Related Plans

The land use element of the **Comprehensive Plan** establishes a framework for growth in Kirkland through 2044. The future land use map and policies for future growth in housing and employment are designed to meet Kirkland’s growth targets, which are allocated by King County based on regional growth forecasts from PSRC. This element is the first step in planning for growth on key transit corridors, which include sections of existing frequent transit routes in Kirkland and will help guide future zoning amendments that support growth around transit.

Kirkland’s **Sustainability Strategic Plan** (SSP) links land use and transportation together. The SSP includes strategies for implementing smart growth principles to encourage a mix of building types and uses and expanded access built around compact or more transit-oriented neighborhoods. Land use goals and strategies in the SSP are paired with strategies to improve active transportation and public transit in Kirkland. These goals have been integrated into the Comprehensive Plan and accompanying environmental analysis. The goals of the SSP for active transportation and transit closely align with the goals described in Sections 5.2 and 5.3 of this document.

Goal T-9: Coordinate transportation and land use planning and policies to ensure future growth is supported and sustained by a livable, walkable, connected, and transit-oriented city.

Transportation and land use are closely tied together. The land use element of the Comprehensive Plan informs strategic investments in Kirkland’s transportation system, and the transportation system shapes land use decisions. Both transportation infrastructure and the form of development influence how people perceive their neighborhoods and how they get around. Transportation investments should help Kirkland grow in a way that is consistent with the community’s vision for the future. The Land Use Element of the Comprehensive Plan focuses future development around frequent transit in Kirkland, both in Urban Centers and along key transit corridors. The Transportation Element will support the land use vision by addressing the transportation needs of new residents and workers in Kirkland over the 20-year planning horizon.

Kirkland will support the vision for future growth in the Land Use element of the Comprehensive Plan with the following policies that align capital projects and design with land use and coordinate transportation priorities with development.

Policy T-9.1: Support land use by identifying a fiscally constrained, 20-year transportation capital projects list that supports anticipated growth through 2044 and aligns with growth targets.

The Growth Management Act (GMA) requires that transportation projects, programs, and strategies to accommodate developments be in place when a development is constructed or within 6 years. The fiscally constrained capital projects list was developed to support projected growth anticipated from the land use element of the Comprehensive Plan. Future projects and programs that were included in the fiscally constrained project list address potential impacts of development on the transportation system and help improve safety and access for people walking, rolling and bicycling in Kirkland. Specific actions to implement Policy 9.1 include:

- a) Coordinate with the Planning and Building Department to ensure transportation projects support growth and development.



- b) Ensure projects identified for the 6-year Transportation Improvement Program are aligned with and support growth.
- c) Revise the Impact Fee Program to support the vision of the Transportation Strategic Plan and reflect planned capital investments.

Policy T-9.2: Focus on transportation system developments that expand and improve walkable and bikeable neighborhoods.

Future investments in Kirkland’s transportation system focus on connections to the City’s urban centers in Greater Downtown and Totem Lake and on connections to key destinations and commercial corridors. Improvements in the NE 85th Street Station Area have a dedicated revenue stream to support local investments in neighborhood connections as the station area develops into a compact and walkable transit-oriented community. Citywide transportation improvements prioritize key connections and gaps in the city’s networks to expand walkable and bikeable neighborhoods and connect people to the places they travel to every day. Specific actions to implement Policy T-9.2 include:

- a) Prioritize transportation system improvements in areas with greater residential and employment densities to expand and improve walkable and bikeable neighborhoods.
- b) Coordinate with the Planning and Building Department on bicycle parking requirements and other policies related to development.

Policy T-9.3: Design streets in a manner that supports, and is coordinated with, future land use plans.

Design for streets, paths, trails, and other transportation infrastructure should not only reflect the context and character of Kirkland’s neighborhoods as they are today, but also as they continue to grow. Neighborhood, subarea, and land use plans often include transportation elements to create and improve connections to and through Kirkland’s neighborhoods. Kirkland’s Transportation Division and Planning and Building Departments will continue to work together closely to ensure that the city’s transportation and land use plans align with one another and reflect the City’s priorities for future development and the transportation system. Specific actions to implement Policy T-9.3 include:

- a) Ensure that transportation plans and projects based on land uses (such as subarea plans, transit-oriented development plans, and neighborhood plans) are incorporated into the transportation plan project lists and work programs.
- b) Coordinate with the Planning and Building Department to ensure all land use planning documents that include transportation elements incorporate the Safe System Approach and best practice design.
- c) Coordinate various transportation-related design guidelines for consistency citywide.

Policy T-9.4: Create a transportation network that supports economic development goals.

Kirkland’s transportation system supports the city’s local economy, getting people and goods where they need to go. Transportation improvements can build capacity for new commercial development by helping people access their jobs and helping businesses access goods delivery. The City will continue to explore opportunities to work with local organizations and businesses to determine how Kirkland’s transportation system can best support their needs while balancing the City’s goals and priorities for the future of the transportation in Kirkland.

- a) Identify opportunities to work with the Cultural Arts Commission, Shop Local Kirkland, and the economic development team to identify opportunities within transportation projects that support arts, local businesses, and economic development.



Policy T-9.5: Require new development to mitigate site-specific and systemwide transportation impacts, ensuring mobility and accessibility for all.

Many public improvements are built by the private sector as part of new development projects. It's crucial that planning, design, and construction of these improvements align with Kirkland's transportation goals. Mitigation required for individual developments required is based on the magnitude and timing of potential impacts. This may include addressing nearby intersections, local roadways, pedestrian, bicycle, and transit facilities, as well as site access. The City has guidelines for the basis, timing, and extent of mitigation. Private developments may be required to fund necessary improvements like new streets, traffic signals, and turn lanes or other improvements to mitigate potential impacts to traffic operations. New land for streets, sidewalks, bicycle facilities, and other public infrastructure to support transportation goals may be also dedicated to the City after construction of larger development projects is complete. Specific actions to implement Policy T-9.5 include:

- a) Improve how Kirkland coordinates with developers when achieving level of service that supports multiple modes and walkable neighborhoods, such as an update to the existing transportation analysis policies (e.g., Policy R-38), to require multimodal mitigation for new development.
- b) Participate in the maintenance and improvements of the Bellevue-Kirkland-Redmond travel demand model.

Policy T-9.6: Create a seamless system of streets and trails that form an interconnected network to help people efficiently reach destinations, regardless of mode of travel.

As part of development, new connections to the existing street system are often access for vehicles, bicycles, and pedestrians. Vehicle traffic distributed over a street grid balances potential for congestion from more trips across the network and additional connections in a gridded street network can shorten emergency response times and create more direct bicycle and pedestrian connections to local destinations. Adding trail connections between dead end streets can create time-saving and safe routes for bicycles and pedestrians. New connections enhance walkability and bikeability, encouraging more people to choose walking or bicycling as their primary mode of transportation. This not only promotes a healthier lifestyle but can help reduce traffic congestion and environmental impacts from travel. By prioritizing pedestrian and bicycle infrastructure, communities can create more vibrant, accessible, and sustainable neighborhoods. Specific actions to implement Policy T-9.6 include:

- a) Incorporate the plan for adding and/or improving street-end connections into the transportation grid, including the pedestrian and bicycle network. Include those connections into the prioritization process for completion of the multimodal networks.

Policy T-9.7: Use a multimodal concurrency methodology to monitor the rate at which land use development and the transportation system are constructed.

Concurrency ensures that potential trips by all modes from new development is balanced with transportation projects and programs. If growth outpaces transportation improvements, permits for new developments can be halted, which indicates a system failure. Kirkland manages to allow continuous development with a concurrency system that considers all modes including transit, bicycling, and walking. The City monitors approved land use and transportation plans to ensure they are being completed in tandem with one another, helping to achieve Kirkland's land use and transportation goals. Specific actions to implement Policy T-9.7 include:

- a) Continue to implement Kirkland's citywide multimodal concurrency system to better reflect multimodal needs and priorities over time.



Concurrency

Concurrency is a term used to describe how transportation supports future housing and jobs growth. This is a requirement under the [Growth Management Act \(GMA\)](#) requiring the timely provision of public services or facilities to support new developments. The GMA mandates that transportation projects and programs accommodate new developments when constructed or within six years. The term 'level of service' (LOS) is the standard against which concurrency is measured over a 20-year plan horizon. The main purpose of LOS standards and concurrency for transportation is to ensure that the transportation system provides safe, reliable, and convenient access and mobility for people and goods and accommodates the travel demands of anticipated housing and employment growth. Concurrency is one tool amongst many to manage and balance the transportation system's functionality with the envisioned land use and needs of the community.

While the GMA requires that LOS standards be adopted as part of a local jurisdiction's comprehensive plan to measure concurrency, it does not mandate how those standards are defined and therefore local jurisdictions may adopt standards appropriate for the local context.

MULTIMODAL EVALUATION FOR CONCURRENCY

The Kirkland 2035 Comprehensive Plan proposed a new multimodal concurrency system that includes all modes of transportation and measures future person-trip capacity from planned transportation projects and programs in addition to looking at future traffic operations alone. Kirkland established its current multimodal concurrency system in 2015 with the adoption of [Ordinance 4509](#)³³, creating the City's two-pronged approach to concurrency that includes both multimodal evaluation and evaluation of vehicular delay at intersections. This approach allows the city to support the growth it wants to see and provides the flexibility to add multimodal capacity in areas where the needs are greatest. To manage concurrency, the relationship between new housing and employment growth and the implementation of transportation projects and programs is evaluated.

Therefore, the concurrency system balances planned transportation improvements with the Comprehensive Plan growth targets over a 20-year planning horizon. In the short-term, the City uses the 6-year period for the capital program to balance the capacity added from funded individual transportation projects with the growth generated by specific new developments.

When a new development is proposed, the number of person-trips the project will generate is estimated based on the size and land uses included in the proposed development. The estimated number of person-trips generated are calculated using a standard methodology the City uses for transportation impact fees (see section 6.1). This system balances the planned person-trip capacity with anticipated person-trip demand generated by new developments in line with the future housing and employment growth targets adopted in the Comprehensive Plan.

MINIMUM STANDARDS FOR TRAFFIC OPERATIONS

Kirkland also has a minimum standard for traffic operations at intersections summarized in Section 3.4. This standard requires individual developments to mitigate intersections at LOS E and F during the PM peak period based on their proportional share of impacts. For 20-year long-range planning, this standard is a minimum LOS E during the PM peak period, with capital projects identified to address intersections performing at LOS F.

³³ <https://docs.cityofkirkland.net/CMWebDrawer/RecordHtml/289298>



Traffic operations at key intersections in 2044 were assessed using travel demand modeling and operational analysis. Intersections projected to operate at LOS F in 2044 will be addressed through concurrency projects aimed at increasing roadway capacity or enhancing capacity for other modes of transportation at these constrained intersections. Any potential impacts on traffic operations on state facilities in Kirkland, including I-405 and its access ramps, will be managed in coordination with WSDOT.

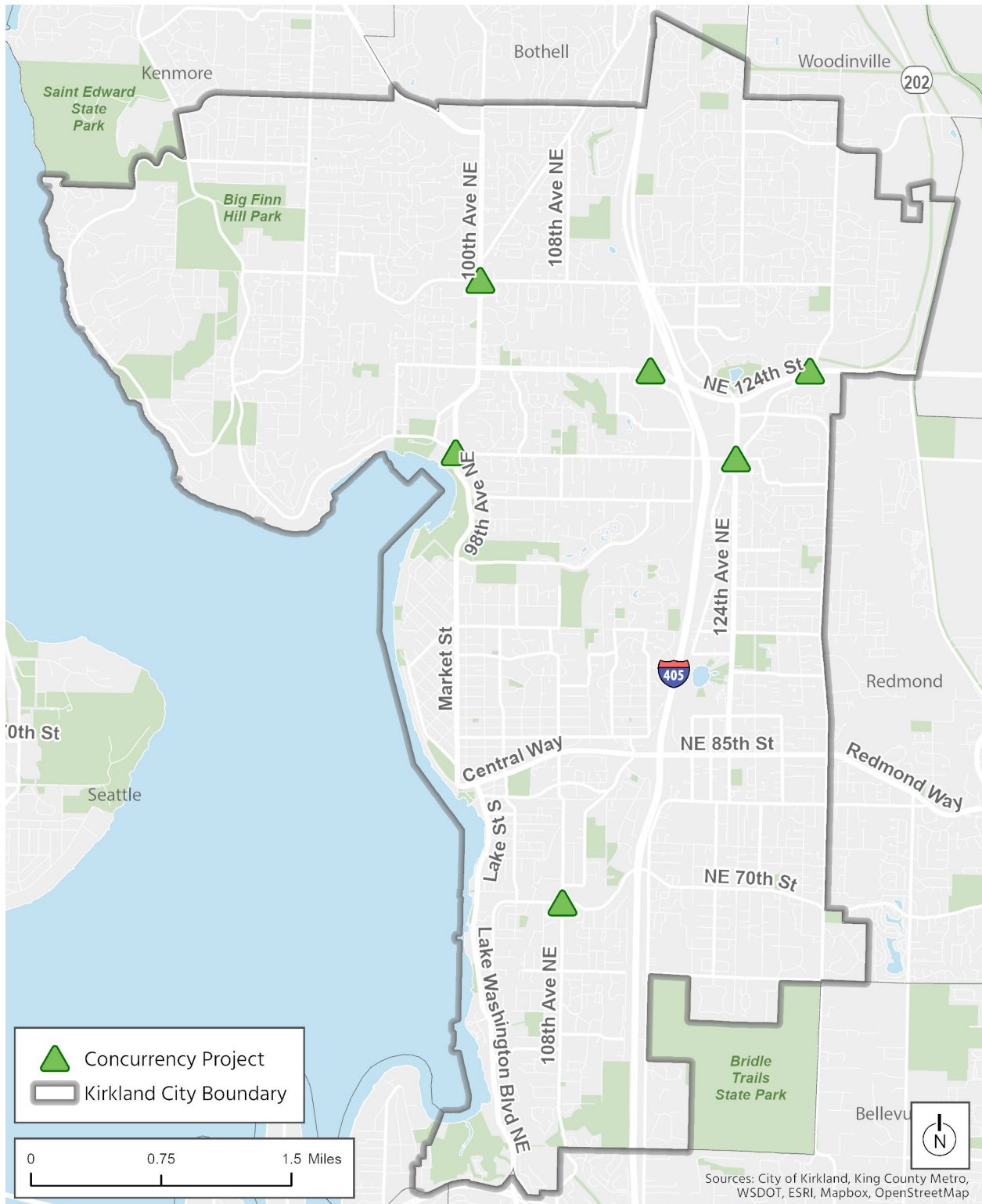
With the housing and employment growth anticipated by 2044, based on policies, future land use, and growth assumptions in the Comprehensive Plan, six intersections are expected to be below the City’s intersection LOS standard by 2044. The concurrency projects described in Table 5-2 and shown in Figure 5-7 were developed to respond to the growth anticipated under the Growth Alternative, which reflects the contents of the draft land use element of the Comprehensive Plan. These projects are part of the Capital Facilities Element of the Comprehensive Plan but would not be implemented until growth under the Plan is realized. As development occurs, additional analysis will be conducted to determine if these projects are the most appropriate approach to managing the vehicle delay or if there is an alternative to widening (such as the potential for roundabout solutions as per Policy T-1.2).

TABLE 5-2. TRAFFIC OPERATIONS PERFORMANCE IN 2044 AND CONCURRENCY PROJECTS

Intersection	2044 Operations	Concurrency Project
NE 68th St & 108th Ave NE	LOS F	Restripe eastbound right-turn pocket to a shared through-right lane and widen the west leg of the intersection for an additional receiving lane.
98th Ave NE & Juanita Drive /NE 116th St	LOS F	Add a northbound left-turn pocket and optimize signal splits.
NE 116th St & 124th Ave NE	LOS F	Add a southbound right-turn pocket optimized signal splits and modify signals for lagging northbound left turn.
100th Ave NE & NE 132nd St	LOS F	Add an additional westbound right-turn pocket and eastbound left-turn pocket.
NE 124th St & 116th Ave NE/ I-405 on-ramp	LOS F	Add an additional southbound right-turn pocket, add new eastbound right- and left-turn pockets, and modify existing signal cycle lengths.
NE 124th St & Slater Ave-132nd Pl	LOS F	Add a northbound right-turn pocket, separate the northbound right-turn movement from the existing through right lane, and optimize signal splits.



FIGURE 5-7. CONCURRENCY PROJECTS





MULTIMODAL LEVEL OF SERVICE (MMLOS)

Kirkland has a complete vehicular network but does not have a complete network for the other modes of travel, including sidewalks, bicycle facilities, and transit. Multimodal standards help Kirkland measure comprehensive system performance and identify investment needs to build out a transportation system that includes non-automobile modes, consistent with GMA goals.

Multimodal network capacity to accommodate future growth comes from projects and programs in the transportation capital project list, part of Kirkland’s Capital Facilities Plan (CFP). These projects and programs collectively provide the necessary multimodal capacity to support growth over the next 20 years. Kirkland has a MMLOS based on level of investment in multimodal projects and is measured by level of completeness for different modes. The City uses level of completeness to track progress toward the multimodal goals of the TSP over the 20-year horizon.

Multimodal LOS measures based on completeness of the transportation system are shown in Table 5-3. Objective measures are used to develop and prioritize projects included in the 20-year transportation capital project list. Generally, the level of completeness is based on available funding as well as the goals and policies of the TSP and Transportation Element.

TABLE 5-3. MULTIMODAL LEVEL OF COMPLETENESS

Transportation Strategic Plan Priorities	Measurement	2044 Level of Completeness
Walk: School walk routes	% of streets on school walk routes with sidewalks on at least one side.	100%
Walk: Sidewalks on arterial streets and transit routes	% of arterial streets and all-day service transit routes with sidewalks or pedestrian walkways on at least one side of transit	100%
Walk: Crosswalks	% of crosswalk improvements complete that are identified in the TSP	50%
Bicycle: On-street network	% of planned bicycle network complete as identified in the TSP (excluding greenways)	80%
Bicycle: Greenway network	% of planned greenway network complete as identified in the TSP	25%
Transit: Passenger environment	% of transit stops with lighting and shelters on frequent service routes	50%
Auto: ITS	% of investment allocated to Intelligent Transportation Systems (ITS) Capital Projects as identified in Table 4-1 in the Kirkland ITS Plan	100%
Auto: Pavement Condition Index (PCI)	Citywide PCI	PCI of 70

Additional performance measures are outlined in section 6.1.



5.10. Be an Active Partner

Background

Travel does not stop at city borders. People walking, biking, riding transit, and driving all travel across jurisdictional boundaries to reach destinations and services between cities.

Kirkland shares responsibility for roadway systems with our jurisdictional neighbors. There are many places of interest and regional connections in neighboring cities such as the Sound Transit Link light rail stations in Bellevue and Redmond, and many drivers use Kirkland arterials for north/south trips to reach Kenmore and Bothell. Kirkland is also bifurcated by I-405, a facility under WSDOT jurisdiction. Transit service in Kirkland and nearby cities is provided primarily by King County Metro and Sound Transit, both of which are governed by separate boards of elected officials.

Kirkland is proactive in its work with regional partners and participates in regional transportation and transit boards and committees. Kirkland leverages regional partnerships by engaging with partners early and often. A recent example is the work of the Kirkland City Council in partnership with the State Legislature, where recent sessions have secured important funding for the CKC crossing at 132nd Ave NE. City staff are also working closely with the City of Bellevue and King County Metro in the planning and design of the RapidRide K Line, which is planned to open in 2030 and will connect Eastgate and Totem Lake along an 18-mile bus rapid transit corridor.

At the county-wide and regional levels, there are various groups that influence funding decisions and transportation policy. These are often structured with staff groups making recommendations to boards of elected officials. Kirkland plays an active role in these groups.

Partnering with the private sector, schools, advocacy groups, neighboring cities, and sub-regional coalitions will inform and build support for Kirkland's transportation goals. This includes collaboration with Eastrail partners on the CKC as part of the full Eastrail corridor to coordinate private partnerships and investments, such as Google on their implementation of the Feriton Spur Park along the CKC that traverses their business campus. The Lake Washington School District is another important partner in safe routes to schools and traffic safety and coordinating with the student Sustainability Ambassadors on initiatives like the 2023 student bike ride.

WSDOT and Sound Transit are also building the I-405/NE 85th Street Interchange and Inline BRT Station to implement express toll lanes and Stride BRT along the I-405 corridor. Stride BRT will connect Lynnwood to Burien, offering a new option for residents to access job centers with more frequent and reliable transit. The \$234.4 million project will reconfigure the I-405 and NE 85th Street interchange to include direct access to the express toll lanes, a new inline transit station, improved pedestrian access to reach the station, and new stormwater facilities. Sound Transit and the City also have a cooperative funding agreement was approved for a new pedestrian and bicycle pathway along NE 85th Street connecting downtown to the future NE 85th Street Stride BRT Station.

Kirkland plans to significantly reduce citywide GHG emissions and it will be necessary to work with regional partners such as Puget Sound Energy (PSE), King County Cities Climate Collaboration (K4C), transit agencies, and other to make those reductions possible. PSE is the gas and electricity utility in Kirkland and has a service area that spans 10 counties in western Washington. PSE will need to continue transitioning to renewable energy sources for Kirkland to reach its goal of 100 percent renewable electricity usage. PSE is currently working with the City on a pilot program to install electric vehicle charging stations and expand access to EV charging in the community.



Goal T-10: Coordinate with a broad range of groups—public and private—to help meet Kirkland’s transportation goals.

Kirkland will work proactively with local and regional partners to achieve the City’s transportation goals. Building relationships with members of the community and reaching underrepresented groups in Kirkland will help the City better serve the community’s transportation needs. Interagency coordination with King County Metro and Sound Transit will advance the City’s goals for public transit. Playing a strong role in partnerships with transit providers and with WSDOT will help the City ensure that the priorities of the local community are reflected in regional transit and transportation investments. Neighboring jurisdictions and other partners, like LWSD, are critical to Kirkland’s implementation of safe routes to school and regional projects.

The City will work to strengthen its relationships and collaboration with local groups and other agencies with the following policies that focus on the City’s transportation, equity, and climate goals.

Policy T-10.1: Implement Kirkland’s Diversity, Equity, Inclusion, and Belonging (DEIB) Roadmap through community coordination and outreach.

- a) Establish relationships with organizations that represent priority populations in order to better understand the needs of under-represented groups.
- b) Conduct outreach with both Kirkland residents and those outside of Kirkland, particularly those who work in Kirkland but do not live within the city limits.
- c) Ensure community engagement is conducted early and often when projects are planned, designed, and constructed.
- d) Explore opportunities to improve how the City communicates with and receives information from the community.

Policy T-10.2: Coordinate with local agencies and associations, neighboring cities, and regional entities to advance the goals and strategies outlined in the Transportation Element.

- a) Ensure regular and advanced communication and coordination is conducted with local businesses and community members related to local neighborhood projects and plans.
- b) Participate in and provide leadership for regional transportation decision-making with state, countywide, and regional groups to stay informed and contribute to conversations, initiatives, programs, and opportunities related to transportation.
- c) Participate in the King County Climate Change Collaborative to identify trends in vehicle innovation and seek opportunities to implement them in Kirkland.

Policy T-10.3: Partner with LWSD, other educational institutions, police, parents, and transit providers to encourage walking, bicycling, and taking transit to school.

- a) Work with the Police Department’s school resource officers to implement bicycle, pedestrian, and traffic safety interactive education programs.
- b) Conduct additional circulation analysis to improve walk, bicycle, and pick-up and drop-off circulation at all schools in Kirkland, in coordination with LWSD.
- c) Coordinate with King County Metro on improving transit services to schools and ensuring all students receive free youth transit passes.



Policy T-10.4: Partner with transit agencies to ensure Kirkland receives high-quality transit service that is coordinated with planned growth and land use.

- a) Continue working with King County Metro to support the RapidRide K Line project, including capital project development, permitting, grant support, and the like.
- b) Coordinate with transit agencies on access to transit projects and supportive infrastructure, such as shelters and bus stop improvements, bicycle parking, and first/last mile(s) connections.
- c) Continue working with King County Metro to promote Metro Flex and other flexible transit systems operating in the city.
- d) Continue partnering with Sound Transit on major investments in Kirkland along the I-405 Corridor and through other initiatives.
- e) Participate in regional conversations regarding transit-related policy, service changes, restoring reduced service, and ensuring future transit is aligned with Kirkland's growth and land use changes.
- f) Advocate for meaningful increases in Sound Transit and King County Metro services in Kirkland, with connections between transit hubs and urban centers as a first priority.
- g) Actively pursue agreements with transit providers to deliver a network of high-quality transit service that supports Kirkland's land use and transportation plans.

Policy T-10.5: Work with the WSDOT and the State Legislature to fund Kirkland's high-priority projects and improve safety in and around state corridors.

- a) Collaborate with WSDOT for better operations at WSDOT signals.
- b) Foster a strong working relationship with WSDOT leadership.
- c) Advance Kirkland's transportation interests with actions on legislative agendas.
- d) Fund initial studies to make it easier to secure funding for construction projects.
- e) Periodically review federal functional classifications.
- f) Engage WSDOT in discussions to advance improvement of I-405 interchanges with the intention of securing funding to design and rebuild new interchanges at NE 124th Street, NE 70th Street, and improvements around NE 128th Street.

Policy T-10.6: Coordinate multimodal transportation systems with neighboring jurisdictions.

- a) Coordinate with the City of Bellevue on improved walking and bicycling access between the South Kirkland Park and Ride and the Cross Kirkland Corridor (CKC), as well as between the SR 520 Trail and the Lake Washington Boulevard Promenade.
- b) Prioritize connections to the future light rail stations in Bellevue and to Bellevue's Spring District mixed-use commercial area.
- c) Work with the City of Redmond to improve access to Redmond including stair and trail connections from the North and South Rose Hill neighborhoods and access to the Redmond Central Connector.
- d) Coordinate with the City of Bellevue, City of Redmond, City of Kenmore, City of Bothell, and City of Woodinville to ensure bicycle and pedestrian connections at jurisdictional boundaries are seamless.



Policy T-10.7: Actively pursue grant funding and innovative funding sources.

- a) Pursue innovative opportunities and partnerships to better leverage available City funding.
- b) Seek funding through various grant funding sources including federal, regional, and state sources as well as through non-traditional sources.
- c) Pursue the opportunity for the City to become eligible for funding related to federal transit.

Policy T-10.8: Partner with nonprofit, private sector, and other 'new' partners on innovative solutions to improving transportation connections or the transportation environment.

- a) Coordinate with local businesses, the Kirkland Downtown Association, and commerce-related groups to better understand transportation needs and to better communicate transportation-related information.
- b) Identify all businesses that require transportation management plans and coordinate to ensure those businesses are complying and offering the resources to their employees to reduce single-occupancy vehicle trips.
- c) Seek opportunities to partner with nonprofit and private sector groups and businesses to leverage resources.

Policy T-10.9: Coordinate with the Eastrail Regional Advisory Committee members and Eastrail Partners to implement the Connect, Construct, Complete vision for the entire CKC and connections to the larger Eastrail network.

- a) Be an active partner with Eastrail Partners and the Eastrail Regional Advisory Council.
- b) Coordinate wayfinding, signs, counts, art, and other initiatives that support the Connect, Construct, Complete vision.



6. Projects & Implementation

To implement the goals and policies identified in the TSP, the City has identified a broad range of capital projects and programs as well as other activities. These are implemented in a variety of ways through capital project and program implementation but also through public engagement, monitoring, conducting studies, etc.

6.1. Capital Projects and Programs

Capital projects were identified from a broad range of previous planning efforts including modal plans, corridor or area plans or studies, crash analysis and external plans; all of which have specific identified and prioritized transportation investments. Some additional projects were developed and added to future capital projects and programs based on public engagement or for operational needs. The TSP consolidates the capital project recommendations from previous planning efforts and public engagement into one cohesive document and has reconciled conflicting priorities. While these plans and studies are referenced for additional detail and direction, the TSP will supersede previous planning documents if there are conflicting priorities or recommendations.

The plans and studies that are incorporated into the TSP include (but are not limited to):

- Vision Zero Action Plan (VZAP)
- Active Transportation Plan (ATP)
- Safer Routes to School Action Plans (SRTS)
- Kirkland Transit Implementation Plan (KTIP)
- Intelligent Transportation System Plan (ITSP)
- NE 85th Street Station Area Plan
- Citywide Transportation Connections
- Local Road Safety Plan (LRSP)
- Studies such as the Lake Washington Boulevard Promenade Study, the NE 128th St Corridor Study, Holmes Point Corridor Study, etc.
- External Plans (Sound Transit 3, King County Metro's long-range plan, Metro Connects)

This brought together a list of over 430 identified projects plus additional programs. The TSP outlines a strategy to prioritize the City's limited resources (Table 6-3) that best achieves the goals outlined in the TSP. Section 6.2 outlines how these projects were applied planning level costs and prioritized.

- **Projects** are generally larger in scope, often require right-of-way acquisition, and are better managed as individual projects. Example: 100th Avenue NE Corridor Improvements
- **Programs** include smaller projects that can be implemented together to complete a vision and allow the City the ability to be more flexible with implementation. Example: filling a sidewalk gap.



Fiscally Constrained/ Funded Project List

It is a requirement for the Capital Facilities Element of the K2044 Comprehensive Plan to demonstrate a fiscally constrained project list for capital investments, 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. This list is also sometimes referred to as the CFP project list. The CFP are those projects that ranked the highest priority and proposes additional programs to be funded (see Section 6.1).

Programs

Programs are groups of smaller projects that can be implemented together to complete a vision and give the City more flexibility with implementation. These include maintenance programs such as the ongoing annual street preservation program, annual striping program, local road and signal maintenance, etc. Other programs include the Neighborhood Traffic Control Program that evaluates speeds along local roads and will implement speed reduction treatments or the Neighborhood Safety Program where projects are identified the community through neighborhood associations and coordination with neighbors.

The TSP recommends additional programs to be funded to allow the city the opportunity to implement lower-cost implementation or pilot projects and to implement safety projects throughout the city. This includes sidewalk completion, crosswalk upgrades, citywide neighborhood greenways, arterial traffic calming and street lighting programs. Many of these additional programs have elements that are too expensive to be funded under previous programs but would allow the city to implement these safety projects.

Each program prioritizes relevant projects. For instance, the sidewalk infill program will be prioritized based on the Active Transportation Plan and the Safer Routes to School Action Plans which used using level of stress along roadways, free and reduced lunch data, access to schools or amenities to evaluate potential projects. See Appendix B for the full list of programs.

Fiscally Unconstrained Project List

The TSP includes a full 20-year vision for Kirkland's transportation needs that support the goals identified in the TSP including safety, connecting networks and supporting the growth envisioned in the Land Use Element. A key component of this vision is the list of future projects and programs, both funded and unfunded. This list will be the foundation for future project funding discussions (both the 6-year CIP and 2-year Budget), grant applications, and implementation and could extend beyond the 20-year planning horizon without the identification of additional funding sources.

The TSP is a living document and will be updated periodically. While new projects are continually identified, the TSP will continue to provide the prioritization framework for ranking new and existing project needs for future project ranking and funding discussions.

Non-Capital Implementation Activities

In addition to the capital program, there are many activities that are outlined in the Goals, Policies and Actions outlined in Section 5. These include a variety of activities such as public engagement, monitoring, partner coordination. One set of activities includes conducting corridor studies or other planning efforts. Studies and plans allow the city to conduct further analysis and public engagement along a corridor before making a recommendation about a project or citywide analysis to better inform policy changes. Some examples include:



- Market Street Corridor Study
- 7th Ave/NE 87th St Corridor Study
- Juanita High School Connection Study
- 132nd Ave NE Corridor Study
- Juanita Elementary Sidewalk Concept Design
- 100th Ave Bridge Study
- Downtown Parking Management Policy (G-11) Update
- Downtown Circulation Study
- Curb Management Plan
- CKC Action Plan
- Speed Limit Setting Policy Update (underway)

Plans and studies are generally funded through the budget processes through service packages or other identified funding mechanisms.

Additional actions and strategies from the TSP are part of ongoing initiatives that are not reflected in capital projects and programs. Some examples include:

- **Support for Bicycling:** Strategies the City plans to pursue such as bicycle counts, promoting bike use, and creating wayfinding maps.
- **Support for Walking:** Strategies to support walking would also include similar needs for pedestrian counts and support for safe routes to schools and other initiatives.
- **Safety:** In addition to evaluating speed limits and other capital projects and programs, the City is looking at better ways to make crash data more transparent and continues to update the local road safety plan every two-years that evaluates trends and identifies projects based on updated crash data. Also, building a culture of safety through a safety campaign and public engagement will become a priority to implementing Vision Zero.

6.2. Financial Forecast and Revenues

This section describes revenue estimates and financial projections from the City's Department of Finance that were used to develop a financial plan for capital projects and programs over the next 20 years. Future investments in transportation were evaluated and prioritized for funding through a process that reflects the goals and priorities of the TSP.

Anticipated Revenue Sources

The City uses a variety of revenue sources to fund its transportation projects, programs, and strategies. The City's diverse funding streams help ensure the city can build and maintain and improve its transportation network with reliable revenue, ensuring safe and efficient travel for everyone. Kirkland's anticipated revenue sources for transportation investments through 2044 informed financial forecasts in following sections and will help the City meet current needs and plan for future growth, creating a well-connected and accessible community.

Transportation impacts fees (TIF) are assessed on new developments in Kirkland based on different land use categories and are proportional to their impact on the system. TIF revenues are used to fund transportation capital projects and are only used to fund future capacity improvements, not to fix existing



deficiencies in the system. The City's TIF schedule was last updated in 2021 with the Transportation Impact Fee Update Report and will be updated as part of a citywide impact fee update, with an anticipated effective date in 2025. Kirkland's TIF rate reflects the cost to the City per person trip in the PM Peak hour that can be attributed to growth in Kirkland. TIF for individual developments are proportional to the size of each land use in the development.

REET 1 & 2 are set to their ongoing allocation in the 2023-28 CIP with 0% growth in the 6-year CIP and 5% growth between 2031-2044. Because interest rates are persistently high and real estate activity has slowed, short-term growth is uncertain. The 5-year annual average growth for REET revenue is close to 0% because of mercurial market conditions and 10-year annual average growth is around 7%. Assuming local real estate market activity will settle at a rate lower than the past decade, we project REET to grow at 5% annually long-term.

Gas Tax had been assumed to grow at 2-3% in previous CIP projections, however this revenue is likely to grow more slowly—if at all—over the next 20 years as electric vehicles become a larger share of the consumer and commercial markets. Therefore, we're assuming no growth in this revenue after 2024.

Business License (RGRL) and **Surface Water** contributions to the CIP are set by City policy and are not assumed to grow.

Solid Waste contribution grows with inflation (consistent with previous CIP's) therefore setting to 3.5% growth throughout the 20-year horizon.

2012 Street Levy is assumed to growth at the maximum levy rate of 2.5% each year: 1.0% growth + 1.5% for new construction.

School Zone Safety Cameras reserves are programmed into the 2023-28 CIP because there was a balance built up over several years. Future availability will depend on the costs of running the program, so we are not assuming long-term revenue at this time. Will reevaluate during 2025-30 CIP development.

Kirkland TBD's \$20 Vehicle License Fee (Car Tabs) are currently being used to fund the debt service on planned 2024 bond issuance for ATP/SRTS projects as well as Transportation related staffing and are not programmed directly into future transportation projects.

External Funding is not a long-term revenue assumption for the CIP or CFP as state/federal funding is unpredictable and may rise and fall with new legislation or administrations. Any projection of long-term funding would be unreliable and circumspect. That said, Council has indicated that Staff should establish a grant opportunity matching funds reserve which will be available in the next budget that will keep local funds aside for staff to seek external funding.

Revenue Projections

Short term revenue projections were developed based on the City of Kirkland's current funding streams and expected escalation for the 2025- 2030 Capital Improvement Plan (CIP). Short-term revenue assumptions include a modest increase in impact fees and a decline in gas tax revenue from the 2024-2029 CIP. No Tax Increment Financing (TIF) revenues were assumed in revenue projections pending additional information on upcoming development. Short-term revenue projections reflect escalation of solid waste and street levy revenues based on observed trends in City revenue from Kirkland Department of Finance and Administration. Short-term revenue projections for 2025 through 2030 are shown in Table 6-1.



TABLE 6-1. SHORT-TERM REVENUE PROJECTIONS

Revenue Source	2025	2026	2027	2028	2029	2030	Total 2025-2030 Revenue
Impact Fees	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$28,000,000
REET 1	\$2,114,000	\$2,114,000	\$2,114,000	\$2,114,000	\$2,114,000	\$2,114,000	\$43,503,083
REET 2	\$3,523,000	\$3,523,000	\$3,523,000	\$3,523,000	\$3,523,000	\$3,523,000	\$72,498,280
Gas Tax	\$531,000	\$531,000	\$531,000	\$531,000	\$531,000	\$531,000	\$7,434,000
Transportation Package Extra Gas Tax	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$3,150,000
Business License (RGRL) Fees	\$270,000	\$270,000	\$270,000	\$270,000	\$270,000	\$270,000	\$3,780,000
Solid Waste	\$430,000	\$445,000	\$461,000	\$477,000	\$494,000	\$511,000	\$9,349,093
Surface Water	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$7,000,000
Street Levy	\$2,929,000	\$3,002,000	\$3,077,000	\$3,154,000	\$3,233,000	\$3,314,000	\$56,112,405
School Zone Safety Camera	-	-	-	-	-	-	-
Tax Increment Finance	-	-	-	-	-	-	-
Car Tabs	Used for TBD Debt Service						-
Secured External	-	-	-	-	-	-	-
Unsecured External	\$2,872,000	\$7,000,000	\$714,000	-	-	-	-
Total Transportation Revenue	\$2,000,000	19,610,000	13,415,000	12,794,000	12,890,000	12,988,000	\$230,826,861

Long-term revenue projections for the City of Kirkland include escalation of the City’s current Real Estate Excise Taxes (REET 1 and REET2). Otherwise, assumptions for long-term revenue between 2031 and 2044 are consistent with those used to develop short-term revenue estimates from observed trends in City revenue. Long-term revenue projections are shown in Table 6-2.



TABLE 6-2. LONG-TERM REVENUE PROJECTIONS

Transportation Revenue Source	Projected Revenue 2031-2044
Impact Fees	\$28,000,000
REET 1	\$43,503,083
REET 2	\$72,498,280
Gas Tax	\$7,434,000
Transportation Package Extra Gas Tax	\$3,150,000
Business License (RGRL) Fees	\$3,780,000
Solid Waste	\$9,349,093
Surface Water	\$7,000,000
Street Levy	\$56,112,405
School Zone Safety Camera	-
Tax Increment Finance	-
Car Tabs	-
Secured External	-
Unsecured External	-
Total Transportation Revenue	\$230,826,861

Additional Funding Opportunities

There are a variety of other funding sources beyond local funding that allow the City to continue implementing the unconstrained project list. These were not included in the fiscally constrained projection because they are either temporary or difficult to project over 20 years due to uncertainty. However, these sources provide additional resources for plan implementation. For example:

- The City Council authorized the use of Kirkland’s Transportation Benefit District for the purpose of funding Safer Routes to School Action Plans priority projects, Active Transportation Plan priority projects, Vision Zero priority projects and other active transportation projects.
- As development occurs, sidewalk gaps are required to be infilled in front of properties and for larger developments, in some instances streetscapes such as bicycle lanes.
- Partnerships provide a great opportunity to implement the plan. Examples include working with Metro on transit speed and reliability or access projects (K Line associated projects, 98th Ave NE/Forbes Creek Drive Transit Queue jump) or with Google at the Feriton Spur Park along the Cross Kirkland Corridor.
- Grants for transportation come from Federal, State and other sources. Federal and State funds such as through the Puget Sound Regional Council (PSRC), WSDOT Local Programs or the Transportation Benefit District provide excellent opportunities to supplement local funds. An example of a recent grant success is the federal Safe Streets for All (SS4A) in coordination with the PSRC.
- State appropriations can help fund much needed projects through the state legislative process. An example includes the crossing of the CKC to Eastrail at 132nd Ave NE.



6.3. Future Transportation Investments

Development of Project Costs

To facilitate future project implementation, planning-level costs were developed for all unfunded projects within the City's project list. High-level costs were developed for roughly 2,000 projects, mid-level costs were developed for roughly 80 projects, and more detailed costs were developed for ten priority projects.

For high-level costs, the cost estimates developed were based on a planning-level analysis of the project descriptions, available GIS data, and input from City staff. A unit cost per linear foot or per location was developed based on assumptions. Various project elements were assumed based on historical project cost information from comparable projects and other context available at the time of analysis. No engineering conceptual drawings were developed in support of these assumptions. ROW costs were not included in the project cost estimates developed.

For mid-level costs, when validated existing CIP cost estimates were available for a specific project, they were used as a baseline with a suggested inflation factor of 5% per year. It was assumed that existing CIP cost estimates included soft costs such as permitting, engineering, construction administration, and City administration. Existing CIP cost estimates were inflated to the year 2024, applying to both construction costs and soft costs. When existing CIP cost estimates were not available for a specific project, various project elements were assumed based on project descriptions, available GIS data, historical project cost information from comparable projects and other contexts/input from the City at the time of the analysis. No engineering conceptual drawings were developed, and ROW costs were not included in the project cost estimates developed.

The WSDOT Cost Estimating Manual suggests a 30% to 50% contingency for planning-level cost estimates. A 45% contingency was used for projects within the high-level cost analysis and a 35% contingency was used for projects within the mid-level cost analysis. For planning-level soft costs, 25% was assumed for design and permitting and 25% was assumed for construction and City administration.

PRIORITY PROJECTS

Ten priority projects were identified by the City for more in-depth cost analysis. These cost estimates were based on project descriptions, desktop review of the project sites through Google Maps and available GIS data as well as input from City staff. More detailed assumptions for various project design elements were developed for each of the priority projects. Miscellaneous project elements such as temporary traffic control during construction, stormwater measures, utilities, site preparation, and erosion and sensitive area mitigations were assigned with suggested percentages of the total construction costs, based on available historical project cost information. Schematic aerial figures were developed to show detailed assumptions.

For the priority projects, a 30% contingency was used to account for other unidentified design elements. The costs were inflated at 5% per year to the year 2028. For soft costs, 25% was assumed for design and permitting and 25% was assumed for construction and City administration. Potential ROW impacts were estimated in square feet (SF) based on available GIS data for existing ROW and on width assumptions for each priority project. ROW acquisition administrative soft costs per parcel were included in the cost estimates to account for title reports, appraisals, legal documents, and negotiation service costs. The average cost per SF for property value was not included in the planning-level estimates and will be added at a later phase by the City.



Project Prioritization

Conceptual projects from the City’s existing plans and programs were consolidated into a single set of projects to be prioritized for funding and implementation. Projects and programs included in the current Capital Facilities Plan, Active Transportation Plan, NE 85th Street Station Area Plan and other adopted plans were recorded in a single dataset and georeferenced in a web map for development of a 20-year project list. Transportation projects referenced in multiple plans or included duplicative elements were consolidated where possible. 430 projects out of the full list of 2,230 potential transportation projects were identified to be evaluated and scored along criteria based on the ten overarching goals of the plan as shown in Table 6-3. The remaining projects were not flagged for prioritization because they are programmatic (i.e. sidewalk program) or already have a funding source identified.

TABLE 6-3. PROJECT PRIORITIZATION CRITERIA AND SCORING

Goal	Criteria	Score
T-1 Safety	Provides a safety improvement on a high injury corridor. Scoring based on high injury corridor ranking.	40: High 30: Medium 20: Low 0: Does not meet criterion
	Provides a safety benefit or preventative countermeasure.	20: Yes 0: No
T-2 Active Transportation	Connects to the Cross Kirkland Corridor (CKC).	5: Yes 0: No
	Creates a low-stress environment for people walking and bicycling.	10: Yes 0: No
	Completes a gap identified in the ATP or SRTS. Scoring based on existing ATP or SRTS priority score.	30: High 20: Medium – Med/High 10: Low – Med/Low 0: Does not meet criterion
T-3 Public Transit	Supports connections to frequent, local, or future transit.	40: Frequent Route 30: Local Route 20: Future Frequent Route 0: Does not meet criterion
T-4: Vehicle Network Management	Improves transportation system operations (signal modification, channelization, etc.).	30: Principal Arterial 20: Minor Arterial 10: Collector 0: Does not meet criterion
T-5: Technology & Emerging Practices	Includes ITS technology (bike/ped counters, passive detection, leading ped interval, Accessible Pedestrian Signals, transit signal priority, etc.).	10: Yes 0: No
T-6: Maintenance & Preservation	Provides a long-term maintenance benefit (roundabouts, new street builds, etc.).	10: Yes 0: No
T-7: Equity	Increases transportation options for priority populations identified through the City’s Equity	30: Equity Index 3 – 3.9 20: Equity Index 2 – 2.9



Goal	Criteria	Score
	Mapping Tool developed for the Capital Improvement Program.	10: Equity Index < 2
	Provides accessibility improvements in compliance with the ADA.	10: Yes 0: No
T-8: Sustainability	Reduces vehicle miles traveled and supports modal alternatives to single-occupancy vehicle trips.	20: Yes 0: No
	Project avoids environmentally sensitive areas (ESA).	20: High
	If impact to an ESA is unavoidable, project supports mode shift and/or improves traffic flow.	10: Medium
	Does not meet criteria	0: Does not meet criterion
T-9: Link to Land Use	Connects to or within an Urban Center or to neighborhood and commercial centers.	30: Urban Center
		20: Neighborhood or Commercial Center
		0: Does not meet criterion
T-10 Be an Active Partner	Connects to regional connections, centers, or fills a gap crossing jurisdictional boundaries.	10: Yes
		0: No
	Leverages coordination with partners.	10: Yes 0: No
	Introduces a new technology/service that supports mode shift.	10: Yes
		0: No

The City of Kirkland’s available funding through 2044 is limited based on revenue sources outlined in the previous section. All potential projects were evaluated for funding based on this priority framework and the projects with the highest priority scores that represented key connections in the City’s networks were selected for funding in the financial plan. Projects slated for funding through 2044 and other projects for which the city will explore other revenue sources such as grant funding is included in Appendix B.

6.4. Measures and Performance Monitoring

An important element of the implementation of the TSP is the regular evaluation of how well the City is progressing toward meeting the goals outlined in the plan. In addition to the Multimodal Level of Completeness evaluation outlined in Section 5.9, the following additional performance measures will be evaluated every one or two years, depending on the measure.

The Multimodal Level of Completeness evaluates network of completion and includes a level of completion target that the City can reasonably achieve within forecasted revenue. The additional performance measures described in Table 6-4 provide a more complete monitoring program for the City to continue to check-in on implementation of the TSP goals.



TABLE 6-4. PERFORMANCE MEASURES AND EVALUATION

TSP Goal	Performance Measure	Performance Measure Evaluation
T-1: Safety	Annual totals of fatalities, serious injuries, and bicycle/pedestrian related crashes. Analysis of priority locations and leading contributing factors reported every two years with the Local Road Safety Plan.	Monitor trends. Summary level crash data will also be continuously available with a website dashboard dynamically connected to a police report database.
T-2: Active Transportation	Annual totals of bicycle and pedestrian volume counts on the CKC	Monitor trends. Data collected by tube, infrared, and camera sensors and potentially crowdsourced data.
	T-2: Active Transportation	Annual totals of bicycle and pedestrian volume counts on the CKC
T-3: Public Transportation	Annual total ridership numbers on all day routes in Kirkland.	Monitor trends and/ or link to Metro's ridership dashboard
T-4: Vehicle Network Management	Narrative summary of annual progress towards completing ITS Implementation Plan	Narrative
T-5: Technology and Emerging Practices	Narrative summary of new technologies and the implementation of improvements that support future technologies such as Smart Cities Initiative, fiber optic connectivity, parking technologies, and other infrastructure upgrades reported every two years.	Narrative
T-6: Maintenance	Percentage of maintenance program and/or project funding in the capital improvement program	% of funding levels
T-7: Equity	Narrative summary of CIP Equity Tool scores of completed projects.	Narrative
T-8: Sustainability	Percentage of funds spend per transportation mode in the CIP, reported every two years.	% of funding levels
	Link to the Sustainability Strategic Plan monitoring of the 7 goals and 21 actions under Land Use and Transportation	Link
T-9: Link to Land Use	Narrative summary of project updates that support land use goals (transit, centers, etc.). Grant updates included.	Narrative
T-10: Partnerships	Narrative summary on Kirkland's partnerships if any for that year (K line example)	Narrative



The actions in this plan outline additional support to better monitoring including Policy T-1.4 to build a robust and transparent data framework. The performance measures outline baseline conditions that the City can monitor and report on each year. This is in addition to the many other monitoring activities such as the City's traffic count program, speed studies, and inventories.





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](#)¹ of these was launched

¹ 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

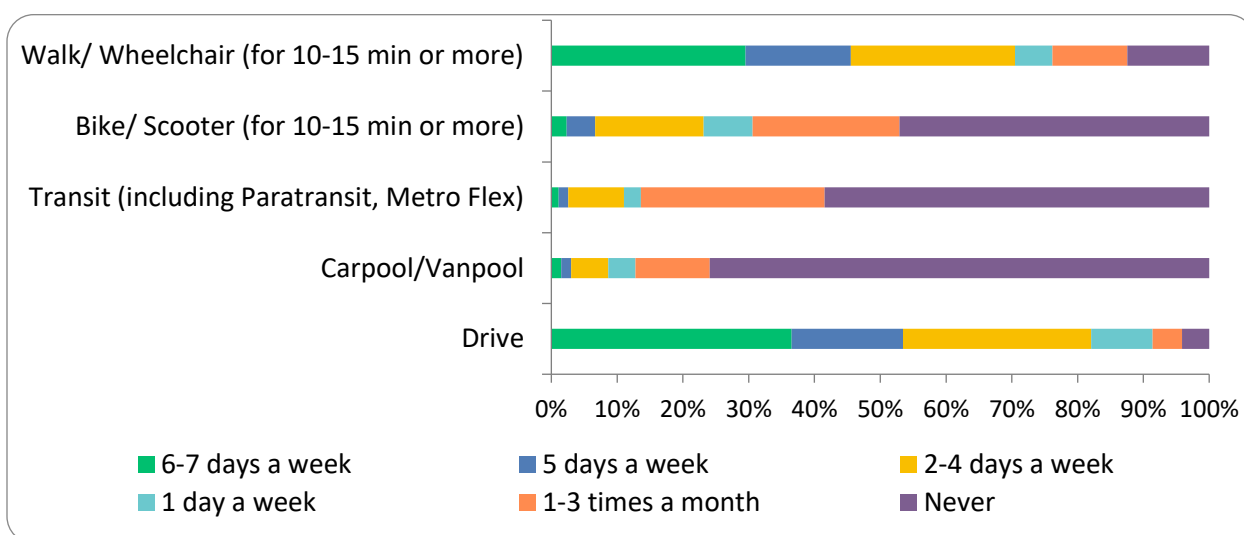
A public hearing was held with the Planning Commission on the Transportation Element of the Comprehensive Plan. Following public testimony, the Planning Commission recommended to Council the Transportation Element with a few minor changes. Additionally, a public hearing for the full TSP was held with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



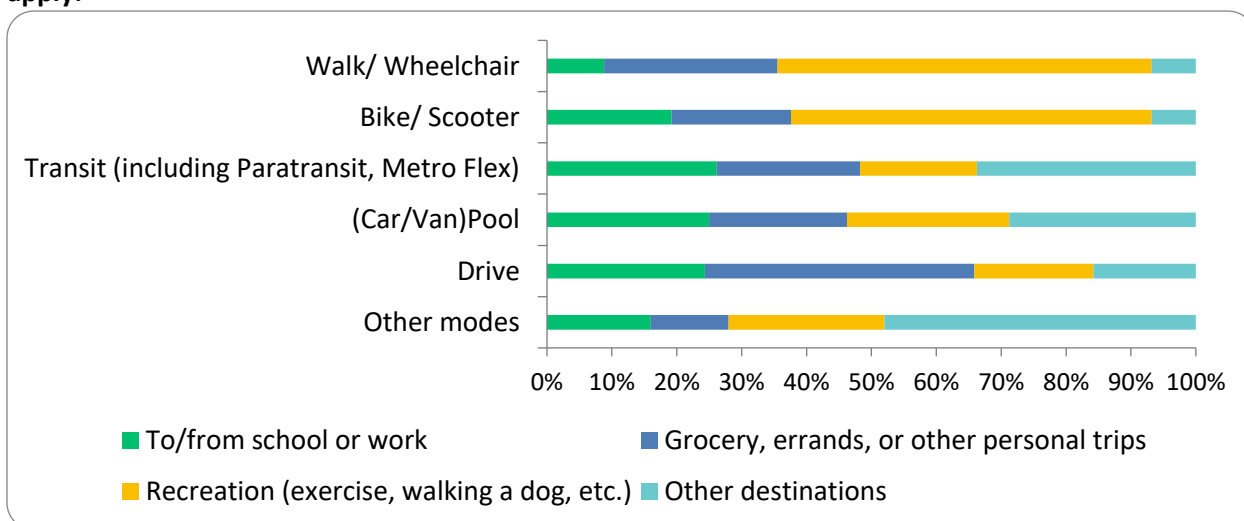
Transportation and Land Use Survey Results

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

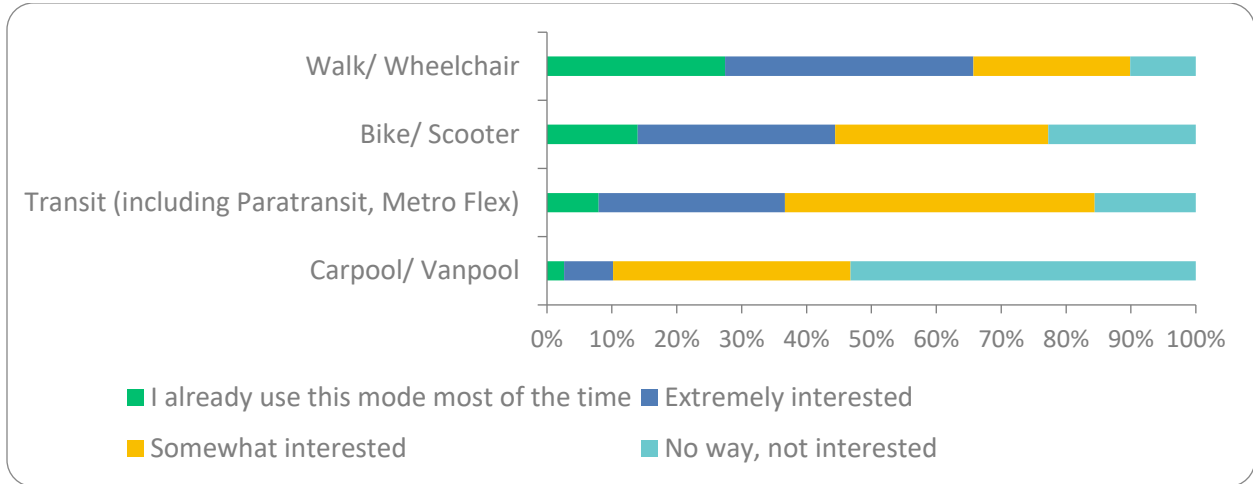
In a typical week, how often do you travel using the following modes of transportation (to school/work or for personal trips) – check all that apply:



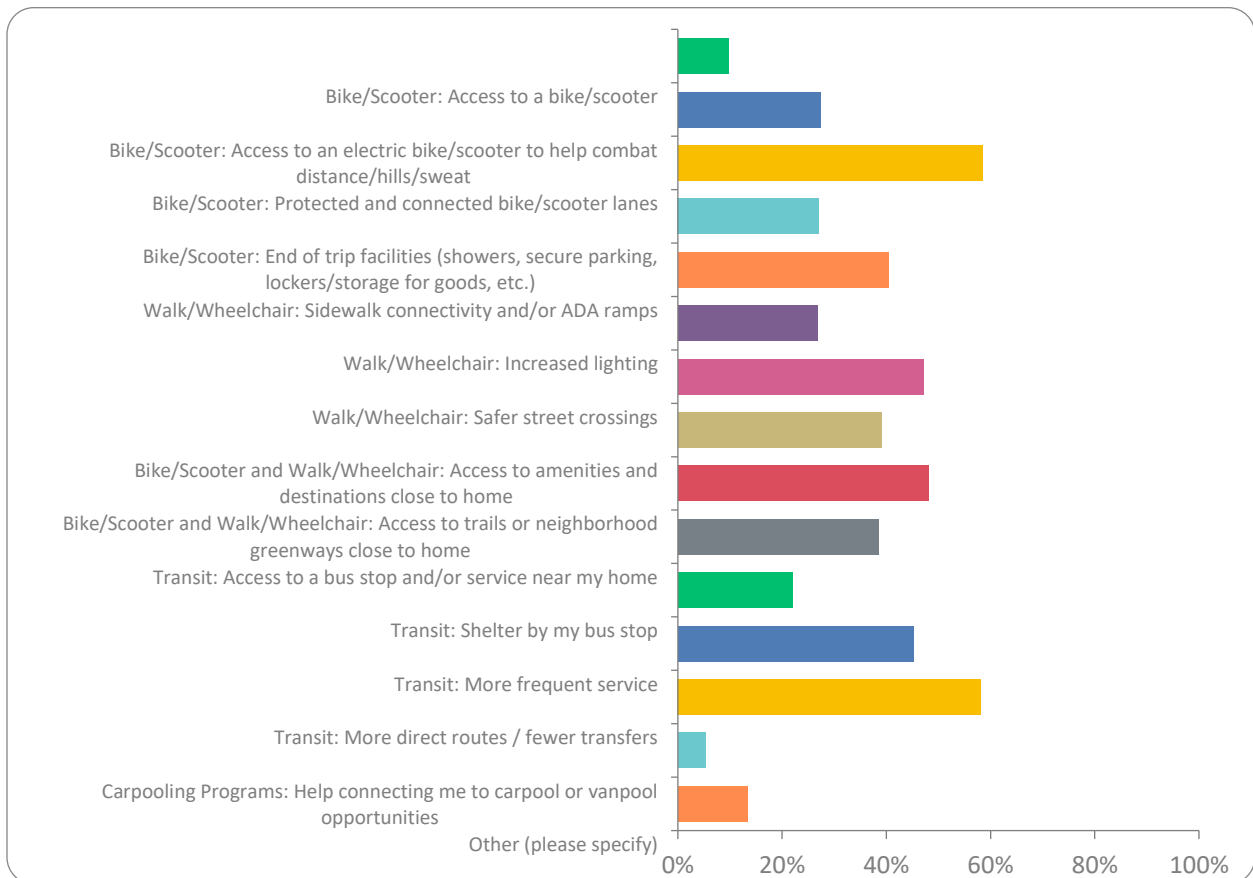
When you travel using the following modes, what is your typical destination/ trip type? Check all that apply:



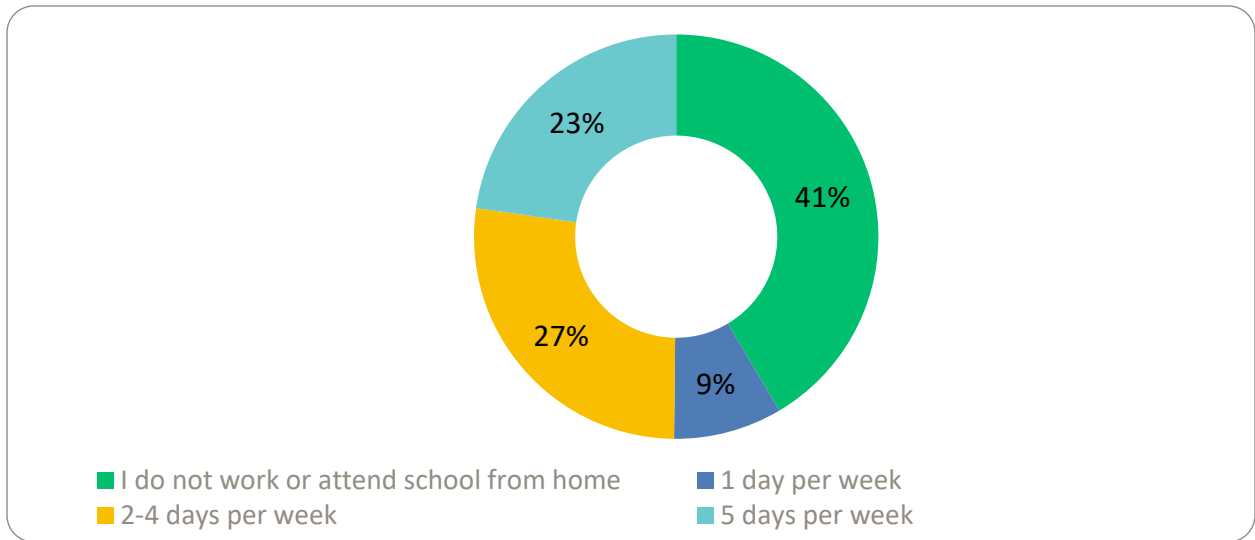
With increased population growth, limited space, and climate considerations, shifting from driving to other modes of transportation can help us meet our climate goals, reduce congestion, and make way for people who have no other choice but to drive (for deliveries, health, carrying capacity). How willing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



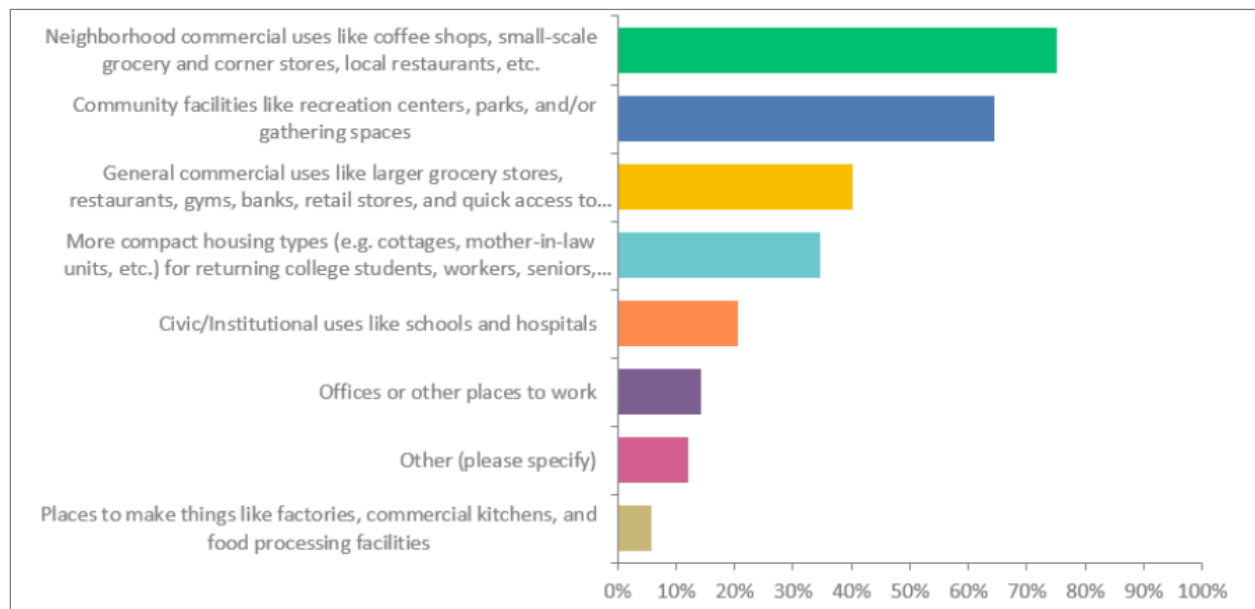
For those modes you are interested in, what would it take to encourage you to take other modes of transportation? (check all that apply)



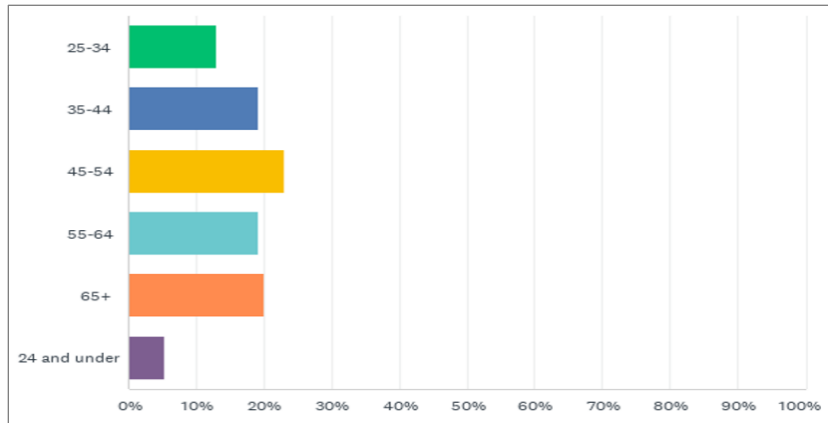
In a typical week, how often do you work or attend school from home?



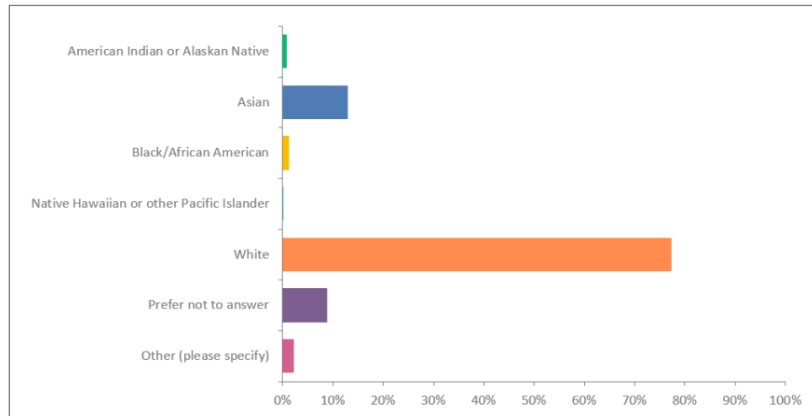
What types of uses would you like within walking distance of your home? (check all that apply)



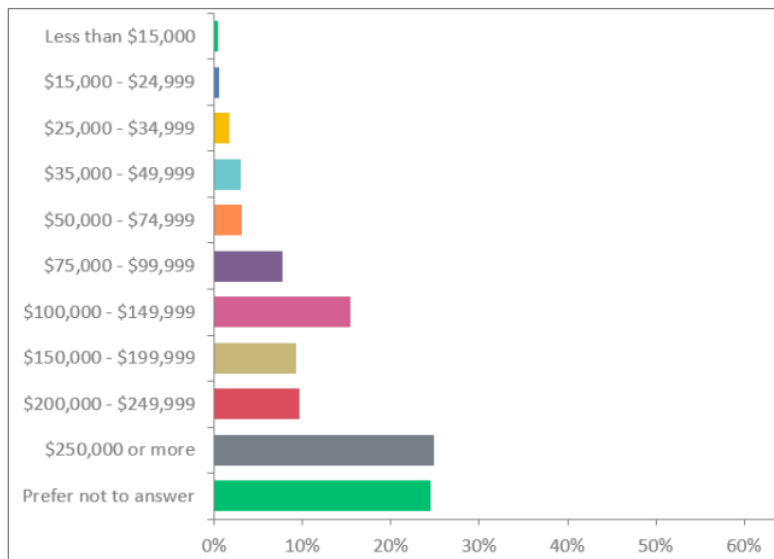
What is your age?



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



What is your household income?



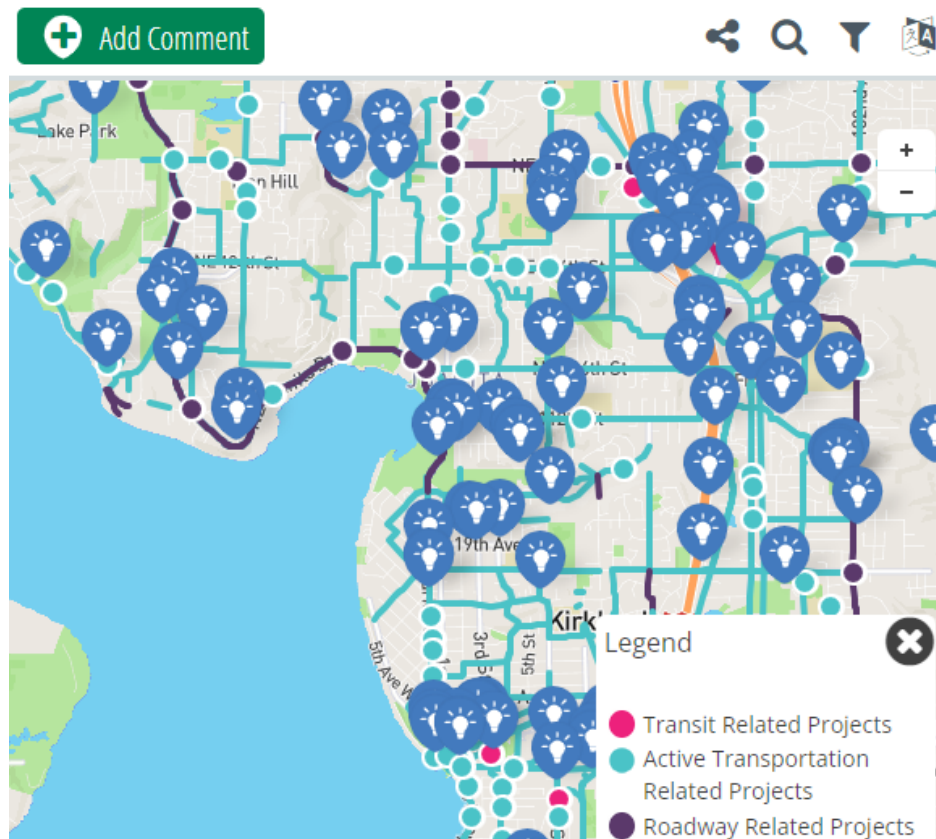
Transportation Strategic Plan (TSP) - Project List Public Engagement

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 132nd 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 108th Ave NE and NE 53rd St – 12 dislikes, 3 likes and four additional comments mostly expressing concern a new signal would cause more delay (related to the 108th 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:

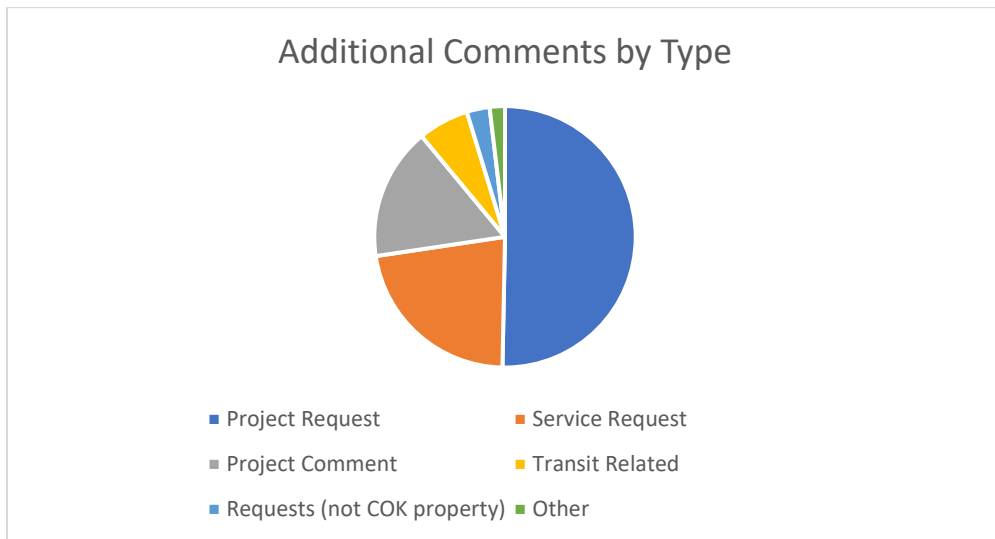
There were 328 additional comments made in the map. Those were all reviewed by transportation staff and categorized into themes: Support of an existing project, potential for a future capital project, service requests, those outside of Kirkland’s jurisdiction, transit related or other (not project related).

- 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.

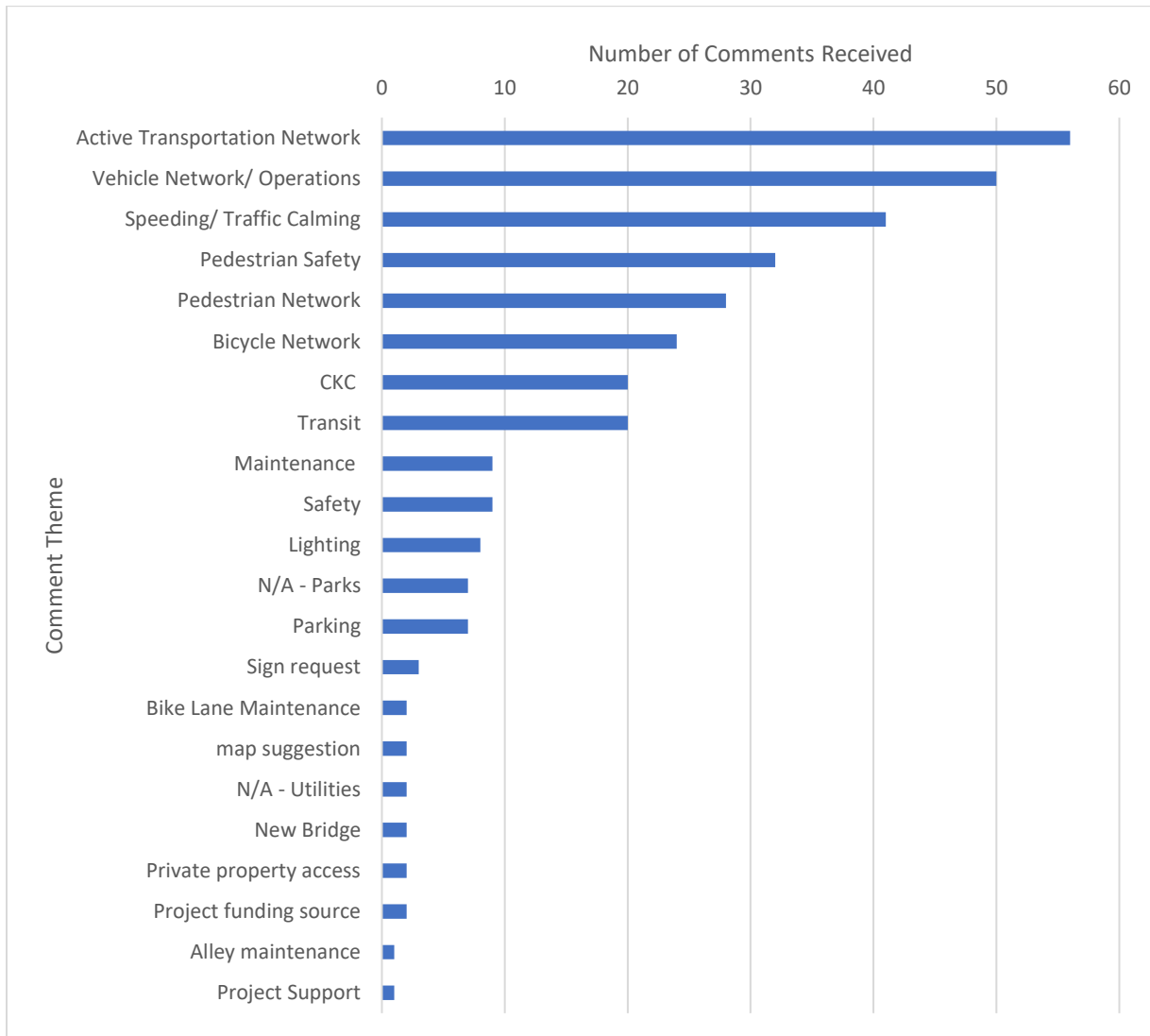
There were some additional comments that received a lot of additional reactions:

- 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 116th St/ 98th Ave NE intersection – 49 likes, 3 dislikes

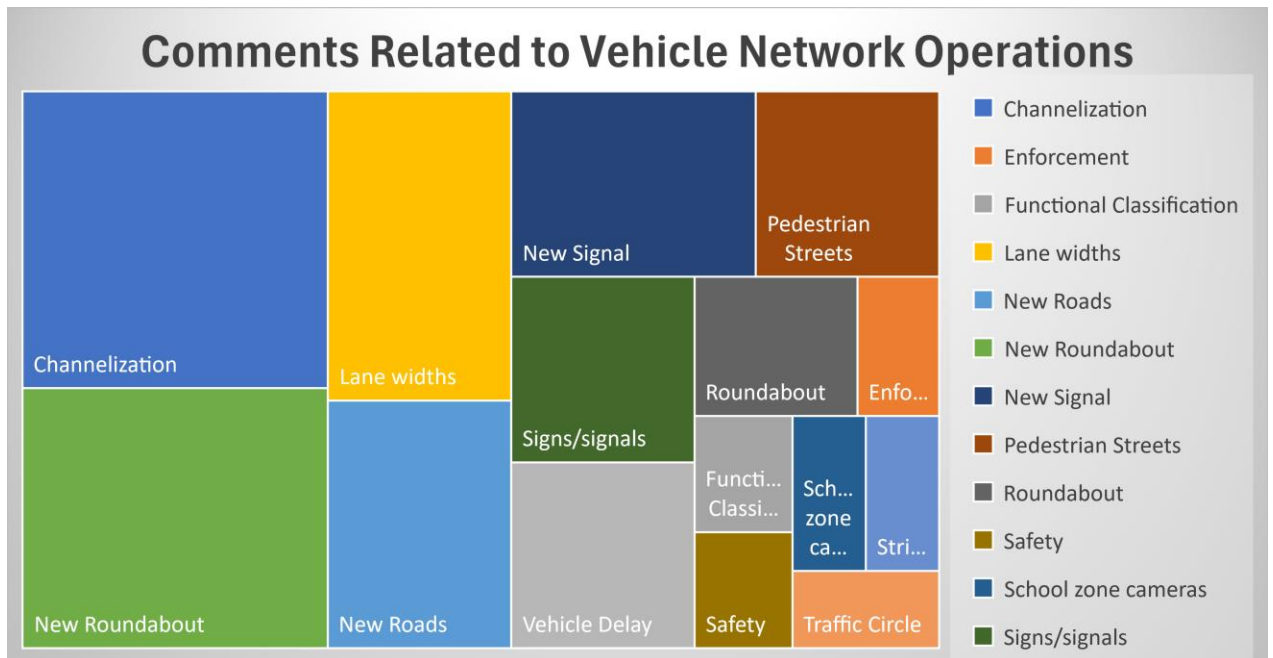
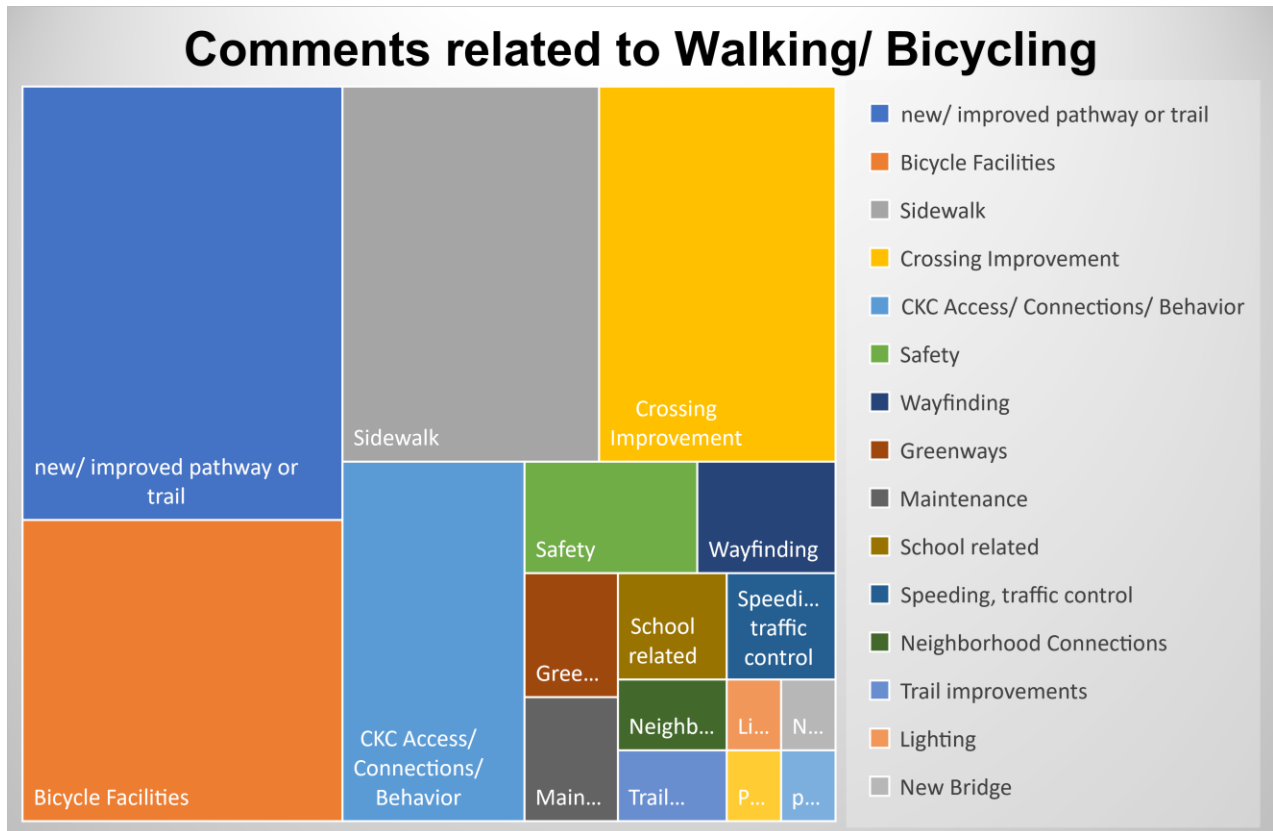


Comment Type	Count
Project Request	160
Service Request	71
Project Comment	52
Transit Related	20
Requests (not COK property)	9
Other	6

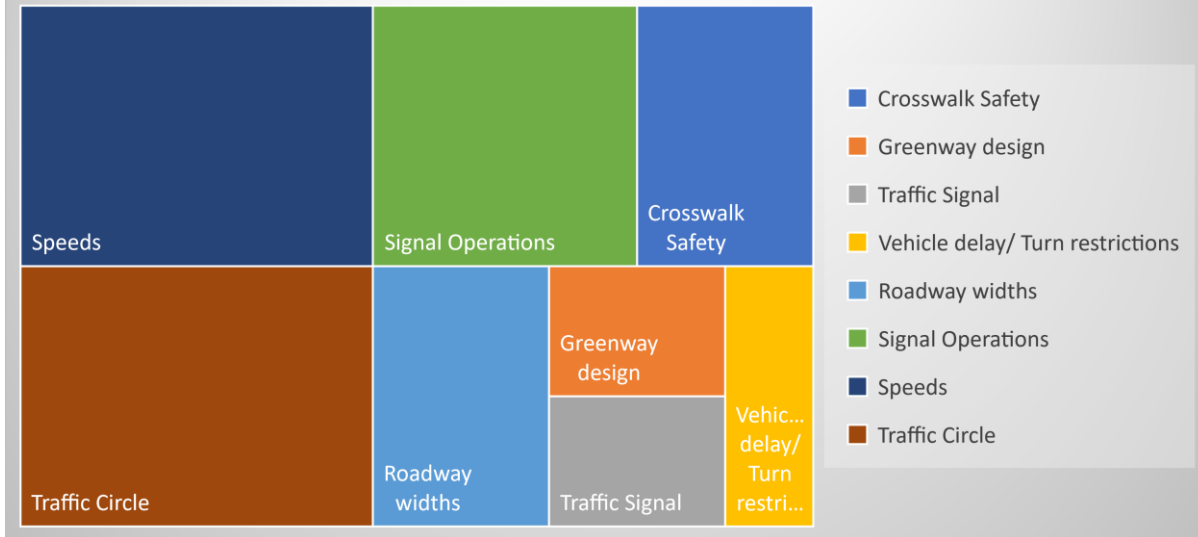
Most of the comments received were related to walking and bicycling. Comments labeled as 'Active Transportation' referenced both modes. The combined total for Active Transportation, Pedestrian Safety and Networks, Bicycle Networks and the CKC amounted to 162 comments (almost half of the total comments 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>	41	36	5
<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>	39	39	0
<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
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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
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There is no pedestrian access to this building at all. No sidewalks and no crosswalk.

21	21	0
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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
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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
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Install protected bike facilities in this portion of 100th.

17	14	3
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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
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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
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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 https://www.kompan.com/en/us/p/fsw104	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 https://www.kompan.com/en/us/p/fsw104 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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https://dk: Project Request	Vehicle Network/ Operations	Functional Classification
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https://dk: Project Request	N/A - Parks	
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https://dk: Project Request	Active Transportation Network	Juanita Public Pathway
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https://dk: 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

https://dk: Project Request	Pedestrian Network	Sidewalk
https://dk: Project Request	Pedestrian Network	Sidewalk
https://dk: Project Request	Active Transportation Network	Greenways
https://dk: Project Request	Lighting	
https://dk: Project Request	CKC	CKC Access
https://dk: Project Request	Vehicle Network/ Operations	New roundabout
https://dk: Project Request	Pedestrian Safety	
https://dk: Project Request	New Bridge	Transit access/ pedestrian
https://dk: Project Request	CKC	School access
https://dk: Project Request	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

https://dk: Project Request	Pedestrian Safety	Crossing Improvement
https://dk: Project Request	Pedestrian Safety	Crossing Improvement
https://dk: Project Request	CKC	Wayfinding
https://dk: Project Request	Active Transportation Network	Juanita Public Pathway
https://dk: Project Request	CKC	New access
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	N/A - Parks	

https://dk: Project Request	Bicycle Network	Bike Lanes
https://dk: Project Request	Active Transportation Network	Greenways
https://dk: Project Request	Active Transportation Network	Juanita Public Pathway
https://dk: Project Request	Lighting	
https://dk: Project Request	Vehicle Network/ Operations	New Signal
https://dk: Project Request	N/A - utilities	
https://dk: Project Request	N/A - Parks	
https://dk: Project Request	Bicycle Network	share the road
https://dk: Project Request	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

Public Comments Received to Date:

The following table lists transportation related public comments received to date through various forms such as from focus groups, emails, letters, workshops, neighborhood meetings, etc. These comments were received by the City through the Kirkland 2044 Comprehensive Plan update process or specifically to transportation staff about the Transportation Strategic Plan.

To see all public comments received to date for the entire 2044 Comprehensive Plan, these can be found on Kirkland's webpage:

https://www.kirklandwa.gov/files/sharedassets/public/v/13/planning-amp-building/kirkland-2044-comp-plan/2022.04-19-2024.05.14_public-comment-tracker_k2044.pdf

To read individual letters or emails, these have all been provided on the 2044 Comprehensive Plan webpage:

[kirklandwa.gov/files/sharedassets/public/v/13/planning-amp-building/kirkland-2044-comp-plan/2022.12.06-2024.05.14_public-comments_k2044.pdf](https://www.kirklandwa.gov/files/sharedassets/public/v/13/planning-amp-building/kirkland-2044-comp-plan/2022.12.06-2024.05.14_public-comments_k2044.pdf)

Transportation Public Comments

Date Submitted	Topics	Comment Summary
5/1/2023	Accessibility	Ensure the transportation is inclusive for people of all ages/abilities
	Accessibility	7 comments concerned about accessibility
	Accessibility	Concern that car-inaccessibility will compound mobility challenges for those who rely on mobility aids
5/1/2023	Accessibility	Additionally, consider that people with lower incomes may be forced to drive because they live farther away from amenities due to housing costs or underinvestment in transit.
5/1/2023	Accessibility	keep options for seniors in mind - eventually people will be older and not able to use bicycles
5/1/2023	Accessibility - e-bikes	options as a senior - ebikes not a great longterm option
5/1/2023	Accessibility - multimodal options	ensure that disabled and aging community members are able to safely move without driving.
5/1/2023	Accessibility - multimodal options	prioritize all ages and abilities bike and ped infrastructure
5/1/2023	Active transportation network	East-west connections for multimodal networks
5/1/2023	Active transportation network	Ensure the safety of pedestrians and cyclists through sidewalk connections, maintenance, connected and protected bike lanes, and separated pathways.
5/1/2023	Active transportation network	High Quality Active Transportation Infrastructure
5/1/2023	Active transportation network	High Quality Active Transportation Infrastructure
11/15/2023	Active transportation network	identify/create safe connections from Goodwill to all nbh schools
11/29/2023	Active transportation network	More accessibility to greenspace via bike and walking networks
	Active transportation network	15 comments about sidewalk/crosswalk and bike lane safety on 124th Ave
2/3/2024	Bicycle Infrastructure	I am writing to express my concern with the lack of bicycle infrastructure along 98th/100th Ave NE between NE 124th ST and NE 116th ST. This road is a connection between the stretch of 100th Ave NE which has bicycle lanes, to Juanita and onto downtown Kirkland. Bicyclists have to choose between riding on the road with fast-moving traffic, or on the sidewalk, which is too narrow and inadequate for pedestrians as is. Are there any plans to improve this corridor for bicyclists/pedestrians? If so, adding protective bollards would also be good.
4/22/2023	Bicycling	2044 Vision Statement for bikes (see Janice for video of her speaking)
5/1/2023	Bicycling	bikes, e-bikes, cargo bikes
5/1/2023	Bicycling construction detours	construction site safety for biking
5/1/2023	Bike infrastructure	better bike parking
5/1/2023	Bike infrastructure	Safe bike infrastructure
6/21/2023	Bike infrastructure	Create bicycle signals at intersections with bike lanes, and require leading bicycle interval and leading pedestrian interval at all intersections.
7/31/2023	Bike infrastructure	Require more bike racks (that are sized right for e-bikes with larger tires) and rack spaces at front of businesses where the visibility is high.

Transportation Public Comments

Date Submitted	Topics	Comment Summary
8/24/2024	Bike infrastructure	<p>To Planning Commissioners I just watched this video (https://www.youtube.com/watch?v=JILyS8x1gZo) about a fight over some bike lanes in Montreal. "What does that have to do with Kirkland?" you might ask. Good question. I think there are some really strong parallels with the meeting the video narrator describes and what's happening here in Kirkland. It's honestly kind of eerie. I realize it is transportation in this case versus housing in our case, but the ideas of "process vs. substance", grievances vs solutions, and especially the "why are you all clapping for the guy saying all bike lanes should be stopped if you support bike lanes but just wanted to be more involved in the decision/design?" seem to be common to both cases. I heard many people applauding folks saying that LU-2.4 should be completely stricken, as opposed to modified, scoped, or re-thought. I think this belies the true agenda of folks claiming a lack of transparency or a problem with the processes we have gone through/will go through. I would encourage you to watch this video, especially if you might approach a conversation about adding a bike lane differently than you would approach one about adding more housing to our neighborhoods. I think there's something to learn from it. In my head I could not avoid thinking of the analogous arguments being made. "adding a bike lane will make the street more dangerous" -> "adding density will make housing more expensive" "people don't bike in this neighborhood" -> "people don't take transit in this neighborhood" "it makes my car trip a longer distance" -> "more people might park on my street" and so forth.</p> <p>The ideas about missing the big picture and instead focusing on one single place in which one aspect of life will change for the worse are also common to both cases. https://www.youtube.com/watch?v=JILyS8x1gZo</p>
6/21/2023	Bike lane construction detours	Create bicycle detours alongside vehicular detours for construction; when bike lanes simply end, cars are prioritized and cyclists are unsafe.
6/21/2023	Bike lanes	Measure cyclist safety using LTS Metric; strive to create LTS 1 (separated bike lanes); use LTS 2 (buffered) bike lanes to increase connectivity.
10/23/2023	Bike lanes	Better bike infrastructure from schools to Totem Lake
10/25/2023	Bike lanes	wants increased safety for bike lanes
11/1/2023	Bike lanes	Need sharrows for bike lanes
11/8/2023	Bike lanes	Improve bike infrastructure along arterials
11/15/2023	Bike lanes	Connect bike lanes along 98th/100th-- abrupt bike lane end is unsafe
	Bike lanes	12 comments asking for improved/increased bike infrastructure
1/26/2023	bike parking	expand the placement of bikelink cages around the city bus stops
7/31/2023	Bike parking	Encourage map providers like Waze, Google and others to put bicycle parking on their applications as they do for automobile parking.
7/31/2023	Bike parking	Encourage the use of a bicycle concierge service for public events and offer the service when issuing Kirkland Event permits.
7/31/2023	Bike parking	We need more bicycle parking for customers at businesses. It is often lacking, and the number of racks don't accomodate modern bicycles such as electric that have larger tires.
1/6/2023	Bus service	increase bus connection and service
5/1/2023	Bus service	less investment in public transit, in outlying neighborhoods. Kingsgate used to be better. More frequent buses
5/1/2023	Bus service	more bus routes
5/1/2023	Bus service	need to make it easier. finn hill has only one bus
5/24/2023	Bus service	I see it often between 8 and 9 am in downtown, it is mostly empty. Maybe before or after, I don't know. But after they rerouted 255 and it is not going through DT Seattle, it became pretty much useless
6/13/2023	Bus service	Can the City provide more funding for bus service?
6/13/2023	Bus service	Finn Hill is underserved by King County metro and routes continue to be cut. Is the City pushing back/doing enough to advocate for our bus lines?
6/13/2023	Bus service	Seniors are impacted when they no longer can drive and need to take the bus, yet bus service is being cut
	Bus service	Ensure reliable transit to Seattle; 257 and 311 frequently unreliable weekday mornings
5/24/2023	Bus service	Bus service has been unfortunately cut in Kirkland. During peak travel times many busses going to Seattle are standing room only.
5/24/2023	Bus service	I'm curious how often members of city council are taking buses. Maybe they should, to see that buses are riding almost empty and just make the traffic worse.

Transportation Public Comments

Date Submitted	Topics	Comment Summary
6/13/2023	Bus service - routes	South Rose Hill resident is devastated her bus routes have been cut and King County is selling the Houghton Park and Ride lot. She thinks the City needs to retain bus service to that area even if an aquatic center is there. She wants bus service back in her neighborhood. It takes her 2 hours to get to South Lake Union by bus today.
	Bus service - routes	Increase bus service to Seattle
6/13/2023	Bus service - routes	Wishes the 255 bus route would come back.
8/21/2023	Bus service - routes	City of Kirkland did not fight hard enough for the city to retain our bus network and buses directly to downtown seattle. Transferring to light rail is difficult for seniors. It's ridiculous how many bus lines/service were cut.
8/30/2023	Bus service - routes	Jawad and his family wish that the 255 followed the old route so they could ride directly from downtown Kirkland to downtown Seattle. His wife does not feel safe transferring to/taking light rail. Jawad wishes the bus to/from the airport ran later.
1/6/2023	Bus stops	create large bus shelters at bus stops
6/5/2023	Bus stops	Complete sidewalks on all arterials and safe waiting Area at all bus stops (ex. If no sidewalk and right at road some sort of waiting pad right by bus stop.
5/1/2023	CKC	How about 'a' paved path on CKC but not 'only' a paved path on the CKC. There is room for both.
5/1/2023	CKC	Would like to see part of the CKC paved to avoid dirt, etc.
	CKC	Expand + Maintain CKC
5/1/2023	CKC	CKC is a park space
5/1/2023	CKC	The current gravel surface also is part of the charm, as are the split rail fences. It needs to be thought of as a park as well as a transportation corridor.
4/11/2023	CKC - accessibility	south portion of the CKC has no ADA access
5/1/2023	CKC - accessibility	south 1/3 of CKC does not have ADA entrances. Steep hills & stairs
5/1/2023	CKC - accessibility	wheelchair access to the CKC
5/1/2023	CKC - e-bikes	Any paving on CKC needs to be done in tandem with separating bikes and peds. If we pave with the idea of separating later, we'll have problems...
5/1/2023	CKC - e-bikes	electric bikes are faster and heavier than non- electric bikes - I am worried about accidents on the CKC trail and even more so if it is paved without clear separation of walkers and bikers
5/1/2023	CKC - e-bikes	separation of people walking and ebikes on the CKC
5/1/2023	CKC - maintenance	Ensure proper transportation system maintenance through proper budget and staffing to repair and sweep sidewalks/bike lanes and pave CKC.
5/1/2023	CKC - multimodal options	Finish the CKC properly and solve this--make a split trail with a paved section for wheels for those of us who want to get around quickly and efficiently (and cleanly!) and a slower gravel lane adjacent.
5/1/2023	Communication	email communications instead of postcards
5/1/2023	Communication - outreach	social media for messaging

Transportation Public Comments

Date Submitted	Topics	Comment Summary
9/6/2024	Concurrency	<p>Kirkland has an ambitious and commendable vision for its transportation future, articulated in the already-adopted Transportation Master Plan. The plan prioritizes multimodal transportation, emphasizing walking, biking, and transit as crucial elements of a livable, vibrant city. However, the current concurrency system, which utilizes both multimodal level of service (MMLoS) and vehicle delay at intersections (LOS), creates a fundamental inconsistency with the plan's vision.</p> <p>The Master Plan recognizes that it is not feasible to build enough automobile capacity to eliminate congestion. This is a critical recognition, as the current concurrency system focuses on relieving delay at intersections and maintaining a minimum LOS of "E" during peak hours. The emphasis on LOS creates a "have our cake and eat it too" scenario, as prioritizing car-focused improvements often undermines the plan's stated goals for alternative transportation. For example, the Master Plan advocates for world-class walking facilities along the Cross Kirkland Corridor (CKC). However, widening roadways to alleviate intersection congestion, a key component of the concurrency system, can come at the expense of pedestrian and bicycle infrastructure. This creates a tension between the two components of the concurrency system, pushing Kirkland to make difficult choices between maintaining LOS and building out a complete multimodal network.</p> <p>The Master Plan explicitly prioritizes alternative transportation modes, recognizing that a livable, vibrant city cannot rely overwhelmingly on automobile travel. This is highlighted in several key sections:</p> <ul style="list-style-type: none"> •Hierarchy of Modes: The Master Plan explicitly outlines a hierarchy of transportation modes, prioritizing walking, biking, and transit before motor vehicles. •Transportation Concept: The plan emphasizes a vision of "livable, vibrant cities" where walking, biking, and transit offer safe, accessible, and well-maintained alternatives to car travel. The plan acknowledges that complete congestion removal is not feasible or desirable. •Sustainability: The plan's sustainability goals promote energy efficiency and environmental responsibility. This directly aligns with prioritizing alternative modes, which are considered more energy-efficient than automobile travel. •Totem Lake Urban Center: The Master Plan envisions a shift away from an automobile-oriented Totem Lake neighborhood towards a mixed-use, walkable, and transit-friendly environment. This is seen as essential for supporting economic development and addressing the existing legacy of auto-centric design. <p>The GMA requires jurisdictions to adopt LOS standards but does not dictate how they are defined. Kirkland's two-pronged concurrency approach goes beyond the requirements of the GMA, but this approach ultimately hinders the achievement of the Transportation Master Plan's broader vision.</p> <p>Therefore, I urge the City Council to consider deemphasizing the use of vehicle delay (LOS) for concurrency. This will align Kirkland's concurrency program with the priorities set forth in the Transportation Master Plan and create a more cohesive and consistent approach to transportation planning. By focusing primarily on the MMLoS, Kirkland can more effectively ensure that its transportation system prioritizes the needs of all modes of transportation and fosters a city where walking, biking, and transit are viable and desirable options for residents.</p>
11/28/2023	Connections	Connect 132nd square park to Totem Lake
	Construction	3 comments about construction impact on roadways
6/5/2023	Crosswalk request	Basic painted Crosswalks esp areas where people cross to get to bus stops.
10/23/2023	Crosswalks	Juanita needs more road crossings, especially near schools
11/29/2023	Crosswalks	Improve 124th Ave NE crosswalk
	Crosswalks	17 comments requesting more crosswalks/ safer crosswalks
5/1/2023	Definitions	"Accessible Communities" rather than walkable.
11/17/2023	Development	address SSSB5412 exemption for residential development, provided multimodal transportation impacts are addressed
	Development/traffic	8 comments concerned about development's impact on traffic
5/1/2023	E-bikes	E-Bikes! Make it more accessible to ride uphill. Provide option for families to drop from 2 to 1 car family. Roads need to be and feel safe for biking.
5/1/2023	E-bikes	e-bikes. need infrastructure to park them to make them more practical
5/1/2023	E-bikes	Innovation and Electrification - policy and regulations that regulate shared use environments between e-bikes and pedestrians, infrastructure for locking/storage, etc. Infrastructure should support the increased use of electric bikes and vehicles by prioritizing e-bikes and e-scooters, and ensuring charging stations in more places.
5/1/2023	E-bikes - policy	Pedestrian - bike/e-mobility conflicts design and policy solutions

Transportation Public Comments

Date Submitted	Topics	Comment Summary
5/1/2023	E-bikes - policy	Policy around how e-bikes are utilized. Not one size fits all. Can be fast like mini motorcyces in bike lanes. How can we mix safe use with pedestrians?
4/11/2023	Education	bicycle education is important, not just for kids but for existing drivers to inform about sharing the road, sharrows, bike boxes, etc.
5/1/2023	Education	community education is needed
5/1/2023	Education	people need to realize they are responsible for maintaining sidewalk clearance from vegetation - more education
11/1/2023	Education	education campaign for drivers-- how to drive around bike lanes, with bicyclists
5/22/2024	Emergency transit	How is the city going to change street infrastructure to accommodate traffic in an emergency with the addition of all the additional cars on the road. I am concerned for public safety.
5/1/2023	E-Vehicles	electric vehicles, charging stations
5/1/2023	E-Vehicles	Electrification of vehicles
5/1/2023	E-Vehicles	Electric vehicle charging and parking
5/1/2023	E-Vehicles	Yes, EVs are great for reducing local emissions, but they're still the same size and we have fixed road space with exponential population growth. It's a physics problem. (EVs also shed more tire and brake particulates given their weight which are bad for air and water quality)
5/1/2023	Flexible Transit	Flexible Transit
5/1/2023	Green Stormwater Infrastructure	bioswales - green protection for bike lanes
5/1/2023	Green Stormwater Infrastructure	More re-greening of greenways. Bioswales and bike lanes
5/1/2023	Green Stormwater Infrastructure	system sustainability - multipurpose bioswales as greenways for protected infrastructure. Combine stormwater runoff with checking off transportation goals
5/1/2023	Greenways	more greenways, easier access
5/1/2023	Land use policy	Link to Land Use - Ensure consistency between land use, transportation planning and implementation.
5/1/2023	Livable Communities	longer commutes for service workers and teachers
5/1/2023	Maintenance	Maintain what we have. CKC is a good example. Without paving
5/1/2023	Maintenance	maintained roads
5/1/2023	Maintenance	Walk/Bike Facility Maintenance
5/1/2023	Maintenance - bike lanes	sweep bike lanes
5/1/2023	Maintenance - sidewalks	responsiveness to citizen requests for maintenance. sidewalks!
5/1/2023	Metro Flex	I love the new Metro Flex offered to Juanita/Totem Lake/Finn Hill!
5/1/2023	Microtransit	Eastgate - shuttle system for REI and other companies
5/1/2023	Microtransit	Feeder routes shuttles (Cold be like a minivan) to connect to TC
5/1/2023	Microtransit	Micro transit for low density areas
5/1/2023	Microtransit	on-demand shuttle service with large use zone
5/1/2023	Microtransit	promote services like on-demand shuttles
5/1/2023	Microtransit	safe/on demand shuttles
5/1/2023	Microtransit	short distant shuttles. use vacant or lightly used parking lots as parking to take a shuttle. mainly for quick short shuttle rides around Kirkland
6/13/2023	Microtransit	Consider creating an Eastside centric van/bus sponsored by the Eastside cities
6/13/2023	Microtransit	Explore smaller public transit options - vans, on-demand vehicles
6/13/2023	Microtransit	We should consider a hub system with little vans to go to different parts of the city.
10/23/2023	Microtransit	youth want to see more micro-transit options
5/1/2023	Microtransit - accessibility	Increase in community vans for those that can't drive. stations where senior can walk to van and go to various places in our area.

Transportation Public Comments

Date Submitted	Topics	Comment Summary
6/6/2023	Minimum parking requirements	A concern about reduced parking requirements for affordable housing is what about those who have a car? Public transportation is not good on the Eastside so a lot of people need to drive to get around.
10/26/2023	Minimum parking requirements	Parking is expensive to build; takes up land; reducing parking can reduce development costs so more affordable housing can be built; Removing parking allows for more walkable, livable spaces, and reduces environmental impacts of vehicles.
11/17/2023	Minimum parking requirements	consider removing/reducing parking requirements for IZ and MFTE, and areas nearby transit
11/29/2023	Multimodal connectivity	Connect 132nd Square Park to Totem Lake
8/30/2024	Multimodal LOS	<p>Kirkland has an ambitious and commendable vision for its transportation future, articulated in the already-adopted Transportation Master Plan. The plan prioritizes multimodal transportation, emphasizing walking, biking, and transit as crucial elements of a livable, vibrant city. However, the current concurrency system, which utilizes both multimodal level of service (MMLOS) and vehicle delay at intersections (LOS), creates a fundamental inconsistency with the plan's vision.</p> <p>The Master Plan recognizes that it is not feasible to build enough automobile capacity to eliminate congestion. This is a critical recognition, as the current concurrency system focuses on relieving delay at intersections and maintaining a minimum LOS of "E" during peak hours. The emphasis on LOS creates a "have our cake and eat it too" scenario, as prioritizing car-focused improvements often undermines the plan's stated goals for alternative transportation. For example, the Master Plan advocates for world-class walking facilities along the Cross Kirkland Corridor (CKC). However, widening roadways to alleviate intersection congestion, a key component of the concurrency system, can come at the expense of pedestrian and bicycle infrastructure. This creates a tension between the two components of the concurrency system, pushing Kirkland to make difficult choices between maintaining LOS and building out a complete multimodal network.</p> <p>The Master Plan explicitly prioritizes alternative transportation modes, recognizing that a livable, vibrant city cannot rely overwhelmingly on automobile travel. This is highlighted in several key sections:</p> <ul style="list-style-type: none"> • Hierarchy of Modes: The Master Plan explicitly outlines a hierarchy of transportation modes, prioritizing walking, biking, and transit before motor vehicles. • Transportation Concept: The plan emphasizes a vision of "livable, vibrant cities" where walking, biking, and transit offer safe, accessible, and well-maintained alternatives to car travel. The plan acknowledges that complete congestion removal is not feasible or desirable. • Sustainability: The plan's sustainability goals promote energy efficiency and environmental responsibility. This directly aligns with prioritizing alternative modes, which are considered more energy-efficient than automobile travel. • Totem Lake Urban Center: The Master Plan envisions a shift away from an automobile-oriented Totem Lake neighborhood towards a mixed-use, walkable, and transit-friendly environment. This is seen as essential for supporting economic development and addressing the existing legacy of auto-centric design. <p>The GMA requires jurisdictions to adopt LOS standards but does not dictate how they are defined. Kirkland's two-pronged concurrency approach goes beyond the requirements of the GMA, but this approach ultimately hinders the achievement of the Transportation Master Plan's broader vision.</p> <p>Therefore, I urge the City Council to consider deemphasizing the use of vehicle delay (LOS) for concurrency. This will align Kirkland's concurrency program with the priorities set forth in the Transportation Master Plan and create a more cohesive and consistent approach to transportation planning. By focusing primarily on the MMLOS, Kirkland can more effectively ensure that its transportation system prioritizes the needs of all modes of transportation and fosters a city where walking, biking, and transit are viable and desirable options for residents</p>
11/17/2023	Multimodal mobility	support the use of a "true multimodal transportation analysis"
5/1/2023	Multimodal options	# 1 - Create a more equitable and Multimodal mobility system
5/1/2023	Multimodal options	Biking is getting more popular, especially e-bikes and electric scooters and one wheelers. Pair with better transit options, compact, easy to pair with buses, etc.
5/1/2023	Multimodal options	cyclists and pedestrians have been short changed - were not considered in original infrastructure
5/1/2023	Multimodal options	Discourage car ownership. Transit-oriented development
5/1/2023	Multimodal options	e-scooters, foldable and locking tech
5/1/2023	Multimodal options	Kirkland was laid out for cars, people are accustomed to this . Adding a bike lane can seem impossible "to the privileged, equality feels like oppression."
5/1/2023	Multimodal options	More opportunities for safe Multimodal mobility options - addresses stress on traffic and parking demand
5/1/2023	Multimodal options	multimodal lanes, flex lanes at times of day

Transportation Public Comments

Date Submitted	Topics	Comment Summary
5/1/2023	Multimodal options	Multimodal transit connections
5/1/2023	Multimodal options	need to motivate those driving to utilize other methods
5/1/2023	Multimodal options	personal electric transport - monowheels, scooters
5/1/2023	Multimodal options	PRT - Personalized Rapid Transit
5/1/2023	Multimodal options	safely mix walk, bike, ebike users
5/1/2023	Multimodal options	Safely Move People - Support a transportation system and related government and private actions that promote all viable forms of transportation. Actively build and maintain partnerships locally, regionally and nationally, to further our transportation goals.
5/1/2023	Multimodal options	Tech is changing, people are WFH. From 3-5pm traffic is clogged. Alt methods of transportation. Innovations already by E-Bikes and scooters (foldable). More user friendly roads for alt transport (bikes, scooters). Make sure no holes in road for safety. Will be all electric cars. Need more charging stations. Encourage use of electric cars.
5/1/2023	Multimodal options	Vision of active transportation world. Adopt best practices in locations in US that rely on cars.
11/8/2023	Multimodal options	introduce transportation infrastructure that discourages car use
11/17/2023	Multimodal options	address complete streets SB 5974
11/17/2023	Multimodal options	SEIS should analyze and document efforts to increase multimodal transportation and reduce vehicle miles traveled (per RCW 36.70a.070(6)(a)(ii)).
11/17/2023	Multimodal options	SEIS should forecast multimodal transportation demand and needs for the next 10 years based on land use plan
5/1/2023	Multimodal options - accessibility	e-bikes for seniors. or tricycles!
5/1/2023	Multimodal options - accessibility	transit options for aging comfortably
5/1/2023	Multimodal options - communication	promote multimodal services - messaging
5/1/2023	Multimodal options - maintenance	maintenance for all modes infrastructure is safety
5/1/2023	Multimodal options - sustainability	Electric cars are good, but they only are a small improvement on internal combustion cars. In contrast, e-bikes and e-scooters make a huge difference for climate, for needing less parking spaces, etc.
5/1/2023	N/A	Sticky Bank
6/23/2024	Neighborhood Traffic Calming	For comments on the Transportation Plan, I have some ideas to add that I've seen at other communities: Pedestrian and local traffic only streets (Seattle) Cinch street end with extruded curbs with plants to block traffic except peds and cyclists (Vancouver BC) Curb bump outs on both street sides to slow traffic (Shoreline) More Traffic Cameras (Lake Forest Park) Thanks for working hard on the Comp Plan. I appreciate the City's efforts.
2/10/2023	Outreach	Track rate of community engagement/feedback relative to census tract and engagement/outreach method
5/1/2023	Outreach	demonstration of new transit services at events
5/1/2023	Outreach	hiring people that aren't working for the city to advocate for programs
11/1/2023	Outreach	begin outreach/engagement sooner; 30% completed is too late
6/13/2023	Outreach	Important to engage with King County and WA state to get more efficient transit. King County and WA state should involve transit users in the decision making for changes to transit stops. Government bodies need to think of these issues (I.e. housing, transit, parking, etc.) in a holistic sense.

Transportation Public Comments

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6/6/2023	Outreach/Communication	Hopelink offers rides to anyone who needs rides to certain things like medical appointments, etc. Communication about these resources is needed to raise awareness.
6/13/2023	Outreach/Communication	COK has the volunteer van, but there needs to be more community education/awareness to get drivers to volunteer for the service. Vans are not being used regularly.
5/1/2023	Outreach/Education	education at farmers markets
4/11/2023	Parking	Why is there no parking at the 85th Station?
10/26/2023	Parking	wants more parking for parks
11/17/2023	Parking	Increase parking Downtown
5/22/2024	Parking	Please provide the Multi story parking in the waterfront and in the City. The parking allow people enjoy the parks, Walking and other facility in the City. Please do not give the parking to other company to manage or own it. Please lighting is essential for pedestrian and parks. Please provide enough lighting.
	Parking	9 comments about parking concerns, mostly commenters want more parking at transit access points
5/31/2023	Parking - project	Concern in loss of parking for potential Lake Washington Boulevard Promenade, concern new trees would block resident views of Lake Washington
5/1/2023	Parks and green spaces	Green communities - Policies should improve access to parks and green corridors in all neighborhoods, focusing on those that have less access, by creating new parks or connecting existing parks to neighborhoods by trail network.
5/1/2023	Parks and green spaces	Policy LU-6.1: Distribute parks and open spaces throughout the City, with particular focus on new facilities in areas of the City facing the greatest population growth, in areas where facilities are deficient, and/or in areas where connections of the open space network could be made.
3/14/2023	Pedestrian construction detours	Also, the Parks Department needs to be mindful of accessibility issues when there is construction next to parks. For a while, people in wheelchairs could not access Kirkland Urban from Peter Kirk Park because of construction.
11/30/2023	Pedestrian network	Pedestrian I-405 bridge at NE 140th St
5/1/2023	Policy	Policy LU-4.1: Maintain and enhance the character of Kirkland's residential areas.
5/1/2023	Policy	Wording of policy conflicts with itself - Located near public transit while also increasing density all over the city. Re-word to emphasize density increases all over the city.
5/1/2023	Policy verbiage	self driving cars seems too specific
5/1/2023	Project implementation	not enough staff to design all the infrastructure that is needed. money is a challenge - not enough. Taken 10 yrs to build 1 greenway
11/1/2023	Project structure	build in flexibility/smaller milestones-- quick wins, pilots, etc
	Projects - 132nd Ave	19 comments about 132nd Ave-- 4 about sidewalk conditions
5/1/2023	Protected bike lanes	bike lanes sandwiched between parked cars & road. consider repainting bike lanes (near curb). Use parked cars to protect cyclists
5/1/2023	Protected bike lanes	flex lanes means no cyclists can safely use lanes. also, infrastructure needed for bike lanes would not support cars (planters/bollards)
5/1/2023	Protected bike lanes	parking protected bike lanes
5/1/2023	Protected bike lanes	prefer dedicated & protected bike lanes
5/1/2023	Protected bike lanes	protected bike lanes
9/8/2023	Protected bike lanes	supports widening sidewalks, introducing widened protected bike lanes
5/1/2023	Protected bike lanes - sidewalks	protected bike lanes and ped lanes
5/24/2023	Protected bike lanes - sidewalks	Safe routes for walking and biking (sidewalks and protected bike lanes!)
6/21/2023	Protected intersections	Create daylighted, protected intersections in Kirkland.
5/21/2024	Public Access	As residents of Bayview o the Lake Condominiums we are in no way in favor of a public access walkway across our property. Doing this would increase the number of trespassers on and through our property. There would be hundreds if not thousands of people walking by day and night. A public access walkway would increase the risk of security and safety for our owners and our property. Also not to mention likely decrease to our property values. The city already has agreement with out association to not put a public walkway across our property which the city needs to honor their agreement.
6/5/2023	Road maintenance	How about fixing all our Roads? Potholes everywhere... Or, is it that the City doesn't care? Maybe, fix our Vehicles instead.

Transportation Public Comments

Date Submitted	Topics	Comment Summary
8/19/2024	Road widening	RE: road modification of market street & 106th Ave NE. Road width increase will not help the neighborhoods, only encourage drivers of populated areas to the north onto Kirkland roads for access. This issue was discussed in ~1992 when I was on the Planning Commission on a transportation committee. Drivers from areas to the north wanted 4 lanes of travel to speed through Kirkland because the freeway was backed up. The backup will always occur during rush hours. Increasing the width of the road will only bring more traffic.
9/8/2023	Roundabouts	supports roundabouts on 100th Ave NE and NE 132nd St
10/23/2023	Roundabouts	supports roundabouts
10/23/2023	Roundabouts	supports roundabouts
8/1/2024	Roundabouts	Install a round-about at 7th Ave and Market Street
1/2/2023	safety	near miss where the NB bike lane crosses the Lakeview right turn/ slip lane
6/21/2023	Safety	Disallow right-turn-on-red by default
6/21/2023	Safety	Phase out slip lanes by disallowing new slip lanes from being built, and requiring old slip lanes to be updated.
9/8/2023	Safety	near miss of bicyclist on NE 132nd St
3/4/2024	Safety	The extreme curve on Juanita Drive starting just after Woodland Park needs immediate safety attention on the water side. Future improvements should prioritize adding a sidewalk to Juanita Beach and better separation between car and bike lanes.
11/29/2023	Safety - cars	Traffic safety improvements needed by carwash at NE 144th St and 124th Ave NE
5/1/2023	Safety - pedestrian	Pedestrian safety in terms of protection from vehicular traffic.
5/1/2023	Safety - pedestrian	people walking are vulnerable
5/1/2023	Safety - pedestrian	protected crosswalks
4/11/2023	Self-driving vehicles	are self-driving vehicles being considered and what are the city's thoughts about these (they could drop off people where there is no parking and return to designated parking area)
5/1/2023	Self-driving vehicles	Need to think about self driving cars that park themselves
5/1/2023	Self-driving vehicles	Self-driving pod situation in 20 years
3/14/2023	Sidewalk accessibility - maintenance	Public sidewalks have lots of root problems which is hard for people with mobility issues. The City is not addressing this.
3/14/2023	Sidewalk accessibility - maintenance	There are many streets that have trees that have grown into the sidewalks or root issues that make it impossible for people in wheelchairs to pass.
3/14/2023	Sidewalk maintenance	She wants to cut down a tree that's messing up the sidewalk in front of her property but cannot because the tree is in City right-of-way.
4/11/2023	Sidewalk maintenance	sidewalks in front of the KPC need repair
5/1/2023	Sidewalk maintenance	resident vegetation trimming - sidewalk access
5/1/2023	Sidewalk maintenance	31 comments about sidewalk improvements generally
4/11/2023	Sidewalks	what is the city doing about sidewalks on residential streets
5/1/2023	Sidewalks	protected sidewalks
6/5/2023	Sidewalks	Complete sidewalks on all arterials
10/23/2023	Sidewalks	add sidewalks on Juanita-Woodinville Way near Brick Yard Park and Ride
10/23/2023	Sidewalks	better sidewalk infrastructure from schools to Totem Lake
11/30/2023	Sidewalks	Sidewalks on NE 145th St should be finished and improved/maintained
8/1/2024	Sidewalks	Focus on completing the city's sidewalk system. How long will it take?
1/6/2023	Sidewalks - protected	fence/barrier between road and sidewalk would increase safety
5/1/2023	Speed control	change geometry of roadways to encourage slower speeds
5/1/2023	Speed control	not just more cars - control speeds
5/1/2023	Speed control	slow down cars
5/1/2023	Speed control	slower speeds
6/21/2023	Speed control	Studies in Portland show that reducing speed limits to 20mph reduces the number of vehicles traveling faster than 30 mph. AAA study found that in vehicle/pedestrian collisions, increasing vehicle speed from 20 to 25 mph significantly increases the chances of severe injury and death.

Transportation Public Comments

Date Submitted	Topics	Comment Summary
	Speed control	26 comments with concerns about speeding cars/ enforcing speed limits, 3 comments concerned about racing (2/3 on 124th Ave)
1/6/2023	Street lighting	install more street lights
4/11/2023	Street lighting	lighting is important for pedestrian safety
8/30/2023	Street lighting	more street lighting
11/17/2023	Street lighting	improve street-sidewalk lighting
	Street lighting	17 comments asking for more streetlights/lighted crosswalks
5/1/2023	Sustainability	Be Sustainable - Support a transportation system that can be sustained over the next 50 years.
5/1/2023	Sustainability	encourage tree planting along the roads. appropriate trees. reduce heat rising from the streets.
5/1/2023	Sustainability	environmental- reduce idling, non-vehicle travel, sustainable building, culverts
5/1/2023	Sustainability	planted traffic circles - reduce asphalt
5/1/2023	Sustainability	Q2: Make environmental sustainability more explicit, i.e., Support a transportation system that can be sustained ecologically and financially over the next 50 years and contribute to reductions in greenhouse gas emissions
5/1/2023	Sustainability	reduce environmental problems through increasing use of community vans/shuttles .
7/27/2022	Sustainability - HB 1099	<p>Dear Transportation Commissioners:</p> <p>Make sure that the provisions of HB 1099 are incorporated in the Comprehensive Plan will address climate change, resiliency and sustainability now and for the future of our city.</p> <p>The purpose of HB 1099 was to modify the RCW's that describe how Comprehensive Planning is to be done and it contains several provisions that are transportation related. These include items like:</p> <ul style="list-style-type: none"> •revising transportation goals •forecasting of Multimodal mobility •adjustments to concurrency •reductions to greenhouse gas emissions
5/1/2023	Sustainability/multimodal mobility/ckc/paving	Holistic sustainibility-- environmental sustainability of walk/bike infrastructure to improve air quality, reduce congestion and greenhouse gas emission. Ensure proper transportation system maintenance through proper budget and staffing to repair and sweep sidewalks/bike lanes and pave CKC.
5/24/2023	Taxes	The way things are going with taxes vs my pay check I'll be forced to move long before 2044.
5/1/2023	Traffic	If things stay the same, assuming more density. More people needing cars and driving. More traffic & congestion.
5/1/2023	Traffic	traffic calming - circles
5/21/2024	Traffic	<p>New housing is making traffic congestion in Kirkland is out of control and poses multifaceted challenges, impacting travel time, safety, the environment, and overall quality of life.</p> <p>Increased Travel Time: Congested roads lead to longer travel times. Commuters spend more hours stuck in traffic, affecting their productivity and quality of life. Constant delays can be frustrating, especially when people are trying to reach work, school, or other essential destinations.</p> <p>Environmental Impact: Congestion contributes to increased emissions of greenhouse gases and air pollutants. Idling vehicles consume more fuel and release harmful substances.Noise pollution from honking, engine noise, and braking also affects the environment and residents living near busy roads.</p> <p>Safety Concerns: High congestion levels can lead to an increase in traffic incidents due to closer vehicle spacing and overheating of vehicles during summer months. Bad weather conditions can exacerbate congestion and lead to crashes. The turbulence caused by an initial crash can even trigger additional accidents.</p> <p>Reduced Economic Efficiency: Congestion impacts the economy by wasting time and fuel. Businesses face higher transportation costs due to delays in goods delivery. Inefficient traffic flow affects supply chains, logistics, and overall economic productivity.</p> <p>Quality of Life Decline: Crowded roads create stress and frustration for commuters. Mental well-being suffers due to the daily grind of traffic congestion.</p>
	Traffic	"Solve the traffic problem"
	Traffic	51 comments about traffic generally

Transportation Public Comments

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5/1/2023	Traffic	And the science from other cities doing some implementation actually shows that inserting bike lanes and remove parking, actually doesn't affect driving time AT ALL!
5/1/2023	Traffic	level of traffic stress
2/8/2024	Traffic - calming	Plant trees as a way to calm traffic
5/1/2023	Traffic - data	count people, not cars
5/1/2023	Traffic - data	measure success of roadways using LTS. transition away from LOS
11/16/2023	Traffic - data	SEIS should analyze the likely "per capita vehicle miled traveled" of Kirkland employees and residents for each growth alternative
11/16/2023	Traffic - development	SEIS should compare transportation impacts of each housing growth alternative
4/30/2024	Traffic - development	The proposed development for 132nd st and 100th Ave does not consider the appropriate scale and impact on the neighborhoods. To add some six hundred units over retail is not think about what engages well with the neighborhood. The traffic during school pickup and dropoff times on 132nd is already quite backed up, compounded by southbound traffic on 100th during morning commute times and traffic to/from Juanita High School on 132nd
5/1/2023	Traffic - equity	Congestion Relief, Transportation Equity
11/30/2023	traffic connections	Explore opportunities to re-route traffic toward the interstate
11/30/2023	traffic connections	More north-south connections needed in Juanita
8/1/2024	Traffic-development	How can you allow more growth while the existing traffic is a problem?
8/22/2024	Trails- Improved Transit	I support the FHNA board comments on the latest version of the 2044 Comprehensive Plan Update, i.e. that stronger and more definite language be used for acquiring and permanently establishing green spaces, to keep pace with increased housing and retail building. The tree canopy should be at 40% or greater for livability and health, both of us humans and the environment. Maintaining the green character of the Kirkland neighborhoods and our Pacific Northwest forests are essential to our way of life and are what make living here unique. We have observed too many large trees being removed to make way for housing; these cannot be re-planted with equivalent-size trees. It will be many years before the small re-plants will be tall enough to create a canopy. We need a stronger requirement to save the large trees. Strong definite language that leaves no wiggle room for overdevelopment in areas too far from the public transit hubs is important. Kirkland needs to facilitate getting cars off the roads and people into our evolving public transit, and to do that housing and shopping need to be where the transit goes and is based. It's important to continue developing walking and biking trails that facilitate getting to mass transit without using a car and that are separated from heavy-traffic roads. The Cross-Kirkland Trail is a good example. It's vital to provide green-space car free foot and bike trails that connect neighborhoods and connect to mass transit. Does the 2044 Comprehensive Plan Update address building these trails as well as establishing parks and green spaces to keep pace with greater dwelling density?
5/22/2024	Transit	Having more frequent buses at school endings would be efficient. Some buses around Kirkland (specifically 239, the one I take) can be delayed up to 30 minutes. This delay is extremely inconvenient and other buses start arriving every 15 minutes. Having the buses arrive on time can be beneficial to all riders, especially students.
8/22/2024	Transit	I purchased a home and moved to Finn Hill five years ago. I fully support the plan to build more housing and housing affordability, but I want to speak to public transit. First, to address some of the concerns of other residents that were brought up tonight: rather than build up the transit infrastructure before building higher density housing, I think it should be done concurrently. And while that is on going, the council needs to work with the transit providers to ensure that the local routes are rescheduled to support those corridors (including the express commuter buses running along 405). I fully support the idea of the rapid transit corridors, but I want to make sure the local neighborhood bus routes will be expanded. I got rid of my car during the pandemic, but it has gotten progressively more difficult to live without it every year because of the reduction of transit in my area. As one of the first speakers mentioned tonight, bus service through Finn Hill has been reduced more and more with every new schedule revision since I moved here. The most recent revision adjusted the schedule of the 225 such that the later evening 311 from Seattle arrives in Totem Lake 5 minutes after the 225 goes uphill, and with the reduced schedule, I need to wait an hour for the next bus. If the transit corridors have buses every 15 minutes, the local routes need to run at least every 30 to enable residents to access the transit corridor. And while the MetroFlex program was adopted for the Juanita area, it can't be fully relied on for scheduled trips. It also doesn't support early or late schedules, or weekends. Please ensure neighborhoods further from the transit corridors can participate in the walkable neighborhoods and transit corridors.
6/6/2023	Transit - flexible service	Rides and smiles is great. This should be a permanent service.

Transportation Public Comments

Date Submitted	Topics	Comment Summary
5/1/2023	Transit access	free orca cards for students
5/1/2023	Transit Infrastructure	more frequent transit service
5/1/2023	Transit Infrastructure	Transit infrastructure is way behind over countries.
8/31/2023	Transit infrastructure/ alt. public transit	Facilitate mobility to ease traffic and parking demands. Suggests a Kirkland public shuttle to/from park and rides, within the city public shuttle/ride service, more bike lanes. Suggests more weather-sheltered pedestrian areas and park spaces given our wet climate.
5/1/2023	Transit network	hyperlocal transit. circular bus around the city
5/1/2023	Transit network	Increased transit service - frequency, fewer transfers, more geography
5/1/2023	Transit network	Innovative transit services like local shuttles, increased frequency and transit coverage will ensure all of Kirkland's neighborhoods can access the land uses they want to get to without having to drive to them.
5/1/2023	Transit network	major changes in transit because of the way people work. need diverse transit movement throughout cities, not just a main bus to another city
5/1/2023	Transit network	shuttle service is too restricted for my family to utilize. places they need to go, mainly teens, are outside the service zone
6/6/2023	Transit network	Transportation to human service providers like Hopelink is difficult, especially since the bus routes to Hopelink were cut. Can the City provide public transportation, particularly to access services?
	Transit network	Increase number of bus stops near parks/playgrounds and residential areas
5/1/2023	Transit network - routes	longer transit routes-fewer xfers
1/6/2023	Transit service	increase transit frequency and reliability
7/31/2023	Transit service	Transit service has been reduced and it is concerning for all trips but getting to the Sea-Tac Airport has become more difficult now.
10/23/2023	Transit service	Transit access to Kingsgate Library should be prioritized, students rely on it
11/8/2023	Transit service	Commercial center should be served by frequent and reliable transit
11/8/2023	Transit service	NE 132nd St and 132nd Ave NE needs better transit options
11/29/2023	Transit service	connect the library to schools
11/29/2023	Transit service	More transit and better synergy with metro
11/29/2023	Transit service	Promote 10 minute neighborhood concept by increasing accessibility to different parts of the commercial center
	Transit service	36 comments asking for increased public transit (whether through expanding bus routes, increasing frequency, or reaching key destinations)
2/14/2024	Transit service - routes	Comment passed to him, from a community member: "As a daily commuter, we need to encourage City of Kirkland, Metro, and Sound Transit to invest in more transit. Feedback from my fellow commuters and colleagues is that the difficulty of reliable and frequent routes from the eastside to downtown Seattle continues to drive people away from public transit as a primary mode of commuting."
	Transit service - routes	Our bus service was cut because people here used 245, and to an extent 255, infrequently. The busses were mostly empty (and in fact 245 continues to be mostly empty for much of the time) and therefore were cut. Metro can't use precious resources on routes that aren't used efficiently. With increased density, especially the new apartments at Bridle Trails Shopping Center, there is a possibility that increased ridership could work to maintain our routes, which would make them more reliable and useful, which would increase ridership, in a virtuous cycle.
2/10/2023	Transit-Oriented Development	Increase housing density, affordable housing, and job access near transit corridors and in preparation for transit expansion.
5/1/2023	Transit-Oriented Development	dedicated bus lanes, transit priority
5/1/2023	Transit-Oriented Development	if encouraging more people to use transit, need to make them go faster and less crowded. remove car lanes

Transportation Public Comments

Date Submitted	Topics	Comment Summary
5/1/2023	Transit-Oriented Development	shuttles and transit lanes
5/24/2023	Transit-Oriented Development	Dedicated transit lanes on arterials so buses aren't crawling in gridlock.
6/21/2023	Transit-Oriented Development	No need to widen roads/add lanes except to add dedicated transit lanes
7/17/2023	Transit-Oriented Development	need for more affordable housing within walking distance near Metro Transit routes, frequent service, and need for balance of jobs to affordable housing.
12/12/2023	Transportation	Light pollution needs to be reduced. Reduce lumens in streetlights and if shields are used paint them flat black to reduce reflection. City needs to be more proactive in reducing light pollution. PSE will not change without city involvement.
3/10/2024	Transportation	<p>Policy LU-3.3: Encourage housing, offices, shops, and services at or near the park and ride lots.</p> <p>As someone who consistently uses the South Kirkland Park and Ride, a location that demonstrates the ideal residential/transportation/commercial relationship, I agree that encouraging more of these types of developments is important. However, my question is how do we plan to do this? With Kirkland already being a widely developed city, is the plan to move outwards into totem lake, or rebuild old developments? As a Kirkland resident, I believe that a transit center next to Juanita Village could align very well with this plan.</p>
	Transportation	<p>The changes proposed are just wrong for our community. Here is what I believe needs to happen: Make 108th Avenue 4 lanes, two each way. This includes bus traffic that blends in with automobiles. Bikes need to go to the abandoned railroad track which is bike friendly. Your study is biased in favor of buses and bikes. The data does not support the study's conclusions. If you count the people traveling on buses and bikes, it is miniscule to the number in cars. Why do buses get priority with this comparative lack of people travelling through Kirkland?! It seems apparent that your social agenda is more important than what they residents would like to have in the way of improvements</p>
	Transportation	<p>Before the City moves forward with a project, please identify and quantify the desired outcome. For example, # of users, ect....</p> <p>Then go back and see if the decision or project is performing. If the project is not performing, then remove it rather than continue to spend money on it if it's not performing. Also, the city is way behind in maintenance. Focus on maintaining what you have.</p>
5/1/2023	Transportation Equity	Transportation Equity
5/1/2023	Transportation infrastructure	aesthetics of bike/ped infrastructure - totem lake connector
5/1/2023	Transportation infrastructure	skinny streets
5/24/2023	Transportation infrastructure	If we keep the current pace of growth the infrastructure will just choke. No new roads, recreation, parks, stores and just bunch of new homes and apartment complexes. The roads, stores, parks and restaurants are already packed.
11/29/2023	Transportation infrastructure	Connect Kingsgate to Juanita and other neighborhoods
11/29/2023	Transportation infrastructure	Connect major roads to CKC
11/29/2023	Transportation infrastructure	Employ traffic calming measures like more roundabouts
5/1/2023	Transportation Infrastructure (ITS)	automation, smart systems/signals for detection and cycles
5/1/2023	Transportation Infrastructure (ITS)	intelligent transportation systems. city has invested in this to improve LOS & car traffic flow. can create more demand when you free up traffic.
5/1/2023	Transportation Infrastructure (ITS)	ITS
5/1/2023	Transportation Infrastructure (ITS)	using automation & tech. If there is no vehicle in a lane, have lights auto turn green.
5/1/2023	Transportation network	transportation is more than just moving people. other considerations such as how smoothly & accessible. 124th bridge is great example

Transportation Public Comments

Date Submitted	Topics	Comment Summary
6/27/2024	Transportation Strategic Plan-Element	Support proposed Transportation Strategic Plan and Transportation Element-greater density than 50 du/acre near transit corridors
7/11/2024	Transportation Strategic Plan-Element	<p>This is feedback/comments for the Staff Report: Transportation Strategic Plan (2024-06-26)</p> <p>1.Key Questions for the Transportation Commission – TSP Additional Components and Emerging Topics</p> <p>a.I didn't see anything in the TSP that specifically mentioned Kirkland adopting updated standards/best practices for transit/road design. I think that's going to be a key element; if we just stick to WSDOT standards, we're going to fall short of our walkability, bike-ability, etc. goals. There's the CROW Manual, from the Netherlands, or the design guides from the National Associate of City Transportation Officials, for example. Maybe that's too specific for the TSP? Just want to make sure that's being considered. (I now see that this is mentioned in the Transportation Element Draft).</p> <p>2.Maybe for the Measures and Levels of Service, we can specifically include Walk Score or People for Bikes ratings? For example, the current performance measure for Bicycle is LOS to 80% of the planned bicycle network. But if that network primarily consists of painted bike lanes, I'd hardly call that a success. This is feedback/comments for the Transportation Element Draft (2024-06-21).</p> <p>1.I'm still reviewing this, but so far it's looking great!</p> <p>And as always, thanks for the work you do to help make our little city great!</p>
5/1/2023	Transportation; Policy	Transportation Guiding Principles
9/9/2024	Transportation-Land Use	<p>I plan to speak tonight but not about housing. My prepared remarks are below for your reference, as well as some reference links that illustrate things in more than the 3 minutes I'll have. Special thanks to Not Just Bikes whose video I borrowed from heavily.</p> <p>I know you're not supposed to respond to questions - just answer in your heads.</p> <p>How many of you have ever decided not to go somewhere because you knew the traffic was going to be bad? How many of you have left earlier or later because you wanted to avoid rush hour? How many of you have ever made a decision about where to live based on how easy it would be to get to your job, or the other places you have to go on a regular basis? Cool. You're not alone. Transportation is important and people alter their behavior all the time based on what is most convenient.</p> <p>I want to talk to you tonight about an urban planning concept called the Downs-Thomson paradox. Officially the Downs-Thomson paradox states that "the equilibrium speed of car traffic on a road network is determined by the average door-to-door speed of equivalent journeys taken by public transport or the next best alternative." That's a mouthful.</p> <p>What it says is that it doesn't matter how many roads you build or how wide you build them. Car traffic will get worse and worse and worse until it becomes faster to take the bus, or ride a bike, or walk. When you add another lane, all those people who answered yes to the questions at the beginning will start showing up when they otherwise wouldn't have. More people will decide they can now live farther away. Before you know it, the traffic congestion will be as bad or worse than it was before.</p> <p>This is not just theoretical - it's been observed time and time again in cities all over the world. If you give it some thought, it's really kind of obvious. That's because when it comes down to it, there aren't really a lot of "car people" or "bicycle people" or "bus people". The vast majority of people just want to get from point A to point B as quickly and conveniently as possible.</p> <p>So what happens to car traffic if we let our buses just get stuck in it, and we don't provide any other viable alternatives? Well, just go look at I405 during rush hour. Every one of those people had a choice for how they were going to get around today, but we made decisions that guaranteed that almost every single one of them had to choose a car.</p> <p>So what's the solution? Well, if it's faster or more convenient to take a bicycle, then some people will choose to take a bicycle. If it's faster or more convenient to take the bus, then some people will take the bus. Any alternative to driving has the ability to reduce car traffic. It doesn't mean everybody has to take the bus, or everybody has to ride a bike. Making alternatives viable for even a segment of the population can lead to significant improvements for everyone - especially people who have no choice but to drive.</p> <p>So when you're thinking about how we mitigate congestion associated with new development, I want you to remember the Downs-Thomson paradox. We should focus our efforts on the only thing that actually works - making alternatives to driving more viable.</p> <p>There is no solution to car traffic, except viable alternatives to driving.</p> <p>References: https://www.youtube.com/watch?v=ROY6WGOoYis (6 min.)</p>
5/1/2023	Vision zero	vision zero
1/6/2023	Walkability	create pedestrian-only zones
4/11/2023	Walkability	pedestrian environment is very important for seniors. Commenter walks often downtown.
5/1/2023	Walkability	Investments in pedestrian infrastructure to support walkability.

Transportation Public Comments

Date Submitted	Topics	Comment Summary
5/1/2023	Walkability	more pedestrian bridges. connect neighborhoods that are split by 405. take design into consideration to motivate people to use it
5/1/2023	Walkability	ped bridges across 405
11/8/2023	Walkability	Sidewalk conditions near and within Kirkland Heights area make it hard to get around without a car
11/16/2023	Walkability	SEIS should measure impacts to pedestrians' ability to cross the street
11/29/2023	Walkability	create new i-405 pedestrian overpass at NE 140th St
4/4/2024	Walkability	Sidewalks are needed on 19th Avenue between Market and just east of 3rd street to maintain safety for school children to and from the middle school, elementary school and Creswoods Park/Cross Kirkland Corridor. This is a critical access point to these amenities for this norkirk neighborhood as well as a gateway/connection for those taking public transportation on the stops on market street or those crossing market street from west of market at the crosswalk on 19th.
4/13/2024	Walkability	Please add crosswalks for students going to JHS from 109th Ave NE, 110th Ave NE, and 11th Ave NE. There is a sidewalk along 128th these students cannot access unless they jaywalk as the nearest crosswalk is roughly 1/4 mile away in the opposite direction. Traffic coming out of JHS does not slow down making for a dangerous situation for teens walking to school. Trimming the trees away from the streetlights would also make people crossing the street in the area safer and more visible.
	Walkability	13 comments requesting improved walkability
5/1/2023	Walkability - mixed use	Bridle Trails, Kirkland urban. Walkable areas. Mix of uses
5/1/2023	Walkability - multimodal options	invest in safe, connected walking and bicycling infrastructure as well as increased transit service so people can get around without cars
5/1/2023	Walkability/ outreach & communication	Street closures for pedestrian activity
5/1/2023	Walkability/transit network	Walkable communities, transit access
5/1/2023	Walkable neighborhoods	Walkable communities - Policies should enhance and improve connectivity by locating housing, parks, entertainment, and commercial uses where there is access to public transportation, walking, and biking trails to reduce the reliance on cars and parking.

Transportation Public Comments

Date Submitted	Topics	Comment Summary
9/8/2023	Walkable neighborhoods	<p>I write to you today concerned about the dangerous sidewalk and bike lane conditions on NE 132nd St around Juanita HS. Yesterday, I witnessed a very dangerous, near-miss, which I'll describe in a bit. My daughter had attended Juanita HS last year and took the school bus or Metro to/from school so I didn't experience the conditions at school drop off/pickup time, which I suspect have been exacerbated by the construction projects. This year she's attending Emerson HS but still in the Juanita Drama Club so I pick her up from Emerson and drive her to Juanita after school (would love to figure out an alternative to driving but Metro timing doesn't work and there's not a safe enough bike route).</p> <p>Yesterday after dropping her off at Juanita, I was crawling along in (contributing to) the after school car traffic congestion on NE 132nd St heading west toward 100th Ave NE. Students were walking and biking on the overcrowded, narrow, lumpy sidewalks away from the school. I noticed 3 boys biking on the sidewalk west toward 100th, dodging between walkers. The middle one was going way too fast and out of control, bouncing over the chunky sidewalk. His friend biking in front of him paused to avoid running into walkers at a pinch in the sidewalk where there was a tree, and the middle one ran into him but had enough momentum that he had to swerve out onto the road to avoid crashing into walkers or the tree. Fortunately, car traffic was at a crawl and the car in front of me saw it coming and gave the boy room. The boy managed to not fall over somehow but this could very easily have turned out differently - he could have crashed into the walkers, the tree, or a car on the road.</p> <p>I don't blame the boys for riding on the sidewalk. The so-called bike lane is at most 2 feet wide in that stretch, and in that narrow space, people biking have to navigate the edge/crack where the asphalt meets the concrete in addition to storm drains and debris and cars with inattentive drivers.</p> <p>With all the construction, traffic jams, and unreliable school and Metro bus service, families are increasingly having their children walk and bike to school. I would love to celebrate more people walking and biking, but instead I'm worried children are being put in harms' way.</p> <p>The unsafe conditions for people walking and biking on NE 132nd St around the high school are dangerous, unacceptable and need to be addressed before somebody loses a loved one. When I've asked about what the city plans to do about it, I've been told there's no room to expand the sidewalk or bike lane. There is room as demonstrated by the right-turn lane being added for the high school, there's just not sufficient motivation to prioritize people walking and biking. Every time you add lanes for cars to "reduce congestion", you're accommodating drivers and inducing demand for more driving.</p> <p>Instead let's induce demand for more walking, biking, and bus riding by making it less convenient to drive. What about removing that middle turn lane on NE 132nd St to make room for a protected bike lane on each side? And eventually, replace the traffic light at 100th with a round-about like the ones being installed down at 405 to match up with traffic flows to/from the east. The 100th Ave NE project north of NE 132nd St is adding protected bike lanes so it makes sense to continue those along NE 132nd St to the round-abouts at 405.</p>



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.

TSP Prioritized Projects		Highest priority projects recommended for funding
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
Prioritized Projects Total		\$128,316,791

Concurrency Mitigation Projects		Concurrency projects are required to resolve transportation system deficiencies related to land use growth through 2044.
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
Concurrency Mitigation Total		\$9,106,908

**Attachment A
TSP Project List**

Current CIP Projects with local funds extending into the 2025-2030 funding horizon

Project Title	Description	Cost Estimate
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
CIP Carryover Total		\$12,703,736

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

Programs complement the larger projects in many ways. They are typically narrower in scope and can be implemented		
Project Title	Description	Cost Estimate (20-yr)
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
Programs (cont.)		
Programs complement the larger projects in many ways. They are typically narrower in scope and can be implemented		
Project Title	Description	Cost Estimate (20-yr)
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

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-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

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-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

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-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 dedicated 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

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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

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-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

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-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 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. 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

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-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

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-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

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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

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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

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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

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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

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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

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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

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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

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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

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-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

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-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

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-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

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-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

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-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

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-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

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-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

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-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

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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

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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

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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

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-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

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-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

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-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

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-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

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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

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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

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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

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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

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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

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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

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-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>

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-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>

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-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>

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-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>

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-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

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-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

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-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

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-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>

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-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

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-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)