

October
2024

PROJECT UPDATE



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

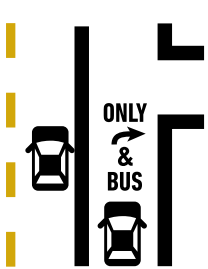


The rendering above illustrates the City of Kirkland’s maximum-width concept for a northbound, business access and transit lane on 108th Avenue Northeast, between Northeast 53rd and 68th streets. The City of Kirkland is partnering with King County Metro to design the project, which will improve transit’s reliability by allowing buses to bypass vehicles queued at the Northeast 60 and 68th street intersections.

Design continues on 108th Ave NE BAT lane

Business access and transit lane improves traffic flow by designating curb lane to buses and right-turning traffic

WHAT: King County Metro will be working with the City of Kirkland and a handful of community members in 2025 or later to purchase narrow sections of private property on the east side of 108th Avenue Northeast, between Northeast 53rd and 68th streets.



King County Metro will pay fair market value for each section it buys. Those purchases will follow a process that includes market appraisals and direct negotiations with property owners.

King County Metro plans to initiate this process as early as summer 2025, when it will resume design on the bus and business access-only lane on 108th Avenue Northeast, which the City of Kirkland began in spring 2024.

That project will improve traffic flow for all vehicles on 108th Avenue Northeast by creating a non-continuous curb-lane between Northeast 53rd and 68th streets, which will serve buses, and drivers

intending to turn right into business’ driveways. Buses will be able to bypass traffic queues at the Northeast 60th and 68th streets’ intersections.

The project will also modify the traffic signal at Northeast 68th Street, install a new traffic signal at Northeast 60th Street, and create a new sidewalk, a new elevated bicycle lane, and a mode-separating landscaped median.

WHAT TO EXPECT: Kirkland’s design will establish the location of the business access and transit lane, as well as the sidewalk, bicycle lanes and medians.

■ King County Metro will coordinate construction of this project with construction of RapidRide K-Line bus project.

VISIT www.kirklandwa.gov/108thbatlane

CONTACT: Christian Knight, outreach, cknight@kirklandwa.gov, (425) 587-3831 or Minna Yan, project engineer, (425) 587-3801, myan@kirklandwa.gov.

People with disabilities may request materials in alternate formats. Kirkland’s policy is to fully comply with Title VI of the Civil Rights Act by prohibiting discrimination against any person on the basis of race, color,

national origin or sex in the provision of benefits and services resulting from its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with the City. To request an alternate format, file a complaint or for questions about Kirkland’s Title VI Program, contact the Title VI Coordinator at 425.587.3831 (TTY Relay: 711) or titleviordinator@kirklandwa.gov.

Melhorias para o transporte estão chegando

Para solicitar informações deste documento em português, entre em contato com o Coordenador do Título VI em titlevicoordinator@kirklandwa.gov ou (425) 587-3831.

Se acercan mejoras en el transporte

Para pedir información sobre este documento en español, comuníquese con el coordinador del Título VI escribiendo a titlevicoordinator@kirklandwa.gov o llamando al (425) 587-3831.

即将施行交通改进措施

如需此文件中信息的简体中文版本，请发送电子邮件至 titlevicoordinator@kirklandwa.gov 或拨打 (425) 587-3831 联络 Title VI 协调员。

Скоро ожидается улучшение транспортного обслуживания

Чтобы запросить перевод этого документа на по-русски, свяжитесь с координатором по вопросам Раздела VI по электронной почте titlevicoordinator@kirklandwa.gov или по номеру (425) 587-3831.

City of Kirkland
Public Works Department
123 Fifth Avenue
Kirkland, WA 98033-6189



BAT lane to improve 108th Ave NE traffic flow

Improved transit reliability will reduce pressure on street; park and ride

The 108th Avenue Northeast business-access and transit lane project derives from the 2017 Sixth Street Corridor Study, which analyzed the corridor, between Central Way and the the South Kirkland Park and Ride, forecasted its future use and prescribed specific solutions to existing and emerging problems.

Primarily, those problems are traffic congestion—some of which are triggered by the downward spiral-effect of transit delays.

When a bus' arrival at a 108th Avenue Northeast corridor bus stop is unreliable, for example, the study shows that many bus riders will drive to and from the South Kirkland Park and Ride and meet the bus there instead of walking to the bus stop near their home. This, of course, adds more pressure on the South Kirkland Park and Ride's parking lots and 108th Avenue Northeast.

The result: More congestion. Added congestion compounds delays, which, in

turn, further undermines the reliability of the street-side bus stops located every quarter-mile along much of the 108th Avenue Northeast corridor.

Drivers and transit-riders pay the consequences, according to the 2017 study. For drivers, the price is a 1.25-mile, rush-hour back-up and 15- to 20-minute delays.

For transit-riders it's the uncertainty of knowing when their rides will arrive and if it'll get them where they're going on time.

The business-access and transit lane will prevent transit delays by allowing each bus to bypass traffic queued at the Northeast 60th and 68th streets intersections.

With improved reliability, bus riders have greater incentive to walk to the bus stops near their homes, rather than drive on 108th Avenue Northeast to the South Kirkland Park and Ride and back home.

This reduces some vehicular pressure on 108th Avenue Northeast.

The Sixth Street Corridor Study is available at www.kirklandwa.gov/108thbatlane.

To craft it, Kirkland's team of consulting and staff transportation planners interviewed neighborhood stakeholders, surveyed community members, hosted workshops and were available at neighborhood events.

