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MEMORANDUM

To: Kurt Triplett, City Manager

From: Kim Scrivner, Transportation Planner – Public Works
Doug McIntyre, Transportation Manager – Public Works
Truc Dever, Interim Director of Public Works

Date: March 13, 2024

Subject: TRANSPORTATION STRATEGIC PLAN UPDATE

RECOMMENDATION:

Staff will provide a report on the Transportation Strategic Plan update including next steps and timing.

BACKGROUND:

The Transportation Strategic Plan (TSP), formerly known as the Transportation Master Plan (TMP), is in the process of being updated as part of the larger Comprehensive Plan Update. The core elements of the TSP, including the goals and policies and the fiscally constrained project list, will become the Transportation Element of the Comprehensive Plan.¹

The Transportation Commission has dedicated a significant portion of its time and work program to this topic with eight briefings² beginning in July 2022 and two workshops May and June 2023. These briefings included topics ranging from scope, schedule and public engagement processes to guiding principles, updating the goals and policies and project prioritization.

City Council has also been engaged twice on this topic at their September 19th, 2023³ and November 21, 2023⁴ study sessions. Council input focused on goals and policies as well as prioritization criteria to be used in sorting the 20-year transportation capital project list.

Transportation Strategic Plan Update

¹ Comprehensive Plan webpage: <https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/Kirkland-2044-Comprehensive-Plan-Update>

² Transportation Commission materials: <https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Commission-Transportation/TC-Meeting-Archive>

³ Council materials, September 19, 2023 Study Session: https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2023/september-19-2023/3b_study-session.pdf

⁴ Council materials, November 21, 2023 Study Session: https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2023/november-21-2023/3a_study-session.pdf

The TSP is its own stand-alone functional plan that looks at the broad, twenty-year vision for the future of transportation (see “Relationship Between the TSP and the Comprehensive Plan Transportation Element,” below). The purpose of the TSP is to address current and future conditions of Kirkland’s transportation system and consider all modes of travel such as walking and rolling, bicycling, riding transit, and driving. The TSP includes goals and policies that guide future planning and investments in Kirkland’s transportation system, including the creation of a prioritized project list covering the next twenty-years.

The TSP will ensure that growth throughout the City accommodates all modes of travel to create a welcoming, connected, multimodal, and pedestrian-friendly environment. The TSP update will evaluate Kirkland’s transportation system’s existing conditions (i.e., sidewalks, bike lanes, transit service, travel patterns and volumes, areas with traffic delay, pavement conditions, intersection level of service, existing land use, etc.). The update also includes an extensive public engagement process to identify community priorities and inform the policies and project list of the TMP. The update also analyzes future conditions, such as projected travel patterns, planned transportation projects, future growth, and land use. These elements will help the City prioritize projects and programs, develop work programs, and guide code and ordinance amendments.

Relationship Between the TSP and the Comprehensive Plan Transportation Element

While the TSP is a stand-alone functional planning document, the major elements of the TSP will become the Transportation Element of the *Comprehensive Plan*. The goals, policies, and prioritized project list of the TSP will be carried over into the Transportation Element (or chapter) of the *Comprehensive Plan*. The TSP and the subsequent Transportation Element will be required to be consistent the Growth Management Act (GMA) requirements and PSRC’s VISION 2050 Multicounty Planning Policies for certification and funding for transportation projects.

While the TSP will provide more detail, context, and background about various elements in the *Comprehensive Plan*, the *Comprehensive Plan* also helps inform the development of the TSP. For example, the land use forecasts from the Land Use Element in the *Comprehensive Plan* are used in the TSP to project traffic volumes and inform future conditions.

Major Elements in the TSP include:

- Existing and future conditions
- Goals, policies, and actions
- Multimodal concurrency to support ambitious mode-split goals
- Multimodal transportation modeling and alternatives analysis to evaluate the performance of the transportation network and land use plan
- A fiscally constrained project list that includes cost estimation, prioritization, and financial forecasting
- An update to the performance measures and monitoring program

COMMUNITY OUTREACH AND ENGAGEMENT ACTIVITIES

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 accomplished to date, or in progress to date:

- [Community Engagement Plan](#)⁵, prepared by Broadview Planning consultants
- Project webpage updates and listserv email announcements
- Community-wide visioning event (January 2023)
- Over 500 survey responses through Transportation and Land Use survey launched in June 2023.
- 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 and Commissions (City Council, Planning Commission, Transportation Commission, Youth Council, Senior Council, Human Services Commission), neighborhood associations, and Kirkland Alliance of Neighborhoods
- Community events (Town Hall on Bikes, Eastside for All event, Kirkland City Hall for All events)
- Tabling events (seasonal events, Evergreen Health Fair)
- Class projects with Lake Washington and Juanita High Schools and student surveys
- Project engagement web-map (Feb 2024) – podcast, social media, etc. [Kirkland's Transportation Project Engagement Map | Social Pinpoint \(mysocialpinpoint.com\)](#)⁶

GOALS AND POLICIES

The update to the goals and policies began with revisiting the original guiding principles and working through those with the focus groups and with the Transportation Commission. The guiding principles were updated to reflect what has been heard through the public engagement process and through these various forums. Public Works Transportation staff reviewed goals under Guiding Principle T-9 (Link to Land Use) at a previous Planning Commission study session. The goals were then updated to reflect those guiding principles.

T-1: Safety	By 2035 eliminate all transportation related fatal and serious injury crashes, while reducing all crashes in Kirkland.
T-2: Active Transportation	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
T-3: Public Transportation	Support and promote a transit system as a high value option for many trips.
T-4: Vehicle Network Management	Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.
T-5: Technology and Emerging Practices	The transportation system should be flexible and equipped to adapt to new technologies and innovative solutions that expand mobility choices for people living and working in Kirkland.
T-6: Maintenance	Ensure adequate resources to preserve and maintain the existing and future transportation system.

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

⁶ Project Engagement web-map: <https://dks.mysocialpinpoint.com/kirkland/map#/>

T-7: Equity	The transportation system should address the mobility needs of all people, regardless of age, ability, or background while prioritizing the needs of the most vulnerable users to advance the City's commitment to Diversity, Equity, Inclusion, and Belonging.
T-8: Sustainability	Minimize transportation environmental impacts through mode shift, stormwater mitigation and other GHG reduction efforts.
T-9: Link to Land Use	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.
T-10: Partnerships	Coordinate with a broad range of groups; public and private, to help meet Kirkland's transportation Goals.

The City Council provided input on goals and policies at the September 19, 2023 and November 21, 2023 meetings. All input has been incorporated to the extent possible into the updated goals and policies (see Attachment A). The final draft of the goals and policies are included in Attachment F.

TSP PROJECTS

Project list development

A 20-year project list is a required component of the Transportation Element and of the Capital Facilities Element 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 over the next 20-years and will be prioritized for local and external funding.

A major component of developing the project list is to incorporate projects identified by various plans and processes and reconcile any competing interests and overlaps. Project candidates are identified in the following categories:

- Projects yet to be completed from [plans and studies](#)⁷
- Unfunded projects in the 6-year Transportation Improvement Program
- Other projects identified through safety analysis
- Projects from public comments or suggested projects that have been vetted by appropriate staff

Together, all projects have been sorted and prioritized to develop the fiscally constrained 20-year project list that will be incorporated into the Comprehensive Plan's Capital Facilities Plan. Those projects will be sorted in the following ways:

- Individual projects identified with a clear location and description
- Projects identified as part of a 'program' (with their own prioritization processes such as sidewalk gaps, neighborhood traffic control, neighborhood safety program, maintenance and preservation)
- Establishing which projects will not be subject to prioritization:
 - Those that are already funded (or partially funded). There are over 450 projects in the unfunded list.

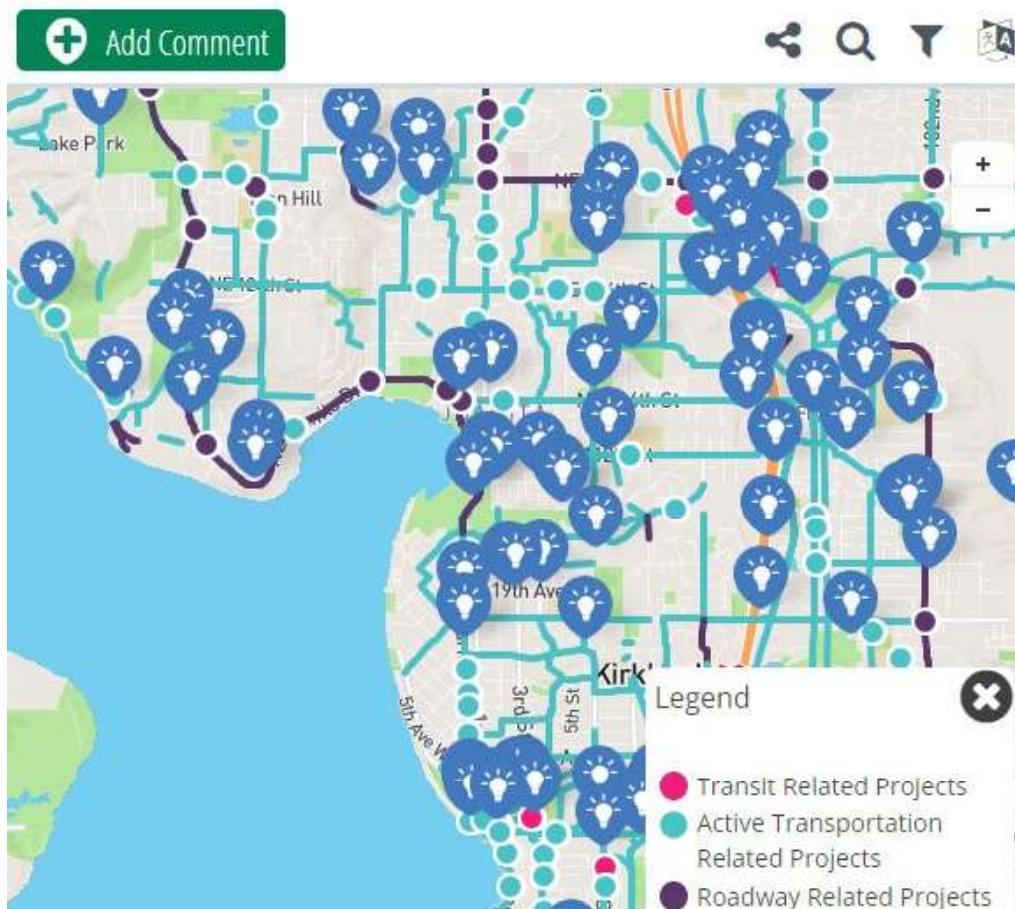
⁷ Kirkland Transportation Studies and Plans - <https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Plans-and-Studies-Transportation-Division>

- Required projects for concurrency / system failures
- Developer-driven projects such as new connections or those that require right-of-way that would otherwise not be acquired
- Projects that are part of a larger program, e.g. ADA Transition Plan or sidewalk gap program

From this list, projects that are identified with a clear location and project description will be evaluated through the [TSP project prioritization process](#)⁸. The intent behind prioritization is to demonstrate to the community and decisionmakers the highest priorities for investment in the Kirkland transportation system.

Project List Outreach:

There are over 450 projects that have been identified through various plans and processes. A [public engagement map](#)⁷ of these projects was launched to the public on February 5, 2024. This map allowed people to comment on any specific project on the map or drag a comment to identify something that may be missing.



The public engagement map was available to the public between February 5 and February 29, 2024. The map allowed the community to review projects, comment on projects, show support for or opposition to projects, and suggest new projects that were not already captured. Overall,

⁸ Project Prioritization: https://www.kirklandwa.gov/files/sharedassets/public/v/1/boards-and-commissions/transportation-commission/2024/01_jan-24/attachment-a-project-prioritization.pdf

there were over 1,204 unique users who made 2,655 reactions in the form of likes/dislikes and comments. The input received has been sorted by category in raw form in Attachment C and an infographic summary is included in Attachment D for easier navigation of the themes and types of input received.

Project Prioritization:

Prioritization helps identify which projects best implement the goals and policies of the TSP. Establishing prioritization measures for each goal helps the City make the best use of limited resources (funding), helps to prioritize which projects should come first and assists decision-makers in budgeting, planning and making grant applications.

Considerations:

- Use readily available data
- Measures should be easy to replicate
- Measures should directly reflect the goals of the plan
- Measures should be transparent and easy to understand

Projects subject to prioritization will address the TSP goals.

The table in [Attachment B from January's Transportation Commission materials¹⁰](#) outlines the proposed project prioritization measures associated with each goal.

Attachment B shows the objective first prioritization according to the prioritization framework in Attachment E. Based upon input from the Transportation Commission at the February 28, 2024 meeting, the Commission felt it best to present the first draft project list to the Council using a top-to-bottom prioritization where the highest scoring projects, regardless of type or location, are shown at the top and then in a descending order from there. Prioritization is important due to the fiscally constrained environment in which project costs far exceed revenues available to spend on projects. Prioritization will help to determine where the line is drawn between projects considered "funded" and projects considered "unfunded" over the 20-year timeframe.

Staff anticipate incorporating Council input on the order of the project list as further review and consideration is applied. These refinements will help develop the final draft 20-year project list. Once adopted, a 20-year project list will feed into the 6-year Transportation Improvement Plan (TIP) and then feed into the 2-year capital budgeting cycle to fund projects.

Anticipated Revenue and Project Cost Estimation

The 20-year financial projections to fund transportation projects is still being refined; however, it is projected that approximately \$317 million will be available for transportation projects over the next 20-years, or about \$15.85 million annually. Funding sources include impact fees, real estate excise tax (REET), gas tax, business license (RGRL) revenue, surface water fund contributions, solid waste fund contributions, the 2012 street levy, school zone safety cameras and Kirkland's transportation benefit district \$20 vehicle license fee. These are high-level planning estimates only. These figures are for planning purposes and subject to change as the City works toward completion of the impact fee update and as other medium-term economic trends settle (i.e., real estate market & REET).

High level planning cost estimates for projects are being evaluated for the unfunded projects. These include basic project elements with inflation factors for soft costs, stormwater

implications, and general inflation. Right-of-way costs are not included due to the conceptual nature of many of the project scopes at this time.

Federal funds are not being included in the anticipated 20-year revenue projections, so costs related to implementing a federal project are also not included. It is estimated that for the 450 projects that are currently identified, the costs would range from \$762 million to over \$1 billion dollars over the next 20-years. This far exceeds the estimated \$317 expected in revenue, so the prioritization framework is critical to establishing which projects will become part of the Transportation Element of the 20-year fiscally constrained Capital Facilities Plan.

NEXT STEPS:

Staff will present to the Transportation Commission at the March 27, 2024 meeting to report back on City Council input received at the March 19 Council meeting.

The draft TSP and Transportation Element materials are being prepared for the June 27th public hearing with the Transportation Commission. In addition, a Supplemental Environmental Impact Statement (SEIS) is being developed to evaluate potential transportation impacts of the land use alternatives and potential mitigation measures. Staff will continue briefings with the Transportation Commission each month through that time and are tentatively scheduled to return to the City Council on May 21, 2024. Anticipated adoption of the TSP is scheduled for October, prior to final adoption of the Comprehensive Plan in December 2024.

ATTACHMENTS:

- Attachment A: Council Comments Crosswalk
- Attachment B: Prioritized Projects List
- Attachment C: TSP Project Engagement Map Comments
- Attachment D: TSP Project Engagement Map Summary
- Attachment E: Project Prioritization Framework
- Attachment F: Goals and Policies Final Draft

City Council - March 19, 2024
ATTACHMENT A

Incorporation of Council Comments into Transportation Strategic Plan

Comment Theme	Council Comments - September and November Study Sessions	Incorporation of Comment
10-min neighborhoods	Support 10 minute neighborhood concept (ensures we're not planning projects everywhere but areas with a higher need/ density)	Prioritization: The 10-min neighborhood concept is addressed indirectly through the land use element/ scores such as using centers and commercial areas which aligns with the 10-min neighborhood concepts. Other scores include points for access to schools, parks and trails as well as transit access (also aligned with the 10-min neighborhood concept). Because the 10-min neighborhood analysis is not being updated (which included business licenses at that time), the current prioritization framework is meant to be supportive of the 10-min neighborhood concept.
CKC/ Eastrail	Actions under T-2.3 discusses wayfinding which should be done in coordination and in conjunction with the wider Eastrail corridor. Ideally these are co-branded as Cross Kirkland Corridor and Eastrail.	Policy T-2.3: Make walking, rolling and bicycling more intuitive and easier to navigate Action: Improve wayfinding to and from the Cross Kirkland Corridor (CKC) to destinations (recreational trail wayfinding system) and in coordination and co-branding with the Eastrail
CKC/ Eastrail	T-2.4 Cross Kirkland Corridor needs more details on "Construct the Cross Kirkland Corridor (CKC) Master Plan Vision". This is as an ambitious project and would like to see how develop the implementation plan and identify priority segments.	Policy T-2.4: Develop signature walking, rolling and bicycling facilities along the Cross Kirkland Corridor and Lake Washington with ample connections to the rest of Kirkland and the region. Action: Develop an action plan that outlines priorities and actions to implement the Cross Kirkland Corridor (CKC) Master Plan vision as well as the Connect, Construct, Complete concept for the Eastrail Corridor
CKC/ Eastrail	Include the Connect, Construct, Complete concept for the Eastrail	Policy T-10.9: Coordinate with the Eastrail Regional Advisory Committee members and Eastrail Partners to complete the Connect, Construct, Complete vision for the entire Cross Kirkland (CKC) corridor and connections to the larger Eastrail network.
CKC/ Eastrail	T-4: The item to pursue transit on the Cross Kirkland Corridor may need some caveats on appropriateness of mode (bus, streetcar, etc. vs. light rail) and criteria, to capture previous 2015 Council discussion	Plan Document: This will be discussed in the plan document noting the changes from when the CKC Master Plan was adopted, progress made, coordination with Eastrail on the Connect, Construct, Complete vision and the proposal for the CKC Action Plan.
Equity	Explore methods of evaluating equity as it relates to transit service that incorporates all neighborhoods and future planning/ land uses	Prioritization: This would be addressed through the transit access and land use connection scores.
Equity	Don't want to inadvertently lock in low-income patterns in our City. Language in policy is broad enough. Just want to make sure mapping tool does not make us myopic. Map is a current state. We have a vision for housing choices in all neighborhoods for all incomes. Worthwhile goal for a complete community.	Prioritization: While the CIP equity mapping tool does look at the current state of where our priority populations live (low-income, BIPOC, etc.), future land use such as transit supportive and future growth are addressed through other measures (link to land use and transit access).
Equity	Intrigued by Equity map, want to see how that compares to King County Metro priority populations map.	The King County Metro priority population map and the Kirkland CIP Equity map tool uses similar data sets such as locations where priority populations live (low-income, BIPOC, etc.). King County Metro does use ridership data where Kirkland's map does not but they both get at the same concept which is to identify areas where existing priority populations live. For prioritization, the proposal is to use the CIP equity map tool that was developed for Kirkland specifically to help prioritize capital projects in the CIP.
Equity	Equity scoring should reflect any historical gap rather than artificial overlay	Prioritization: The equity map tool provides information about projects that are located within areas with higher concentrations of priority populations. While historical gaps are important, the prioritization process must be replicable and relatively simple to apply to over 400 projects. It's important to note that the prioritization is a tool to help us guide the conversation and not the decisionmaker. Other factors can get into this element of need such as the identified sidewalk gaps on transit arterials, for instance.
General	It would be great to see various project scenarios as we evaluate the project list	Prioritization: Staff plans to bring various scenarios to Council at their March 19th, 2024 study session.
Land Use	Think about the more hyper local future - corner stores, grocery stores	Prioritization: commercial and neighborhood centers will now get the same points. The original proposal was to have one be priority over another which garnered much debate at the November study session so the proposal is to keep the scores the same so as not to favor one type of center over another outside of regional centers. This essentially allows more points for neighborhood centers than what was previously proposed.

Incorporation of Council Comments into Transportation Strategic Plan

Comment Theme	Council Comments - September and November Study Sessions	Incorporation of Comment
Land Use	Not just current density but future density	Prioritization: Projects are prioritized based on access to centers which include the NE 85th Station area which would address future growth. In addition, we've added future transit as part of the prioritization process.
Land Use	targeted area to demonstrate the connected (10-min) network vs. dispersed improvements.	Prioritization: prioritizes projects along transit corridors and those that are in or connecting to centers
Land Use	some neighborhoods are not as excited about increased density. Should direct investments in areas where people can see what it's like to have that 100% investment in density, transportation, etc.	Prioritization: prioritizes projects along transit corridors and those that are in or connecting to centers
Link to Land Use	Need to get more hyperlocal - let's look forward to what that looks like in the future. Drug stores and grocery stores, etc.	Prioritization: Increased score for neighborhood centers.
Maintenance	Council supports a separate maintenance goal	New Goal: T-6: Maintenance and Preservation - Ensure adequate resources to preserve and maintain the existing and future transportation system.
Maintenance	Ensure maintenance of the system is supported incrementally as assets are added to the system. Maintenance should not drive decisions about capital investments, particularly related to safety.	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.
Micro-mobility	Define types and allowable locations for alternative electric modes of transportation such as e-bikes, e-scooters, monowheels, etc.	Policy T-5.1: Support technology innovations that support reducing greenhouse gas emissions and modes that reduce single occupancy vehicle use Action: Develop definitions, policies and regulations related to the use of e-bikes and other electric micro-mobility devices that address locations of use, safety, education and enforcement Immediate implementation: Working Commute Trip Reduction (CTR) employers and communications staff to reach people outside of Kirkland.
Outreach	Outreach should include people that live outside of Kirkland (reach out to people working here but may not live here, etc.)	Policy T-10.1: Implement Kirkland's Diversity, Equity, Inclusion, and Belonging (DEIB) roadmap through community coordination and outreach Action: Conduct outreach with both Kirkland residents but also those outside of Kirkland, particularly those that work in Kirkland but do not live in the city limits Goal T-10: Be an Active Partner: Coordinate with a broad range of groups; public and private, to help meet Kirkland's transportation Goals.
Partnerships	Be an Active Partner is still a relevant goal to maintain	Prioritization: No extra points added to annexed area. Need is addressed through various other measures such as safety, missing connections, etc.
Prioritization	Not worth it to add points to annexed area. Not the only annexed area, projects should be based on need. Need is the driver.	This is well stated and staff plans to highlight this point and ask Council for other considerations when looking at packages of projects. This will be part of the discussion at the March 19th study session.
Prioritization in general	prioritization is a tool to help us guide the conversation and not just the decisionmaker	Project List and multimodal concurrency: All projects will be assessed for which provide additional capacity vs. other types of projects that may have other benefits such as safety.
Productivity/ Need	Safety, equity and productivity should be the criteria projects are evaluated on	

City Council - March 19, 2024
ATTACHMENT A

Incorporation of Council Comments into Transportation Strategic Plan

Comment Theme	Council Comments - September and November Study Sessions	Incorporation of Comment
Safety	Capital projects should consider roundabouts at intersections and protected bike facilities as the first option by default	<p>Policy T-6.3: Maximize the useful lifetime of the transportation network at optimum lifecycle cost.</p> <p>Action: Identify opportunities to maximize lifecycle costs through technology and innovations (e.g. roundabouts instead of signals)</p> <p>Policy T-1.3: Advance the City's Complete Streets ordinance by accommodating all modes of travel in transportation system projects</p> <p>Action: Ensure safety is the first lens through which all capital projects are designed through the development of the Capital Improvement Program (CIP), the Neighborhood Safety Program (NSP), the Neighborhood Traffic Control Program (NTCP), Greenways development, working with the development community, etc.</p>
Safety	Not just historical collisions, but also being proactive looking at near misses or other reported issues. New information is available (INRIX example) Federal grants encourage looking at other sources of data.	<p>Policy T-1.1: Implement the Vision Zero Action Plan and track progress annually.</p> <p>Action: Conduct near-miss analysis at selected intersections and improve methods to record other reported safety issues and explore additional data sources.</p> <p>Prioritization: Added language about reported near misses. While Kirkland will still require time to conduct additional near-miss analysis or procure additional data, there are still areas where staff has heard near-misses occurring that will be included in the prioritization process.</p>
Safety	Improvements that get a high safety score should actually be a project that improves safety	<p>Prioritization: Changed language from 'improves safety' to 'project provides a safety improvement' to the safety measures</p>
Safety	Known gaps should get a high rating (vehicle speed, known sidewalk gaps)	<p>Prioritization: Gaps and vehicle speeds will be used to assess the safety score</p>
Safety	Safety should get at least tied with the highest score or highest	<p>Prioritization: Safety now gets the highest score</p>
Safety	Not enough weight to protected bike facilities and low-stress environments	<p>Prioritization: process includes extra points for projects that provide a low-stress environment for people walking and bicycling (such as protected bike lanes on arterials, neighborhood greenways, RRFB's or HAWK signals at crossings, etc.). Added extra points to this category based on Council comment.</p>
Safety	Define low-stress and the objective. Provide it so it is easy for people to choose not to get into their car. (low stress environment)	<p>Prioritization: Added points to projects that provide a low stress environment. Level of stress was also used in the prioritization for sidewalk gaps (in the Active Transportation Plan).</p>

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Comment Theme	Council Comments - September and November Study Sessions	Incorporation of Comment
Safety - CKC	<p>Look at data on CKC for crashes, interested in not just crashes but conflicts i.e. near misses</p>	<p>Policy T-1.1: Implement the Vision Zero Action Plan and track progress annually.</p> <p>Action: Conduct near-miss analysis at selected intersections and improve methods to record other reported safety issues and explore additional data sources</p> <p>Policy T-1.5: Promote and Institutionalize a Culture of Safety</p> <p>Action: Identify opportunities to implement a culture of safety along the Cross Kirkland Corridor and to reduce speeds and potential conflicts</p> <p>Policy T-1.1: Implement the Vision Zero Action Plan and track progress annually.</p> <p>Action: Conduct near-miss analysis at selected intersections and improve methods to record other reported safety issues and explore additional data sources.</p> <p>Prioritization: Currently the project is to develop an action plan for the CKC so not adding this to prioritization but the study will look at how to address conflicts.</p> <p>Policy T-1.5: Promote and Institutionalize a Culture of Safety</p>
Safety - Parking Lots	<p>Safety needs to capture partnering with private properties, in particular, owners of parking lots.</p>	<p>Action: Coordinate with the Department of Planning and Building and with private businesses to improve safety in private parking lots (such as dedicated pedestrian pathways, speed control, lighting, etc.). Work with developers and contractors to improve implementation of safe routes of pedestrians and bicyclists through construction zones</p>
Safety - Parking Lots	<p>Last vision zero update finding was fatalities occurring in parking lots. How are we prioritizing this?</p>	<p>The capital project list includes projects that are in public right-of-way so prioritization of projects would not address private parking lots. The plan includes an action to work with private businesses to improve safety in private parking lots</p>
Sustainability	<p>Reducing SOV is key for reducing GHG. We should score higher. More important than protecting environmentally sensitive areas.</p>	<p>Prioritization: The Sustainability category adds 20 points for projects that reduce vehicle miles traveled and support alternatives to single occupancy vehicle trips. Transit and Active Transportation support are also represented by other measures</p>
Sustainability	<p>Salmon killing tire dust, when we have a solution to that? Stormwater solution should be reflected</p>	<p>Prioritization framework does include support for projects that reduce SOV. Otherwise, this will be reflected in planning level cost estimates.</p>
Tech and Innovation	<p>many low-tech solutions may be more impactful than one large tech solution</p>	<p>Project scenarios: This will be part of the conversation when we look at packages of projects at the March 19th study session.</p>
Timing	<p>Sustainability Master Plan had timeframes on actions. Only Vision Zero has the annual marker, would be helpful to have timeframes for all</p>	<p>The 20-year list feeds the 6-year list which leads to the 2-year budget cycle. Additional time-frame reporting can be discussed when we talk about monitoring in the coming months.</p>
Trail Connections	<p>Finn hill green loop? Other trails? Change language to 'larger transportation trails such as the CKC', don't want to limit in forward thinking</p>	<p>The prioritization process is meant to be straightforward and also transportation oriented. The CKC is a transportation corridor that connects the entire city north to south and connects to transit centers. Other trails are more local, neighborhood oriented and generally more recreational in nature. While the Finn Hill green loop is meant to connect parks and green spaces, it is still not completed and it would be difficult to identify these segments or other trails throughout the city that are truly transportation oriented. Most other trail systems are within parks or short connector segments.</p>

Incorporation of Council Comments into Transportation Strategic Plan

Comment Theme	Council Comments - September and November Study Sessions	Incorporation of Comment
Transit	Be proactive when advancing goals for transit service and explore additional options outside of existing transit service agencies.	Policy T-3.8: Improve transit service in Kirkland
Transit	T-3 Public Transportation needs an action item on Transit Strategy development	Action: Conduct a transit needs study that evaluates future transit needs that identifies potential alternative transit services (such as circulator services, private shuttles, etc.)
Transit	hyperlocal transit options, transit not just how we're not traditionally thinking about transit but more hyperlocal projects	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
Transit Access	Consider mobility share connections as part of the first/ last mile to transit	Action: Pursue mobility share options that provide the first/ last mile to transit
Transit Access	Ensure first/last mile to transit is a core component of the TMP in order to meet mode-shift goals	Policy T-2.1: Make walking, rolling and bicycling safer, easier, accessible and more convenient.
Transit Access	Instead of bus stops, suggest high frequency corridors- local corridors- future routes. Not the stop but service on the route. Access to transit, speed and reliability on arterials. Ridership not just improvements to the system, but we've lost ridership and the infrastructure hasn't changed. Ridership loss more than just infrastructure- also behavior, demand, service, reroutes. Want to see this detail in the KTP.	Action: Develop policies that will create regulations and incentivize micro-mobility programs (such as bike or scooter share, electric car sharing, micro-mobility hubs, etc.)
Transit Access	Prioritize K Line, future transit route	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
Walkability	Would like to see a map of walkability as it relates to density	Prioritization: Took out reference to bus stops and note support of connecting to transit corridors. Plan document: The plan will discuss ridership loss, challenges with lost service and strategies to bring that back ridership such as our Transportation Demand Management program which looks at incentivizing behavior, regional coordination and advocacy, etc.
Transit Access		Prioritization: Added future high frequency transit routes to the prioritization measures
Walkability		Plan document: There is not a general citywide map for this outside of identifying sidewalk gaps on arterials and transit routes but the Active Transportation Plan, Appendix B, has a detailed series of maps that outline walk access to transit and activity centers. This information was used to prioritize the pedestrian network (sidewalk gaps and crossings) which is proposed to be used as the prioritization framework for the sidewalk program.

Project Information (Linear Projects)										Cost Estimate Ranges (planning level)			Prioritization
Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score		
SP_23	100th Ave NE Multimodal Improvements - Phase 2 (NE 132nd - NE 139th)	100th Ave NE	NE 132nd St	NE 139th St	100th Ave NE	Unfunded	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.	\$ 27,133,000	\$ 39,192,000	270		
ATP_Pri_3323	124th Ave NE Multimodal Improvements (NE 90th to 116th)	124th Ave NE	NE 90th St	NE 116th St	124th Ave NE	Unfunded	Active Transportation - Multimodal	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	\$ 6,140,437	\$ 8,669,504	260		
ATP_Pri_3082	NE 132nd St Multimodal Corridor (I-405 to 124th Ave NE) - mid section	NE 132nd St	I-405	124th Ave NE	NE 132nd St	Unfunded	Active Transportation - Multimodal	Protected Bike Lanes. Perform sidewalk repairs. Implement transit signal priority and improved pedestrian crossing treatments			250		
NE 132ND ST4204	NE 132nd St Multimodal Corridor (100th Ave NE to I-405) - west section	NE 132nd St	100th Ave NE	I-405	NE 132nd St	Unfunded	Roadway - Multimodal	Protected Bike Lanes. Perform sidewalk repairs. Implement transit signal priority and improved pedestrian crossing treatments	\$ 1,644,000	\$ 2,374,000	250		
ATP_Pri_3174	120th Ave NE Roadway Improvements	120th Ave NE	NE 128th Street	NE 132nd Street	120th Ave NE	Unfunded	Roadway - Multimodal	Widen 120th Avenue to a 3-lane cross section between north of the Toiem 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	240		
SAP_COK_4	124th Ave NE Widening (NE 85th St to NE 90th St)	124th Ave NE	NE 85th St	NE 90th St	124th Ave NE	Unfunded	Roadway - Multimodal	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	\$ 28,661,000	\$ 41,428,000	240		
SAP_COK_18a	NE 85th St Multi-use path widening	NE 85th St	I-405	120th Ave NE	NE 85th St Station Connections	Unfunded	Active Transportation - Trail/ Multimodal Path	Wide shared use paths and landscape strips from the I-405 interchange to 120th Ave NE	\$ 189,101	\$ 272,784	240		
ATP_Pri_7133	116th Avenue NE Protected Bike Lanes	116th Ave NE	NE 124th St	NE 132nd St	116th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$ 2,235,844	\$ 3,229,556	240		
ATP_Pri_6125	6th St Protected Bike Lane or Shared Use Path	6th St	Kirkland Ave - Way	Central Way	6th St	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lane or Shared Use Path / Widened on eastside of street. Additional right-of-way required.	\$ 809,184	\$ 1,168,823	240		
SAP_COK_18b	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	NE 85th St	Unfunded	Active Transportation - Multimodal	Widened sidewalks, landscape strips, and raised protected one-way bike lanes (126th Ave NE to 128th Ave NE)	\$ 647,552	\$ 935,351	230		
SAP_COK_18b	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	NE 85th St	Funded SAP Mechanisms	Active Transportation - Multimodal	Widened sidewalks, landscape strips, and raised protected one-way bike lanes (120th Ave NE to 124th Ave NE)			230		
SAP_COK_18d	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	NE 85th St	Unfunded	Active Transportation - Multimodal	Widened sidewalks, landscape strips, and raised protected one-way bike lanes (124th Ave NE to 126th Ave NE)	\$ 625,554	\$ 903,577	230		
ATP_Pri_7352	NE 124th St Shared Use Path or Two-Way Protected Bike Lane	NE 124th St	103rd Ave NE	116th Ave NE	NE 124th St	Unfunded	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	\$ 3,041,735	230		
ATP_Pri_7102	NE 68th St Upgrade to Protected Bike Lanes	NE 68th St	108th Ave NE	I-405 off-ramp	NE 68th St	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$ 1,914,973	\$ 2,766,075	230		
ATP_Pri_7101	NE 68th St Upgrade to Protected Bike Lanes	NE 68th St	State St	108th Ave NE	NE 68th St	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$ 1,145,928	\$ 1,655,231	225		
ATP_Pri_6122	6th St Protected Bike Lanes	6th St	5th Ave S	1st Ave S	6th St	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs on east side. Additional right-of-way required.	\$ 867,902	\$ 1,253,637	225		
ATP_Cik_170	NE 128th St Multimodal Improvements (116th Way NE to Toiem Lake Blvd)	NE 128th St	116th Way NE	Toiem Lake Boulevard	NE 128th St	Unfunded	Active Transportation - Multimodal	Add 2' buffers with pylons to the existing bike lanes with green pavement markings and move the eastbound bike lane to the south curb. At the NE 128th Street/116th Avenue NE intersection, add green bike boxes at the westbound approach in front of the shared through-left turn lane and right turn lane and at the northwest corner of the intersection in front of the crosswalk.	\$ 279,771	\$ 404,144	220		
ATP_Pri_3351	Central Way Bicycle Improvements	Central Way	Market St	Lake St	Central Way	Unfunded	Active Transportation - Bicycle Facility	Extend bike lanes WB and add bike lanes EB. Would require removal of parking.	\$ 480,547	\$ 694,125	220		
ATP_Pri_3352	Central Way Bicycle Improvements	Central Way	Lake St	Peter Kirk Lane	Central Way	Unfunded	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	220		
ATP_Pri_3261	124th Ave NE (north) protected bike lanes	124th Ave NE (north)	NE 132nd St	NE 144th St	124th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$ 3,819,647	\$ 5,517,275	220		
ATP_Pri_6123	6th St Protected Bike Lane	6th St	1st Ave S	6th St turn off	6th St	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lane. Additional right-of-way may be required.	\$ 408,139	\$ 589,534	220		

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
ATP_Cat_171	NE 128th St Multimodal Improvements (Totem Lake Blvd to 120th Ave NE)	NE 128th St	Totem Lake Boulevard	120th Ave NE		Unfunded	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-permissive with flashing yellow arrow.	\$ 636,271	\$ 919,057	220
ATP_Pri_3306	100th Ave NE Protected Bike Lanes	100th Ave NE	NE 125th Dr	NE 132nd St	100th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Add protected bike lanes as development occurs. Additional right-of-way required.	\$ 1,789,003	\$ 2,584,118	220
ATP_Pri_6124	6th St Protected Bike Lane	6th St	6th St turn off	Kirkland Ave	6th St	Unfunded	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	220
ATP_Pri_8009	NE 85th St Enhanced Sidewalks and Raised Protected Bike Lanes (128th Ave NE to 130th Ave NE)	NE 85th St	130th Ave NE	Forbes Creek Dr	NE 85th St	Unfunded	Active Transportation - Multimodal	Widened sidewalks, landscape strips, and raised protected one-way bike lanes	\$ 1,069,646	\$ 1,545,041	220
ATP_Pri_7092	Market Street NB Queue Jump	98th Ave NE	20th Ave	Market Street	Marker/ 98th Ave	Unfunded	Transit - Speed and Reliability	NB queue jump at 98th Ave and Forbes Creek Drive	\$ 899,000	\$ 1,297,000	220
ATP_Pri_7482	7th Ave Station Area Bicycle Connection	7th Ave	6th St	116th Ave NE		Funded SAP Mechanisms	Active Transportation - Bicycle Facility	Buffered or Protected Bike Lanes. May require impacts to parking. Impact to driveways are a consideration.	\$ 2,208,477	\$ 3,190,026	215
ATP_Pri_6071	State St Bike Lane and Conflict Zone Marking Improvements	State St	NE 68th St	2nd Ave S	State St	Unfunded	Active Transportation - Bicycle Facility	Add green conflict zone markings. Complete bike lane to NE 68th St.	\$ 2,195,827	\$ 3,171,754	210
ATP_Pri_6072	State St Buffered or Protected Uphill Bike Lane	State St	Kirkland Ave	2nd Ave NE	State St	Unfunded	Active Transportation - Bicycle Facility	Buffered or protected uphill bike lane. Improve downhill shoulder marking. May impact parking.	\$ 524,544	\$ 757,675	210
ATP_Pri_7092	Lakeview Dr bike lane conflict zone markings	Lakeview Dr	101st Ct NE	State St		Unfunded	Active Transportation - Bicycle Facility	Add green conflict zone markings. Buffer if room in existing right-of-way.	\$ 79,966	\$ 115,541	210
ATP_Pri_7162	Kirkland Way Protected Bike Lanes	Kirkland Way	3rd St	6th St	Kirkland Ave	Unfunded	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	210
ATP_Pri_7243	Juanita Woodinville Way NE bicycle lane improvements	Juanita Woodinville Way NE	100th Ave NE	NE 145th St	Woodinville Way NE	Unfunded	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	210
ATP_Pri_6121	6th St Protected Bike Lanes	6th St	NE 68th St	5th Ave S	6th St	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs on east side. Additional right-of-way required.	\$ 1,501,288	\$ 2,168,531	210
ATP_Pri_3262	124th Ave NE (north) protected bike lanes	124th Ave NE	NE 144th St	NE 145th Pl	124th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way may be required.	\$ 796,220	\$ 1,150,097	210
ATP_Pri_6062	Totem Lake Blvd NE Shared Use Path or Protected Bike Lanes	Totem Lake Blvd NE	120th Ave NE	NE 128th St	Totem Lake Boulevard	Unfunded	Active Transportation - Bicycle Facility	Widen protected space on east side for shared path or protected bike lanes(s). Additional right-of-way required.	\$ 1,711,102	\$ 2,471,594	210
ATP_Pri_7121	108th Ave NE Protected Bike Lanes	108th Ave NE	108th Ave NE south city limits	NE 52nd St	108th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Complete sidewalks, bike facilities and center turn lane. Facilitate turning movements with pedestrian and bicycle interactions according to best practices.	\$ 3,676,637	\$ 5,316,705	205
ATP_Pri_3283	132nd Ave NE / Slater Protected Bike Lanes	Slater/ 132nd Ave NE	NE 124th St	NE 129th St	Slater	Unfunded	Active Transportation - Bicycle Facility	Complete wider sidewalks; protected bike facilities and project intersections. Additional right-of-way required, as development occurs.	\$ 3,375,000	\$ 4,875,000	210
ATP_Pri_7012	NE 120th St Buffered Bike Lanes	NE 120th St	124th Ave NE	Slater		Unfunded	Active Transportation - Bicycle Facility	Buffer bike lanes as development occurs. Additional right-of-way required.	\$ 42,517	\$ 61,430	200
ATP_Pri_7141	Lakeshore Plaza Dr - All Ages Bicycle Connection	Lakeshore Plaza	Lake St/ Lk Wa Blvd	Central Way/ Market		Unfunded	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	200
ATP_Pri_7071	NE 38th Pl Buffered or Protected Bike Lanes	NE 38th Pl	Lake Wa Blvd	108th Ave NE		Unfunded	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	200
ATP_Pri_3334	NE 116th St Protected Bike Lanes	NE 116th St under I-405	120th Ave NE	124th Ave NE	NE 116th St	Unfunded	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	200
ATP_Pri_3282	Slater Ave NE Protected Bike Lanes	Slater Ave NE	NE 116th St	NE 124th St	Slater	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$ 2,931,814	\$ 4,236,848	200
ATP_Pri_3305	100th Ave NE Protected Bike Lanes	100th Ave NE	NE 124th St	NE 125th Dr	100th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Add protected bike lanes as development occurs. Additional right-of-way required.	\$ 393,514	\$ 566,966	200
ATP_Pri_7111	NE 70th St Protected Bike Lanes	NE 70th St	116th Ave NE	132nd Ave NE		Unfunded	Active Transportation - Bicycle Facility	protected bike lanes	\$ 4,582,152	\$ 6,618,673	200
ATP_Pri_3072	124th Ave NE bicycle improvements - Totem Lake	124th Ave NE	NE 130th Lane	NE 132nd Street	124th Ave NE	Unfunded	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.	\$ 545,588	\$ 783,739	200
ATP_Cat_163	I-405/NE 85th St NE Quadrant Trail	I-405 NE Quadrant	NE 85th St NE	Slater Ave NE	NE 85th St Station Connections	Unfunded	Active Transportation - Trail/ Multimodal Path	Shared use trail connecting BRT station to Slater Avenue NE	\$ 603,962	\$ 872,408	200
ATP_Pri_3312	NE 124th St Protected Bike Lanes	NE 124th St	124th Ave NE	Slater Ave NE		Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes - utilize buffered bike lane space and COX right-of-way.	\$ 2,018,021	\$ 2,914,923	200
ATP_Pri_3083	NE 132nd St (124th Ave NE to 132nd Ave NE) - east section	NE 132nd St	124th Ave NE	132nd Ave NE	NE 132nd St	Unfunded	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	200

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
ATP_Pri_7351	NE 124th St Shared Use Path or Two-Way Protected Bike Lane	NE 124th St	100th Ave NE	109rd Ave NE	NE 124th St	Unfunded	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.			200
ATP_Pri_6061	Totem Lake Boulevard southbound protected bicycle lane	Totem Lake Boulevard	120th Avenue NE	120th Street NE	NE 124th St	Unfunded	Active Transportation - Bicycle Facility	southbound protected bike lane			195
ATP_Pri_3333	NE 116th St Protected Bike Lanes	NE 116th St	115th Ln NE	120th Ave NE	NE 116th St	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$ 1,205,269	\$ 1,740,946	195
ATP_Pri_3067	118th Ave NE Pathway	118th Ave NE (new alignment)	NE 130th Place/ Lane	NE 132nd St	NE 116th St	Unfunded	Active Transportation - Trail/ Multimodal Path	Multi-use trail			190
ATP_Pri_3054	JHS Neighborhood Greenway	NE 128th St	109th Ave NE	116th Ave NE	JHS Neighborhood Greenway	Unfunded	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	190
ATP_Pri_7131	120th Ave Protected Bike Lanes	120th Ave NE	NE 116th St	NE 118th St	120th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$ 710,258	\$ 1,025,930	190
ATP_Pri_3213	I-405/NE 85th St SE Quadrant Trail	I-405 SE Quadrant	NE 80th St	NE 85th St	NE 85th St Station Connections	Unfunded	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	\$ 434,020	\$ 626,932	190
ATP_Cat_160	I-405/NE 85th St SW Quadrant Trail	I-405 SW Quadrant	116th Ave NE	NE 130th St	NE 85th St Station Connections	Funded SAP Mechanisms	Active Transportation - Trail/ Multimodal Path	Shared use trail connecting BRT station to 116th Ave NE	\$ 272,217	\$ 393,211	190
ATP_Pri_7471	18th Ave Neighborhood Greenway	18th Ave	Market St	6th St		Unfunded	Active Transportation - Greenway	Neighborhood Greenway type implementation here or along parallel route (15th Ave or 16th Ave) as E/W corridor in North Park neighborhood. Would require a high level of greenway implementation to reduce volumes.	\$ 406,215	\$ 586,747	190
ATP_Pri_6134	108th Ave NE Protected Bike Lanes	108th Ave NE	NE 62nd St	NE 68th St	108th Ave NE	Unfunded	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	190
ATP_Pri_7132	120th Ave Protected Bike Lanes	120th Ave NE	NE 118th St	NE 124th St	120th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$ 1,927,140	\$ 2,785,651	190
SAP_COW_19	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	116th Ave NE	Funded SAP Mechanisms	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 RRF crossing of 116th Ave NE to the south.			190
SteiffRec_1	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	132nd Ave NE	Unfunded	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	190
TIP_P11	Downtown Kirkland Transit Center Operations	3rd St	Kirkland Ave	Central Way	Downtown Transit Center	Unfunded	Transit - Speed and Reliability	Evaluate alternatives to optimize transit operations along 3rd Street between Central Way and Kirkland Avenue			190
ATP_Pri_7281	NE Totem Lake Way extension	NE Totem Lake Way (new alignment)	120th Avenue NE	126th Place NE/ NE		Unfunded	Active Transportation - Trail/ Multimodal Path	shared use path	\$ 1,301,514	\$ 1,880,255	185
Joel_P1	Kirkland Way Multimodal Corridor	Kirkland Way	6th St	NE 85th St	Kirkland Way	Unfunded	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 CIC, tree removal, and pipe structures.	\$ 21,265,000	\$ 30,713,000	185
ATP_Pri_3121	84th Ave NE Buffered Bike Lanes	84th Ave NE	NE 132nd St	north end of Finn Hill Middle School	84th Ave NE	Unfunded	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	180
ATP_Pri_3123	84th Ave NE Buffered Bike Lanes	84th Ave NE	NE 136th St	NE 138th St	84th Ave NE	Unfunded	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	\$ 965,125	180
ATP_Pri_3124	84th Ave NE Buffered Bike Lanes	84th Ave NE	NE 138th St	NE 141st St	84th Ave NE	Unfunded	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	180
ATP_Pri_3291	Kirkland Transit Center bicycle parking	3rd St	Kirkland Ave	Central Way	Downtown Transit Center	Unfunded	Active Transportation - Bicycle Facility	Add bicycle sharrows, secured bicycle parking (lockers)	\$ 14,601	\$ 21,097	180

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
ATP_Pri_3321	124th Ave NE South Rose Hill Corridor Multimodal Improvements	124th Ave NE	NE 80th St	NE 84th Ln	124th Ave NE	Unfunded	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 left bicycle lanes unobstructed by parking	\$ 557,550	\$ 805,425	180
ATP_Pri_3353	Central Way Bicycle Improvements	Central Way	Peter Kirk Lane	6th St	Central Way	Unfunded	Active Transportation - Bicycle Facility	Add green conflict zone markings. Explore greater protection opportunities but would impact parking.	\$ 18,858	\$ 27,247	180
ATP_Pri_7021	132nd Ave NE buffered bike lanes	132nd Ave NE	NE 60th St	NE 70th Pl	132nd Ave NE	Unfunded	Active Transportation - Bicycle Facility	Extend bike lanes at north end to NE 70th Pl intersection. Add buffer to bike lanes, requires roadway widening or removal of parking lane.	\$ 1,777,973	\$ 2,568,186	180
ATP_Pri_7022	132nd Ave NE South Rose Hill Corridor Improvements	132nd Ave NE	NE 70th Pl	NE 85th St	132nd Ave NE	Unfunded	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 uplited sidewalks. Pending outcome of corridor study.	\$ 225,466	\$ 325,763	180
ATP_Pri_3066	118th Ave NE Roadway Extension	118th Ave NE (new alignment)	NE 128th St	NE 130th Place/ Lane		Unfunded	Roadway - New Connection	New street extension with protected bike lanes	\$ 5,330,000	\$ 7,699,000	180
ATP_Pri_3284	132nd Ave Protected Bike Lanes	132nd Ave NE	NE 129th St	NE 132nd St	132nd Ave NE	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$ 775,610	\$ 1,120,327	180
ATP_Pri_6131	108th Ave NE Protected Bike Lanes	108th Ave NE	NE 52nd St	NE 53rd St	108th Ave NE	Unfunded	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	180
ATP_Pri_3281	NE 116th St Protected Bike Lanes	NE 116th St	124th Ave NE	Slater		Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$ 196,453	\$ 283,765	180
LRS_P5	NE 68th St Intersection Improvements and Access Management	NE 68th St	106th Ave NE	108th Ave NE		Unfunded	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	
ATP_Pri_6082	6th St Neighborhood Greenway	6th St	7th Ave	18th Ave	6th St	Unfunded	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	180
ATP_Pri_3071	NE 128th St Multimodal Improvements (120th Ave NE to 132nd Ave NE)	NE 128th St	120th Ave NE	124th Ave NE		Unfunded	Active Transportation - Multimodal	Uphill bike lanes, downhill sharrows. Will require removal of parking	\$ 802,696	\$ 1,159,451	170
ATP_Pri_3073	124th Ave NE bicycle Improvements - Totem Lake	124th Ave NE	NE 128th Street	NE 130th Lane	124th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Uphill bike lanes, downhill sharrows. Will require removal of parking	\$ 802,696	\$ 1,159,451	170
ATP_Pri_3102	NE 132nd St Bike Lanes (Juanita Elementary)	NE 132nd St	W end of Juanita Elementary School	100th Ave NE	NE 132nd St	Unfunded	Active Transportation - Bicycle Facility	Further buffer or protect bike facilities as development occurs. May require additional right-of-way.	\$ 45,377	\$ 65,563	170
ATP_Pri_3202	Juanita Drive Bicycle Lane Improvements	Juanita Drive	93rd Ave NE	98th Ave NE	Juanita Drive	Unfunded	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	170
ATP_Pri_3332	NE 116th St Buffered Bike Lanes	NE 116th St	99th PINE	115th Ln NE		Unfunded	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	170
ATP_Pri_7161	Kirkland Ave Protected Bike Lanes	Kirkland Ave	Lake St	east of library (end of EB bike lane)	Kirkland Ave	Unfunded	Active Transportation - Bicycle Facility	Secure right-of-way to add protection for bike lanes H/ when development occurs on north side. Address conflicts between bike lanes and bulb-outs for curbside improvements and parking implications.	\$ 45,319	\$ 65,479	170
SAP_COK_14	90th St Multimodal Improvements (I-405 to 122nd Ave NE)	NE 90th St	120th Ave NE	122nd Ave NE	NE 90th St	Unfunded	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	\$ 427,920	\$ 617,481	170
ATP_Pri_3052	JHS Neighborhood Greenway	East edge of Juanita High School	108th Ct NE	NE 128th St	JHS Neighborhood Greenway	Unfunded	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	\$ 136,510	170
ATP_Pri_6081	6th St or 5th St Protected Bike Lanes	6th St or 5th St	Central Way	7th Ave		Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes. Additional right-of-way may be required.	\$ 373,962	\$ 540,169	170

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
ATP_Pri_6132	108th Ave NE Protected Bike Lanes	108th Ave NE	NE 53rd St	NE 59th St	108th Ave NE	Unfunded	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 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	170
ATP_Pri_3051	JHS Neighborhood Greenway	NE 125th Pl	103rd Ave NE	109th Ave NE	JHS Neighborhood Greenway	Unfunded	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	\$ 385,810	170
ATP_Pri_3053	JHS Neighborhood Greenway	109th Ave NE (by Juanita HS)	NE 128th St	NE 132nd St	JHS Neighborhood Greenway	Unfunded	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	\$ 251,236	170
ATP_Pri_3021	Robert Frost Greenway	116th Ave NE	NE 132nd St	NE 140th St	116th Ave NE	Unfunded	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	170
ATP_Pri_7321	NE 124th St Protected Bike Lanes	NE 124th St	Slater Ave NE	Willows	NE 124th St	Unfunded	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.	\$ 149,985	\$ 216,676	170
ATP_Pri_3184	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	West of Market Greenway	Unfunded	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	170
Planned Citywide Connections_P30	Connect NE 128th Street to NE 124th Street	New Alignment			Connect NE 128th Street to NE 124th Street	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 128th Street to NE 124th Street	\$ 359,589	\$ 518,718	170
Planned Citywide Connections_P31.4	Connect 116th Avenue NE to 113th Avenue NE and down to NE 124th street	New Alignment			Connect 116th Avenue NE to 113th Avenue NE and down to NE 124th street	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 116th Avenue NE to 113th Avenue NE and down to NE 124th street	\$ 348,741	\$ 503,069	170
SAP_COV_15	90th St Multimodal Improvements (127nd Ave NE to 124th Ave NE)	NE 90th St	122nd Ave NE	124th Ave NE	NE 90th St	Unfunded	Active Transportation - Multimodal	Buffered bike lanes and sidewalks with landscape strips from 122nd Ave NE to 124th Ave NE	\$ 445,439	\$ 643,410	170
Staffrec_2	124th Ave NE Sidewalk Regrade	124th Ave NE	NE 109th Pl	NE 115th Pl	124th Ave NE	Unfunded	Active Transportation - Pedestrian Improvements	Regrade approximately 1,200 ft of existing sidewalk on west side of 124th Ave NE from just north of NE 109th Pl to north of NE 112th Pl 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	170
Staffrec_3	Totem Lake Village curb revisions and transit operations	120th Ave NE	NE Totem Lake Way	NE 128th St	120th Ave NE (Totem Lake)	Unfunded	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 visible markings. Add a tactile strip between the sidewalk and bike lanes. Will include bus stop improvements to prepare for future K-Line transit service.	\$ 1,175,000	\$ 1,697,000	165
ATP_Pri_7443	Kirkland Ave Greenway (west of CKC)	Kirkland Ave	Kirkland Way	CKC	Kirkland Ave	Unfunded	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	165
Planned Citywide Connections_P22.1	Connect CKC trail to proposed street connection (T79.1) off 124th Avenue NE	New Alignment			Connect CKC trail to proposed street connection (T79.1) off 124th Avenue NE	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect CKC trail to proposed street connection (T79.1) off 124th Avenue NE	\$ 206,747	\$ 296,238	165
Planned Citywide Connections_P23.2	Connect NE 120th Street to NE 124th Street	New Alignment			Connect NE 120th Street to NE 124th Street	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 120th Street to NE 124th Street	\$ 132,185	\$ 190,681	165
ATP_Pri_7442	Kirkland Ave Greenway (east of CKC)	Kirkland Ave	CKC	116th Ave NE	Kirkland Ave	Unfunded	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	\$ 315,138	165
ATP_Pri_7031	NE 80th St Buffered Bike Lanes	NE 80th St	116th Ave NE	132nd Ave NE	NE 80th St	Unfunded	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	160
ATP_Pri_7103	NE 70th St/ NE 72nd St Overcrossing of I-405 Bike Facility Improvements	NE 72nd St over I-405 ramp	1405 off-ramp	116th Ave NE	NE 70th St	Other Agency Project	Active Transportation - Bicycle Facility	Improvements to add bike protection would require bridge widening and coordination with WSDOT.	\$ 43,288	\$ 67,511	160

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
ATP_Pri_7182	116th Avenue NE through I-405 Interchange at NE 70th St.	116th Ave NE	NE 67th St.	NE 70th St.	116th Ave NE	Unfunded	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	160
ATP_Pri_3271	132nd Ave Protected Bike Lanes	132nd Ave NE	NE 132nd St.	NE 137th Pl		Unfunded	Active Transportation - Bicycle Facility	Add protected bike lanes as development occurs. Additional right-of-way required.	\$ 1,481,394	\$ 2,139,794	160
ATP_Pri_3193	98th Ave NE Sidewalk and protected intersection	98th Ave NE	NE 116th St/ Juanita Dr SW corner		Market/ 98th Ave	Unfunded	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	160
ATP_Pri_8002	Totem Lake - Kingsgate Neighborhood Greenway	121st Ave NE	NE 132nd St.	NE 140th St		Unfunded	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	160
ATP_Pri_3292	Proposed Neighborhood Greenway	4th St	Central Way	7th Ave	Greenways	Unfunded	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	160
ATP_Pri_3022	Robert Frost Greenway	NE 143rd St	NE 140th St	124th Ave NE	Robert Frost Greenway	Unfunded	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	160
ATP_Pri_7331	113th Ave/118th St Bicycle Facility	113th Ave to 120th/118th St	NE 124th St	120th Ave NE		Unfunded	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	160
ATP_Pri_7174	Juanita Elementary Greenway	98th Ave NE	NE 132nd St	100th Ave NE	Juanita Elementary Greenway	Unfunded	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.	\$ 327,786	\$ 466,240	160
ATP_Pri_3345	120th Ave Protected Bike Lanes	120th Ave NE	NE 112th St	120th Ave NE		Unfunded	Active Transportation - Bicycle Facility	Protected bike lanes as development occurs. Additional right-of-way required.	\$ 1,079,220	\$ 1,558,875	160
NE128_P13	Totem Lake Boulevard Southbound Bike Lane Gap	Totem Lake Boulevard	NE 128th Street	south of NE 128th Street	Totem Lake Boulevard	Unfunded	Active Transportation - Bicycle Facility	Complete missing segment of southbound bike lane just south of the intersection.	\$ 981,456	\$ 1,417,661	160
Planned Citywide Connections_P09	Connect 126th Avenue NE with 128th Avenue NE and connect north to NE 85th Street	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 126th Avenue NE with 128th Avenue NE and connect north to NE 85th Street	\$ 358,785	\$ 517,558	160
Planned Citywide Connections_P12.1	Connect NE 85th Street to P12 and existing trail	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 85th Street to P12 and existing trail	\$ 181,992	\$ 262,529	160
Planned Citywide Connections_P23.1	Connect Slater Avenue to existing trail south of NE 124th Street	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Slater Avenue to existing trail south of NE 124th Street	\$ 80,713	\$ 116,430	160
Planned Citywide Connections_P55	Connect Edith Moulton Park to NE 132nd Street	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Edith Moulton Park to NE 132nd Street	\$ 478,195	\$ 689,810	160
LAKE WASHINGTON BLVD NE415	Lake Washington Blvd Promenade	Lake Washington Blvd NE			Lake Washington Blvd NE	Unfunded	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	160
ATP_Pri_7261	5th Ave Trail (6th St to CKC and Kirkland Way)	5th Ave	6th St	Kirkland Way		Unfunded	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.	\$ 1,124,111	\$ 1,623,716	155
ATP_Pri_8007	116th Ave NE to CKC connection improvements	116th Ave NE	NE 107th Pl	CKC	116th Ave NE	Unfunded	Active Transportation - Trail/ Multimodal Path	Neighborhood Greenway and improved staircase to the CKC	\$ 212,007	\$ 306,233	155
ATP_Pri_6091	116th Ave NE Bicycle Lanes (NE 87th to NE 95th)	116th Ave NE	NE 87th St	NE 95th St	116th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Buffered bike lanes and sidewalk infill from NE 87th St to NE 100th St.	\$ 2,944,234	\$ 4,252,836	150
ATP_Pri_8011	99th Pl NE Bike Lanes	99th Pl NE	NE 112th St	NE 116th St		Unfunded	Active Transportation - Bicycle Facility	Bike lanes	\$ 1,147,582	\$ 1,657,621	150
ATP_Pri_3344	NE 112th St	NE 112th St	116th Pl NE	120th Ave NE	NE 112th St	Unfunded	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	\$ 1,395,007	150
ATP_Pri_3182	West of Market Greenway	6th St W	Waverly Way	Market St	West of Market Greenway	Unfunded	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	150

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
ATP_Pri_7191	15th Ave Neighborhood Greenway	15th Ave	Market St	5th Pl		Unfunded	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	\$ 949,951	150
ATP_Pri_3342	NE 112th St	NE 112th St	108th Ave NE	116th Ave NE	NE 112th St	Unfunded	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	\$ 499,897	150
ATP_Pri_7371	Bridle Trails Greenway	130th Ave NE	NE 60th St	NE 70th Pl		Unfunded	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	150
ATP_Pri_7453	90th St Greenway	NE 90th St	124th Ave NE	132nd Ave NE	NE 90th St	Unfunded	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. The proposed project will provide pedestrian linkage between the commercial areas and the North Rose Hill neighborhood. Project is a candidate project under MM 99591. 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.	\$ 392,202	\$ 566,505	150
ATP_Pri_6053	114th Ave NE AAA Bicycle Facility	114th Ave NE	NE 85th St	NE 87th St	114th Ave NE	Unfunded	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	150
ATP_Pri_3183	West of Market Greenway	17th Ave W, 8th St W, 18th Ave W, 9th St W	6th St W	Juanita Bay Park	West of Market Greenway	Unfunded	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	150
ATP_Pri_6133	108th Ave NE Protected Bike Lanes	108th Ave NE	NE 59th St	NE 62nd St	108th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Protected Bike lanes as development occurs and as Kline 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	150
ATP_Pri_6042	8th St S Bike Lanes or Greenway	8th St S	9th Ave S	Railroad Ave		Unfunded	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	150
NE128_P12	Totem Lake Blvd NE Shared Use Path	Totem Lake Boulevard	NE 128th Street	NE 132th Street	Totem Lake Boulevard	Unfunded	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	150
Planned Citywide Connections_P12	Connect existing trail from 122th Avenue NE top 120th Avenue NE	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect existing trail from 122th Avenue NE top 120th Avenue NE	\$ 80,052	\$ 115,477	150
SAP_COV_1	120th Ave NE Multimodal Improvements	120th Ave NE	NE 80th St	NE 85th St	120th Ave NE	Unfunded	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). On-street parking considered where feasible	\$ 1,104,976	\$ 1,596,074	150
SAP_COV_16	122nd Ave NE Buffered Bike Lanes	122nd Ave NE	NE 80th St	NE 90th St	122nd Ave NE	Unfunded	Active Transportation - Bicycle Facility	Widen sidewalks, add lighting, and stripe buffered bike lanes from NE 80th St to NE 90th St	\$ 3,540,813	\$ 5,114,572	150
SAP_COV_20	120th Ave NE Main Street	120th Ave NE	NE 85th St	NE 90th St	120th Ave NE	Unfunded	Active Transportation - Multimodal	Sidewalks and raised protected bike lanes (consistent with the 120th Ave NE corridor study)	\$ 904,647	\$ 1,305,710	150
ATP_Pri_8033	128th Ln NE Bike Lanes	128th Ln NE	CCC	NE 128th Pl		Unfunded	Active Transportation - Bicycle Facility	Bike Lanes	\$ 421,787	\$ 605,249	145

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
Planned Citywide Connections_P02.2	Connect Houghton Shopping Center (north to south) across NE 68th Street.	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Houghton Shopping Center (north to south) across NE 68th Street.	\$ 404,473	\$ 564,329	145
Planned Citywide Connections_P02.3	Connect CKC to 106th Avenue NE and Houghton Shopping Center	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect CKC to 106th Avenue NE and Houghton Shopping Center	\$ 96,989	\$ 139,881	145
Planned Citywide Connections_P22.2	Connect the north side of NE 116th to the CKC	New Alignment	NE 116th	CKC		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect the north side of NE 116th to the CKC	\$ 22,794	\$ 32,925	145
Planned Citywide Connections_P22.3	Connect the south side of NE 116th to the CKC	New Alignment	NE 116th	CKC		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect the south side of NE 116th to the CKC	\$ 80,687	\$ 116,550	145
Planned Citywide Connections_P27.1	Connect the CKC to the Totem Lake Boardwalk	New Alignment	Totem Lake Boardwalk	CKC		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect the CKC to the Totem Lake Boardwalk	\$ 181,790	\$ 263,591	145
Planned Citywide Connections_P27.3	Connect NE 124th Street to ERC at Totem Lake Park to the CKC	New Alignment	NE 124th St	CKC		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 124th Street to ERC at Totem Lake Park to the CKC	\$ 145,879	\$ 210,718	145
Planned Citywide Connections_P57.1	Connect Everest Park to the CKC via Everest Creek	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Everest Park to the CKC via Everest Creek	\$ 106,710	\$ 153,933	145
ATP_Pri_3063	NE 130th Place street extension	NE 130th Place (new alignment)	Totem Lake Boulevard NE	120th Ave NE		Unfunded	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	140
ATP_Pri_3091	NE 132nd St Bike Lanes (132nd Ave NE to 136th Ave NE)	NE 132nd St	132nd Ave NE	136th Ave NE	NE 132nd St	Unfunded	Active Transportation - Bicycle Facility	Add bike lanes	\$ 1,084,197	\$ 1,566,065	140
ATP_Pri_3113	84th Ave NE Buffered Bike Lanes	84th Ave NE	NE 128th St	north end of Carl Sandburg Elementary	84th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Add buffered bike lanes SB as development occurs. Additional right-of-way may be required.	\$ 443,144	\$ 640,098	140
ATP_Pri_3272	132nd Ave Bike Lanes	132nd Ave NE	NE 137th Pl	NE 143rd St	132nd Ave NE	Unfunded	Active Transportation - Bicycle Facility	Complete bike lanes at north end to NE 143rd St.	\$ 2,034,369	\$ 2,938,536	140
ATP_Pri_3322	124th Ave NE bike lane extension to NE 85th St	124th Ave NE	NE 84th Lane	NE 85th St	124th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Extend bike lanes to 85th intersection	\$ 295,792	\$ 427,255	140
ATP_Pri_3331	NE 116th St extend bike lane to 98th Ave NE	NE 116th St	98th Ave NE	99th Pl NE	NE 116th St	Unfunded	Active Transportation - Bicycle Facility	Continue bike lane to intersection/ bike box	\$ 220,682	\$ 319,764	140
ATP_Pri_7041	116th Ave NB Buffered Bike Lane	116th Ave NE	NE 70th St	NE 73rd St	116th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Buffer northbound bike lane as development occurs. Right of way may be required.	\$ 42,711	\$ 61,711	140
ATP_Pri_7411	NE 132nd/NE 134th St Bike Lanes and Markings	NE 132nd St, 87th Ave and 134th	Juanita Drive	90th Ave NE	NE 132nd St	Unfunded	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.	\$ 3,799,684	\$ 5,478,328	140
ATP_Pri_8004	NE 126th Pl Bike Lanes	NE 126th Pl	128th Ln NE	132nd Ave NE		Unfunded	Active Transportation - Bicycle Facility	Bike Lanes	\$ 902,850	\$ 1,304,119	140
ATP_Pri_3101	NE 131st Way / 90th Avenue NE	131st Way, 90th Ave		W end of Juanita Elementary School		Unfunded	Active Transportation - Multimodal	Element Shared Use path on west side. Widened corridor required to improve downhill bike lane and provide enough shoulder buffer from edges of roadway due to ravine below.	\$ 2,859,767	\$ 4,130,767	140
ATP_Pri_3042	Juanita Neighborhood Greenway	103rd Ave NE	NE 123rd St	NE 124th St	Juanita Neighborhood Greenway	Unfunded	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 RRPB or signalized crossing of NE 124th St.	\$ 142,908	\$ 206,440	140
ATP_Pri_3142	McAuliffe Greenway	108th Ave NE / NE 121st St / NE 122nd St / NE 123rd St	104th Ave NE	104th Ave NE	McAuliffe Greenway	Unfunded	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 signs for crossing NE 116th St. South of NE 111th St requires new construction of ped path and ROW acquisition of development (Citywide Connection P20)	\$ 1,250,817	\$ 1,806,892	140
ATP_Pri_7171	99rd Ave NE/ 124th St Greenway	99rd Ave NE/ 124th St	Juanita Dr/ 93rd Ave NE	100th Ave NE/ NE 124th St		Unfunded	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	\$ 876,170	140
ATP_Pri_3341	NE 112th St	NE 112th St	100th Ave NE	108th Ave NE	NE 112th St	Unfunded	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	140
ATP_Pri_7152	Forbes Creek Dr Buffered or Protected Bike Lanes	Forbes Creek Drive	108th Ave NE	116th Ave NE	Forbes Creek Drive	Unfunded	Active Transportation - Bicycle Facility	Widen to add buffered or protected bike lanes in existing City right-of-way.	\$ 2,611,714	\$ 3,772,481	140

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
ATP_Pri_7042	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	116th Ave NE	Unfunded	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	140
ATP_Pri_6043	Railroad Ave Shared Use Path	Railroad Ave	8th St S	Kirkland Way	Railroad Ave	Unfunded	Active Transportation - Trail/ Multimodal Path	Shared Use path on west side.	\$ 453,490	\$ 655,041	140
ATP_Pri_7172	Juanita Elementary Greenway	98th Ave NE/ NE 136th St	NE 124th St	NE 130th Pl	Juanita Elementary Greenway	Unfunded	Active Transportation - Greenway	Proposed Neighborhood Greenway 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	140
ATP_Pri_3263	124th Ave NE (north) protected bike lanes	124th Ave NE (north)	NE 145th Pl	north city limits	124th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Protected Bike Lanes as development occurs. Additional right-of-way required.	\$ 929,722	\$ 1,342,934	140
Planned Citywide Connections_ p02	Connect 2nd Street S between 7th Avenue S and 10th Avenue S.	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 2nd Street S between 7th Avenue S and 10th Avenue S.	\$ 96,168	\$ 141,820	140
Planned Citywide Connections_ p03	Powerline connection through NRH from NE 92nd Street to NE 116th Street	New Alignment	NE 116th St	NE 92nd St		Unfunded	Active Transportation - Trail/ Multimodal Path	Powerline connection through NRH from NE 92nd Street to NE 116th Street	\$ 1,972,273	\$ 2,848,899	140
Planned Citywide Connections_ p04.1	Connect Central Way and Kirkland Avenue	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Central Way and Kirkland Avenue	\$ 274,113	\$ 395,415	140
Planned Citywide Connections_ p05	Connect 4th Avenue between 5th Street and 4th Street	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 4th Avenue between 5th Street and 4th Street	\$ 195,807	\$ 282,876	140
Planned Citywide Connections_ p21	Connect NE 112th Street to 101st Place NE	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 112th Street to 101st Place NE	\$ 42,837	\$ 61,793	140
Planned Citywide Connections_ p22	Connect trail off of Slater Avenue to NE 116th Street	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect trail off of Slater Avenue to NE 116th Street	\$ 114,145	\$ 164,658	140
Planned Citywide Connections_ p23	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		Unfunded	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	140
Planned Citywide Connections_ p31	Connect 113th Avenue NE to NE 121st Street and 110th Avenue NE via Heronfields Wetlands Park.	New Alignment	110th Ave NE	113th Ave NE		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 113th Avenue NE to NE 121st Street and 110th Avenue NE via Heronfields Wetlands Park.	\$ 285,491	\$ 409,495	140
Planned Citywide Connections_ p31.2	Connect 107th Place NE with NE 122nd Street	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 107th Place NE with NE 122nd Street	\$ 52,020	\$ 75,041	140
Planned Citywide Connections_ p31.3	Connect 105th Place NE to NE 122nd Street	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 105th Place NE to NE 122nd Street	\$ 58,865	\$ 84,914	140
PTC0040000	108th Ave NE Queue Jumps	108th Ave NE	NE 53rd St	NE 68th St	108th Ave NE/ 6th St	Partially Funded	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 lanes 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	
ATP_Pri_6011	NE 60th St Neighborhood Greenway	NE 60th St	Lake WA Blvd	CKC	NE 60th St	Unfunded	Active Transportation - Greenway	Proposed 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	135
Planned Citywide Connections_ p02.1	Connect CKC to the Houghton Shopping Center and 6th Street S.	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect CKC to the Houghton Shopping Center and 6th Street S.	\$ 51,563	\$ 74,381	135
Planned Citywide Connections_ p06.1	Connect multifamily (north of NE 85th Street) to the CKC	New Alignment	North of NE 85th St	CKC		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect multifamily (north of NE 85th Street) to the CKC	\$ 20,132	\$ 29,081	135
Planned Citywide Connections_ p27.2	Connect Slater to NE 124th Street	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Slater to NE 124th Street	\$ 89,375	\$ 128,926	135
Planned Citywide Connections_ p57.2	Connect multifamily south of Kirkland Avenue to the CKC	New Alignment	South of Kirkland Ave	CKC		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect multifamily south of Kirkland Avenue to the CKC	\$ 18,293	\$ 26,423	135
ATP_Pri_3092	136th Ave NE bike lane improvements	136th Ave NE	NE 128th St	NE 132nd St		Unfunded	Active Transportation - Bicycle Facility	Add bike symbol markings to uphill bike lane. Add downhill sharrows.	\$ 26,944	\$ 38,930	130
ATP_Pri_3111	84th Ave NE Buffered Bike Lanes	84th Ave NE	NE 124th St	Just south of NE 126th Pl		Unfunded	Active Transportation - Bicycle Facility	Add buffered bike lanes as development occurs. Additional right-of-way may be required.	\$ 764,242	\$ 1,103,907	130
ATP_Pri_3112	84th Ave NE Buffered Bike Lanes	84th Ave NE	Just south of NE 126th Pl	NE 128th St		Unfunded	Active Transportation - Bicycle Facility	Add buffered bike lanes as development occurs. Additional right-of-way may be required.	\$ 321,756	\$ 464,759	130
ATP_Pri_3114	84th Ave NE Buffered Bike Lanes	84th Ave NE	north end of Carl Sandburg Elementary	NE 132nd St	84th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Add buffered bike lanes SB as development occurs. Additional right-of-way may be required.	\$ 645,943	\$ 935,030	130

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ATP_Pri_3274	132nd Ave Bicycle Facility	132nd Ave NE	NE 143rd St	north city limits	132nd Ave NE	Unfunded	Active Transportation - Bicycle Facility	Coordinate with the city of Woodinville for seamless connection and facility type.	\$ 1,080,121	\$ 1,560,177	130
ATP_Pri_6092	116th Ave NE SB Bicycle Lanes (NE 95th to NE 100th St)	116th Ave NE	NE 95th St	NE 100th St	116th Ave NE	Unfunded	Active Transportation - Bicycle Facility	Add southbound bike lane (and sidewalks) as development occurs, preserve right-of-way for existing space and add buffered bike lanes when adjacent sidewalks get built.	\$ 1,508,556	\$ 2,179,053	130
ATP_Pri_7401	NE 145th St Buffered Bike Lanes	NE 145th St	100th Ave NE	Woodinville Dr		Unfunded	Active Transportation - Bicycle Facility	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.	\$ 2,457,320	\$ 3,693,912	130
ATP_Pri_7421	Simonds Rd NE Multimodal Improvements	Simonds Rd NE	north city limits/92nd Ave NE	100th Ave NE	Simonds Rd NE	Unfunded	Active Transportation - Multimodal		\$ 2,412,508	\$ 3,484,727	130
ATP_Pri_7431	NE 100th St Bike Lanes	NE 100th St	124th Ave NE	132nd Ave NE		Unfunded	Active Transportation - Bicycle Facility	add bike lanes in existing right-of-way	\$ 3,049,279	\$ 4,404,520	130
ATP_Pri_8005	99th Pl NE Neighborhood Greenway	94th Ave NE	NE 124th St	NE 131st Way		Unfunded	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	130
ATP_Pri_3041	Juanita Neighborhood Greenway	104th Ave NE	NE 116th St	NE 123rd St	Juanita Neighborhood Greenway	Unfunded	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	130
ATP_Pri_3011	Finn Hill - Juanita Greenway	NE 140th St	108th Ave NE	west of I-405	Finn Hill - Juanita Greenway	Unfunded	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	130
ATP_Pri_3293	Proposed Neighborhood Greenway	4th St	7th Ave	18th Ave	Greenways	Unfunded	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	130
ATP_Pri_3004	Finn Hill - Juanita Greenway	NE 140th St	Juanita Woodinville Dr	108th Ave NE	Finn Hill - Juanita Greenway	Unfunded	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	130
ATP_Pri_8010	Slater Ave Neighborhood Greenway to Shared Use Path	Slater St	Kirkland Ave	Station Area connector path	Slater	Unfunded	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	130
ATP_Pri_6093	116th Ave NE Neighborhood Greenway (NE 100th St to NE 107th Ln)	116th Ave NE	NE 100th St	NE 107th Ln	116th Ave NE	Unfunded	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	130
ATP_Pri_7211	NE 95th St Neighborhood Greenway	NE 95th St	124th Ave NE	132nd Ave NE		Unfunded	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	130
ATP_Pri_7201	NE 104th St Neighborhood Greenway	NE 104th St	124th Ave NE	132nd Ave NE		Unfunded	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	130
ATP_Pri_3044	Juanita Neighborhood Greenway	103rd Pl NE	NE 125th St	NE 132nd St	Juanita Neighborhood Greenway	Unfunded	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	130

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
ATP_Pri_3133	Juanita Woodlands Greenway	84th Ave NE	82nd Ave NE	NE 124th St	Juanita Woodlands Greenway	Unfunded	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	130
ATP_Pri_3343	NE 112th St	NE 112th St	116th Ave NE	NE 112th St	NE 112th St	Unfunded	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	130
ATP_Pri_7173	Juanita Elementary Greenway	Trail west of Juanita Elementary School	NE 130th Pl	NE 132nd St	Juanita Elementary Greenway	Unfunded	Active Transportation - Trail/ Multimodal Path	Pave or widen existing pathway. Add wayfinding for Greenway route.	\$ 300,179	\$ 433,591	130
ATP_Pri_3012	Evergreen Hill Greenway	NE 140th St	east of I-405	132nd Ave NE	Evergreen Hill Greenway	Unfunded	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	\$ 1,151,921	130
ATP_Pri_3003	Finn Hill - Juanita Greenway	NE 140th St	98th Ave NE	Juanita Woodville Dr	Finn Hill - Juanita Greenway	Unfunded	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	130
ATP_Pri_3043	Juanita Neighborhood Greenway	103rd Ave NE	NE 124rd St	NE 125th Pl	Juanita Neighborhood Greenway	Unfunded	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	130
ATP_Pri_7292	Slater Ave NE Greenway	Slater Ave NE	Slater Street end (near Station Area)	NE 100th St	Slater	Unfunded	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	130
ATP_Pri_8001	Hellen Keller Greenway	110th/ 109th Ave NE	NE 140th St	NE 145th St	Hellen Keller Greenway	Unfunded	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	130
ParkLane_1	Park Lane Improvements	Park Lane	Lake St	3rd St		Unfunded	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	130
Planned Citywide Connections_ P03.1	Connect NE 114th Place to 124th Avenue NE	New Alignment	124th Ave NE	126th Ave NE		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 114th Place to 124th Avenue NE	\$ 143,995	\$ 207,998	130
Planned Citywide Connections_ P04	Connect 3rd Avenue between 3rd Street and 2nd Street	New Alignment	3rd St	2nd St		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 3rd Avenue between 3rd Street and 2nd Street	\$ 61,612	\$ 88,997	130
Planned Citywide Connections_ P07	Connect NE 80th Street and NE 87th Street/116th Avenue NE to BRT/405	New Alignment	NE 87th St/116th Avenue NE	NE 80th St		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 80th Street and NE 87th Street/116th Avenue NE to BRT/405	\$ 266,308	\$ 384,675	130
Planned Citywide Connections_ P10	Powerline connection through NRH from NE 92nd Street to NE 80th Street	New Alignment	NE 92nd St	NE 80th St		Unfunded	Active Transportation - Trail/ Multimodal Path	Powerline connection through NRH from NE 92nd Street to NE 80th Street	\$ 937,413	\$ 1,354,069	130
Planned Citywide Connections_ P10.1	Powerline connection from P10 to NE 87th Court	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Powerline connection from P10 to NE 87th Court	\$ 60,559	\$ 87,358	130
Planned Citywide Connections_ P26	Connect 120th Avenue NE to NE 125th Place and to another proposed connection (P27) to ultimately land in Totem Lake Park	New Alignment				Unfunded	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	\$ 283,300	130
Planned Citywide Connections_ P29	Connect Totem Lake Boulevard with trail south of NE 128th Street	New Alignment				Unfunded	Active Transportation - New Connection (Private)	Connect Totem Lake Boulevard with trail south of NE 128th Street			130
SAP_COV_2	118th Ave. NE. Multimodal improvements	118th Ave NE	NE 80th St	118th Ave NE Street end		Unfunded	Active Transportation - Multimodal	New complete street and signalized connection to NE 80th Street via 118th Avenue N. NE 85th St Station Area Plan Fiscal Analysis-Scopz 2.			130

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
SAP_COW_21	NE 90th St Green Midblock Connection	NE 90th St	1405	120th Ave NE	NE 90th St	Unfunded	Active Transportation - New Connection (Private)	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.			130
SP_33	Forbes Creek Drive lighting	98th Ave NE	Forbes Creek Dr	NE 116th St	Marker/ 38th Ave	Unfunded	Roadway - Multimodal	Street and pedestrian lighting	\$ 576,000	\$ 832,000	130
ATP_Pri_3093	NE 128th St Bike Connection to the Cross Kirkland Corridor	NE 128th St	136th Ave NE	Willows Rd		Unfunded	Active Transportation - Bicycle Facility	Add bike symbol markings to uphill bike lane. Add downhill sharrows on NE 128th St. Assess light-of-way to add uphill bike lane and downhill sharrows on 139th Ave NE.	\$ 33,504	\$ 48,409	125
ATP_Pri_6021	NE 52nd St Uphill Buffered Bike Lanes	NE 52nd St	Lake Wa Blvd	CKC	CKC	Unfunded	Active Transportation - Bicycle Facility	uphill buffered bike lanes	\$ 611,373	\$ 883,096	125
Planned Citywide Connections_P01.2	Connect the CKC to NE 38th Place	New Alignment	NE 38th Pl	CKC	CKC	Unfunded	Active Transportation - New Connection (Private)	Connect the CKC to NE 38th Place			125
Planned Citywide Connections_P01.3	South Kirkland Park and Ride to CKC ADA Connection	New Alignment	NE 37th Ct	CKC	S Kirkland P&R	Unfunded	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	125
Planned Citywide Connections_P24.3	Connect NE 124th Street to ERC	New Alignment	NE 124th St	ERC		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 124th Street to ERC	\$ 37,965	\$ 54,839	125
Planned Citywide Connections_P25.1	Connect NE 126th Place to proposed trail (P25) along NE 128th Street alignment from 136th Avenue NE to 132nd Avenue NE	New Alignment				Unfunded	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	125
1247H AVE NE855	Exsided Powerline Trail	124th Ave NE	South City Limit	NE 70th St		Unfunded	Active Transportation - New Connection	Improve existing trail with signage, wayfinding, landscaping, paving and lighting.	\$ 1,866,000	\$ 2,696,000	120
ATP_Pri_3151	Waverly Way Bike/Ped Pathway	Waverly Way	Market St	2nd St W		Unfunded	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	120
ATP_Pri_3157	NE 100th St Bridge Improvements (over 1405)	NE 100th St Bridge	117th PINE Slater Ave	NE 100th St		Unfunded	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	\$ 20,205,000	120
ATP_Pri_3241	122nd Ave NE Bike Lanes	122nd Ave NE	NE 70th St	NE 80th St	122nd Ave NE	Unfunded	Active Transportation - Bicycle Facility	Add bike lanes as development occurs	\$ 2,152,561	\$ 3,109,258	120
ATP_Pri_7181	116th Ave NE Bike/Ped Connections to Spring District and Light Rail	116th Ave NE	South City Limit	NE 67th St	116th Ave NE	Unfunded	Active Transportation - Multimodal	Buffered or bike lanes and pedestrian improvements	\$ 5,637,825	\$ 8,143,509	120
ATP_Pri_3251	NE 53rd St Neighborhood Greenway or Bike Lanes	NE 53rd St (by NWU)	108th Ave NE	114th Ave NE		Unfunded	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	120
ATP_Pri_3253	ICS Neighborhood Greenway	111th Ave NE	NE 60th St	NE 68th St		Unfunded	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.	\$ 268,761	\$ 387,482	120
ATP_Pri_3131	Juanita Woodlands Greenway	80th Ave NE	Juanita Drive	S end of Juanita Woodlands Park	Juanita Woodlands Greenway	Unfunded	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	120
ATP_Pri_7252	Alexander Ave Neighborhood Greenway	Alexander Ave	Kirkland Ave	recommended pathway to NE 68th St		Unfunded	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	120
ATP_Pri_3211	NE 85th SW Quadrant Neighborhood Greenway	116th Ave NE	Kirkland Ave Area (I-405/80th bike/ped bridge)	85th Station quadrant trail (SW corner)	116th Ave NE	Unfunded	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	120
ATP_Pri_3002	Finn Hill - Juanita Greenway	NE 141st St	90th Ave NE	NE 140th St	Finn Hill - Juanita Greenway	Unfunded	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	120
ATP_Pri_3001	Finn Hill - Juanita Greenway	NE 141st St	84th Ave NE	90th Ave NE	Finn Hill - Juanita Greenway	Unfunded	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	120

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
ATP_Pri_8005	Henry David Thoreau / NE 139th St Greenway	NE 139th St	84th Ave NE	90th Ave NE		Unfunded	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	120
ATP_Pri_6112	82nd Ave Neighborhood Greenway	82nd Ave, NE 128th St	Juanita Drive	NE 124th St		Unfunded	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	120
ATP_Pri_3031	Hellen Keller 108th Ave NE Bike Lanes	108th Ave NE (Near Helen Keller Elem)	NE 132nd St	Woodinville Dr	108th Ave NE	Unfunded	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 routes could be on 110th Ave NE.	\$ 3,926,177	\$ 5,671,152	120
ATP_Pri_3141	McAuliffe Greenway	108th Ave NE	Forbes Creek Dr	NE 110th St (ped trail)	McAuliffe Greenway	Unfunded	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	120
ATP_Pri_3252	114th Ave Neighborhood Greenway	114th Ave NE (By NWU)	NE 53rd St	NE 60th St	114th Ave NE	Unfunded	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	120
ATP_Pri_7301	Holmes Point Overlay Zone Street Design Standards & Holmes Point Drive Corridor Study	Holmes Pt	Juanita Dr	St Edwards St Park	Holmes Pt	Unfunded	Active Transportation - Bicycle Facility	Protected bike lanes - funded as part of 100th Avenue NE Corridor Improvements	\$ 11,019,786	\$ 15,917,488	120
Juanita_B4	NE Juanita Drive	NE Juanita Drive	79th Way NE	NE 120th St	Juanita Drive	Unfunded	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	120
Juanita_B9	Juanita Drive Gateway Median (NE 141st Vicinity)	NE Juanita Drive	NE 138th P	NE 141st St	Juanita Drive	Unfunded	Roadway - Other	Widen cross-section and construct gateway median south of NE 141st Street	\$ 10,065,000	\$ 13,085,000	120
IRS_P2	Juanita Drive Intersection and Safety Improvement (79th Way NE to NE 120th St)	Juanita Drive NE	79th Way NE	NE 120th St	Juanita Drive	Unfunded	Active Transportation - Multimodal	NMAC 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 (RFR9 St) at key locations, and improved lighting, signing and markings. The estimated project cost is \$580,000.	\$ 1,169,520	\$ 1,689,303	120
Planned Citywide Connections_P01.4	Connect NE 38th Place to Northup Way	New Alignment	Northup Way	NE 28th Pl		Unfunded	Active Transportation - New Connection (Private)	Connect NE 38th Place to Northup Way			120
Planned Citywide Connections_P01.5	Connect NE 38th Place to Northup Way	New Alignment	Northup Way	NE 38th Pl		Unfunded	Active Transportation - New Connection (Private)	Connect NE 38th Place to Northup Way			120
Planned Citywide Connections_P25	Connect NE 38th Place to Northup Way	New Alignment	Northup Way	NE 38th Pl		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 38th Place to Northup Way			120
ATP_Pri_3231	Crestwoods Park/CXC Access Path Improvements	Crestwoods Park, stairs & unpaired path	6th St	11th Ave NE		Unfunded	Active Transportation - Trail/ Multimodal Path	Construct concrete pedestrian and bicycle path, stairs, and overpass between Crestwoods Park and the Highlands Neighborhood across the CXC. This project would support desired links to parks.	\$ 3,384,615	\$ 4,888,239	115
Planned Citywide Connections_P24.1	Connect Atronics at Willows Road to ERC	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Atronics at Willows Road to ERC	\$ 56,828	\$ 81,975	115
ATP_Pri_60112	NE 60th St Neighborhood Greenway	NE 60th St	CXC	114th Ave NE	NE 60th St	Unfunded	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	115
ATP_Pri_7381	NE 141st St Buffered Bike Lanes	NE 141st St	Juanita Drive	84th Ave NE		Unfunded	Active Transportation - Bicycle Facility	restripe eastbound buffer of bike lane	\$ 77,620	\$ 112,152	110
ATP_Pri_7441	NE 80th St Pedestrian Bridge Improvements (over I-405)	NE 80th St	Kirkland Ave	Kirkland NE	Kirkland	Unfunded	Bridge	Improve existing pedestrian bridge with wider approaches, higher clearance, improved lighting, more appealing guardrail/throw barrier, widening	\$ 12,173,000	\$ 17,883,000	110
ATP_Pri_7461	90th Ave NE Bike Lanes	90th Ave NE	NE 134th St	NE 145th St		Unfunded	Active Transportation - Bicycle Facility	Bike lanes from 134th to 145th	\$ 4,003,695	\$ 5,785,123	110
ATP_Pri_7491	NE 60th St Bike Lanes	NE 60th St	NE 116th Ave	NE 132nd Ave		Unfunded	Active Transportation - Bicycle Facility	Bike lanes from 116th to 132nd	\$ 4,356,606	\$ 6,292,883	110
ATP_Pri_7151	Forbes Creek Dr Buffered or Protected Bike Lanes	Forbes Creek Drive	Market St	108th Ave NE	Forbes Creek Drive	Unfunded	Active Transportation - Bicycle Facility	Widen to add buffered or protected bike lanes in existing City right-of-way.	\$ 153,827	\$ 222,255	110

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ATTACHMENT B
Prioritized Projects List (Corridors)

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
ATP_Pri_8012	10th St and Right-of-Way behind Everest Park	10th St and Right-of-Way behind Everest Park	9th Ave	Alexander Ave		Unfunded	Active Transportation - Trail/ Multimodal Path	Shared Use Path	\$ 585,422 \$	845,627 \$	110
ATP_Pri_6111	NE 124th St (Finn Hill) Neighborhood Greenway	NE 124th St	Juanta Drive	84th Ave NE	NE 124th St	Unfunded	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 \$	110
ATP_Pri_3132	Juanta Woodlands Greenway	NE 117th Pl	S end of Juanta Woodlands Park	NE 117th St	Juanta Woodlands Greenway	Unfunded	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 \$	110
ATP_Pri_7251	Shared Use Path Connection from Alexander Ave to NE 68th St	Alexander to NE 68th St	NE 68th St	Alexander Ave		Unfunded	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 \$	110
Juanta_R10	NE Juanta Drive	NE Juanta Drive	NE 141st St	NE 143rd St	Juanta Drive	Unfunded	Active Transportation - Bicycle Facility	Reconfigure cross section to include buffered bike lanes on both sides of street.	\$ 1,149,933 \$	1,661,017 \$	110
LR5_P4	Juanta Drive - ITS Integrations - Signals	NE Juanta Drive	NE 143rd St	98th Ave NE	Juanta Drive	Unfunded	Active Transportation - Trail/ Multimodal Path	ITS integration for the corridor and estimated cost 1,200,000	\$ 67,538 \$	97,557 \$	110
Planned Citywide Connections_P03.2	Connect Mark Twain Park with NE 107th Place	New Alignment	Mark Twain Park	NE 107th Pl		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 126th Place with another possible connection (P25) along NE 128th Street alignment.	\$ 86,858 \$	125,295 \$	110
Planned Citywide Connections_P24	Connect NE 126th Place with another possible connection (P25) along NE 128th Street alignment.	New Alignment	New Alignment	Existing Trail	NE 121st St	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect existing trail along 96th Avenue NE right-of-way to NE 121st Street.	\$ 93,295 \$	134,762 \$	110
Planned Citywide Connections_P32.2	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		Unfunded	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 \$	110
Planned Citywide Connections_P56	120th Ave NE to 120th Pl NE roadway connection - adjacent to the Cross Kirkland Corridor.	New Alignment	120th Ave NE	120th Pl NE		Unfunded	Roadway - New Connection	Create a roadway connection along 120th Ave NE to 120th Pl NE adjacent to the Cross Kirkland Corridor. Coordinate with CIC Action Plan	\$ 3,192,000 \$	4,610,000 \$	110
SAP_COK_17	Kirkland Cemetery Green Midblock Connection	north side of cemetery	120th Ave NE	122nd Ave NE		Unfunded	Active Transportation - New Connection (Private)	use parcel to the north of the cemetery and maintenance access road to provide east-west bike/ped trail connection			110
SAP_COK_22	Costco Green Midblock Connection	Costco parking lot (new alignment)	1405	120th Ave NE		Unfunded	Active Transportation - New Connection (Private)	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.			110
SAP_COK_24	Costco and Dollar Trees Green Midblock Connection	Costco and Dollar Trees parking lots (new alignment)	1405	122nd Ave NE		Unfunded	Active Transportation - New Connection (Private)	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.			110
ATP_Pri_6022	NE 52nd St Uphill Buffered Bike Lanes	NE 52nd St	CKC	108th Ave NE		Unfunded	Active Transportation - Bicycle Facility	uphill buffered bike lanes	\$ 1,246,983 \$	1,801,200 \$	105
Planned Citywide Connections_P06.3	Connect the end of 14th Place to the CKC	New Alignment	14th Pl	CKC		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect the end of 14th Place to the CKC	\$ 15,588 \$	22,517 \$	105
Planned Citywide Connections_P14.2	Connect 110th Pl NE to the CKC	New Alignment	110th Pl NE	CKC		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 110th Pl NE to the CKC	\$ 31,471 \$	45,459 \$	105

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
Planned Citywide Connections_P14.3	Connect Cotton Hill Park to the CKC	New Alignment	Cotton Hill Park	CKC		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Cotton Hill Park to the CKC	\$ 48,985	\$ 70,729	105
Planned Citywide Connections_T27.2	120th Pl NE Roadway Connection					Development Driven	Roadway - New Connection (Private)	Connect NE 124th St and Totem Lake Blvd at 120th Pl. NE. Would require obtaining a new Right-of-Way.			105
Planned Citywide Connections_T28	120th Ave NE Roadway Connection					Development Driven	Roadway - New Connection (Private)	Connect NE 116th St and NE 120th St (T29) as a new 120th Ave NE. Would require obtaining a new Right-of-Way.			105
Planned Citywide Connections_T29						Development Driven	Roadway - New Connection (Private)	Extend NE 120th St between 124th Ave NE and 120th Pl. NE across the CKC. Would require obtaining a new Right-of-Way.			105
Planned Citywide Connections_T29.1						Development Driven	Roadway - New Connection (Private)	Connect 124th Ave NE to T28 at the 11800 block.			105
ATP_Pri_6012	NE 60th St Pedestrian Bridge Improvements (over I-405)	NE 60th St	114th Ave NE	116th Ave NE	NE 60th St	Unfunded	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	100
ATP_Pri_7501	72nd Ave NE Neighborhood Greenway	NE 138th Pl, 72nd Ave NE	NE 132nd St	Juanita Drive		Unfunded	Active Transportation - Greenway	Proposed Neighborhood Greenway or an 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	100
ATP_SIGap_9	NE 134th St Sidewalk and EB Buffered Bike Lane	NE 134TH ST				Unfunded	Active Transportation - Multimodal	Complete sidewalk gap	\$ 33,568	\$ 48,428	100
Juanita_R1	NE Juanita Drive	NE Juanita Drive	NE 116th Pl	86th Ave NE	Juanita Drive	Unfunded	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	100
Juanita_R2	NE Juanita Drive	NE Juanita Drive	86th Ave NE	NE 112th St	Juanita Drive	Unfunded	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	100
Juanita_R8	NE Juanita Drive Multimodal Facility Improvements	NE Juanita Drive	NE 138th St	north of NE 138th Pl	Juanita Drive	Unfunded	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	100
Planned Citywide Connections_P14	Connect 20th Avenue NE to Crestwoods Park	New Alignment	20th Ave NE	Crestwoods Park		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 20th Avenue NE to Crestwoods Park	\$ 190,348	\$ 274,952	100
Planned Citywide Connections_P15	Connect Forbes Creek Drive with 20th Avenue	New Alignment	Forbes Creek Dr	20th Avenue		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Forbes Creek Drive with 20th Avenue	\$ 221,857	\$ 320,467	100
Planned Citywide Connections_P16	Connect 20th Avenue NE from 1st Street to 3rd Street	New Alignment	1st St	3rd St		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 20th Avenue NE from 1st Street to 3rd Street	\$ 240,803	\$ 347,834	100
Planned Citywide Connections_P17	Connect Forbes Creek Drive with 1st Street	New Alignment	Forbes Creek Dr	1st St		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Forbes Creek Drive with 1st Street	\$ 116,517	\$ 168,307	100
Planned Citywide Connections_P18	Connect Forbes Creek Drive with 101st Ave NE through Juanita Bay Park	New Alignment	Forbes Creek Dr	101st Ave NE		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Forbes Creek Drive with 101st Ave NE through Juanita Bay Park	\$ 195,196	\$ 281,956	100
Planned Citywide Connections_P19	Connect NE 112th Street with 110th Avenue NE	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 112th Street with 110th Avenue NE	\$ 197,007	\$ 284,188	100
Planned Citywide Connections_P20.1	Connect 109th Avenue NE to NE 112th street	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 109th Avenue NE to NE 112th street	\$ 59,380	\$ 85,658	100
Planned Citywide Connections_P20.2	Connect 137th Place NE to ERC	New Alignment	137th Pl NE	ERC		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 137th Place NE to ERC	\$ 197,815	\$ 285,739	100
Planned Citywide Connections_P32	Series of trail connections through Juanita Heights Park connecting NE 117th Place to NE 124th Street and to 93rd Avenue NE	New Alignment				Unfunded	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	\$ 1,442,872	100
Planned Citywide Connections_T12	122nd Ave NE Roadway Connection					Development Driven	Roadway - New Connection (Private)	Connect 122nd Ave NE from NE 90th St to NE 92nd St. Would require obtaining a new Right-of-Way.			100
Planned Citywide Connections_T22	NE 116th St E Roadway Connection					Development Driven	Roadway - New Connection (Private)	Extend NE 116th St east from 127th LN NE to 132nd Ave NE. Would require obtaining a new Right-of-Way.			100
Planned Citywide Connections_T32	121st Avenue NE street extension	121st Avenue NE (new alignment)	NE 130th Lane	NE 132nd Street		Development Driven	Roadway - New Connection (Private)	Two 10.5' travel lanes, 4.5' planter strip buffers, 6' raised bike lanes, 6' sidewalks, and 1' tactile buffers separating the bike lanes and sidewalks. At the NE 130th Lane & 121st Avenue NE intersection include the southbound approach having a stop sign, a left turn lane, and a right turn lane.			100
Planned Citywide Connections_T54						Development Driven	Roadway - New Connection (Private)	Extend NE 135th Pl. west to connect with Juanita Woodinville Way NE. Would require obtaining a new Right-of-Way.			100
SAP_COK_25	Green Midblock Connection	122nd Ave NE	122nd Ave NE	124th Ave NE		Unfunded	Active Transportation - New Connection (Private)	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.			100
SAP_COK_26	Green Midblock Connection	NE 84th St (new alignment)	1405	122nd Ave NE		Unfunded	Active Transportation - New Connection (Private)	Development driven			100

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ATTACHMENT B
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Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
SAP_COK_262	Green Midblock Connection	NE 84th St (new alignment)	120th Ave NE	122nd Ave NE		Unfunded	Active Transportation - New Connection (Private)	Development driven			100
SAP_COK_263	Green Midblock Connection	NE 84th St (new alignment)	122nd Ave NE	124th Ave NE		Unfunded	Active Transportation - New Connection (Private)	Development driven			100
SAP_COK_264	Green Midblock Connection	NE 84th St (new alignment)	124th Ave NE	126th Ave NE		Unfunded	Active Transportation - New Connection (Private)	Development driven			100
SAP_COK_265	Green Midblock Connection	NE 84th St (new alignment)	126th Ave NE	128th Ave NE		Unfunded	Active Transportation - New Connection (Private)	Development driven			100
SAP_COK_27	Green Midblock Connection	Lee Johnson parking lot (new alignment)	1405	120th Ave NE		Unfunded	Active Transportation - New Connection (Private)	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.			100
SAP_COK_28	Green Midblock Connection	122nd Ave NE	122nd Ave NE	124th Ave NE	122nd Ave NE	Unfunded	Active Transportation - New Connection (Private)	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.			100
Planned Citywide Connections_P01.1	Connect the CKC to Lake Washington Boulevard	Lake Washington Blvd NE		East of Lake Washington Blvd NE		Unfunded	Active Transportation - New Connection	Connect the CKC to Lake Washington Boulevard	\$ 347,000	\$ 501,000	95
Planned Citywide Connections_P01.8	Connect NE 45th Street to the CKC	New Alignment		NE 45th St	CKC	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 45th Street to the CKC	\$ 104,778	\$ 151,350	95
Planned Citywide Connections_P06.2	Connect NE 91st Street to the CKC	New Alignment		NE 91st St	CKC	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 91st Street to the CKC	\$ 30,152	\$ 43,496	95
ATP_Pr_7451	90th St Pedestrian Bridge (over I-405)	NE 90th St		Slaters Ave NE	NE 90th St	Unfunded	Bridge	New ped-bike bridge over I-405 along NE 90th St alignment	\$ 45,249,000	\$ 65,859,000	90
Planned Citywide Connections_P01	Connect Watershed Park with 108th Avenue NE	New Alignment		Watershed Park	108th Ave NE	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Watershed Park with 108th Avenue NE	\$ 149,825	\$ 216,419	90
Planned Citywide Connections_P28	NE 140th St Bike/Ped Bridge (over I-405)	New Alignment		NE 140th St	Evergreen Hill Greenway	Unfunded	Bridge	New ped-bike bridge over I-405 on NE 140th Street	\$ 41,196,000	\$ 59,805,000	90
Planned Citywide Connections_P34	Connect NE 116th Place to 84th Avenue NE	New Alignment		NE 116th Pl	84th Ave NE	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 116th Place to 84th Avenue NE	\$ 344,383	\$ 497,453	90
Planned Citywide Connections_P56.1	Connect Juanita Drive with 73rd Place NE	New Alignment		NE 73rd Pl	73rd Pl NE	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Juanita Drive with 73rd Place NE	\$ 114,873	\$ 165,708	90
Planned Citywide Connections_P56.3	Connect NE 145th Street across I405	New Alignment		NE 145th St	East of I-405	Unfunded	Bridge	Connect NE 145th Street across I405	\$ 39,846,000	\$ 57,555,000	90
Planned Citywide Connections_P155	NE 130th Lane protected bike lanes	NE 130th Lane		121st Avenue NE	121st Avenue NE street extension	Development Driven	Roadway - New Connection (Private)	Connecting 108th Ave NE to Juanita Woodville Way NE at NE 137th St. Would require obtaining a new Right-of-Way.			90
Planned Citywide Connections_T05	5th St S Roadway Connection	5th St S		5th St S		Unfunded	Active Transportation - Bicycle Facility	protected bike lanes require obtaining a new Right-of-Way. Connection would replace 5th Pl S.	\$ 395,723	\$ 571,601	85
Planned Citywide Connections_T05.2	Roadway Connection between 108th Ave NE and 106th Ave NE	Roadway Connection		108th Ave NE	106th Ave NE	Development Driven	Roadway - New Connection (Private)	New connection between 108th Ave NE and 106th Ave NE. Would require obtaining a new Right-of-Way.			85
Planned Citywide Connections_T06	4th Ave S Roadway Connection	4th Ave S		4th Ave S		Development Driven	Roadway - New Connection (Private)	Connect 4th Ave S between 5th and 6th St S. Would require obtaining a new Right-of-Way. Connection would replace 5th Pl S.			85
Planned Citywide Connections_P20	NE Juanita Drive	NE Juanita Drive		NE 133rd Pl	138th St	Unfunded	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	80
Planned Citywide Connections_P35	McAuliffe Greenway	New Alignment		NE 108th Ave	McAuliffe Greenway	Unfunded	Active Transportation - New Connection	Connect NE 112th Street with 108th Avenue NE as part of greenway. May be development driven	\$ 235,000	\$ 340,000	80
Planned Citywide Connections_P36	Connect 84th Avenue NE to NE 117th Street	New Alignment		NE 84th Ave NE	NE 117th St	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 84th Avenue NE to NE 117th Street	\$ 100,785	\$ 145,357	80
Planned Citywide Connections_P37.1	Connect NE 110th Place to 83rd Place NE	New Alignment		NE 110th Pl	83rd Pl NE	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 110th Place to 83rd Place NE	\$ 260,372	\$ 375,595	80
Planned Citywide Connections_P37.2	Connect 80th Ave NE to NE 117th St.	New Alignment		NE 80th Ave NE	NE 117th St	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 80th Ave NE to NE 117th St.	\$ 129,992	\$ 187,518	80
Planned Citywide Connections_P45	Extending NE 119th St beyond 82nd Ave NE to 80th Pl. NE.	New Alignment		NE 119th St	80th Pl NE	Unfunded	Active Transportation - Trail/ Multimodal Path	Extending NE 119th St beyond 82nd Ave NE to 80th Pl. NE.	\$ 156,520	\$ 225,785	80
Planned Citywide Connections_P45	Connect 72nd Avenue NE with OO Denny Park and Big Finn Park	New Alignment		72nd Ave NE	OO Denny Park	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 72nd Avenue NE with OO Denny Park and Big Finn Park	\$ 253,809	\$ 366,621	80
Planned Citywide Connections_P46	Connect 80th Ave NE to Juanita Drive NE.	New Alignment		NE 80th Ave NE	Juanita Drive NE	Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 80th Ave NE to Juanita Drive NE.	\$ 226,413	\$ 326,608	80

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
Planned Citywide Connections_P49	Connect NE 130th Place to NE 129th Street and NE 129th Pl	New Alignment	NE 130th Pl	NE 129th St		Unfunded	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	80
Planned Citywide Connections_P56.2	Connect NE 141st Street to 79th Avenue NE	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 141st Street to 79th Avenue NE	\$ 144,818	\$ 208,905	80
Planned Citywide Connections_P01.6	Connect 4030 Lake Washington Blvd to the CIC	New Alignment	4030 Lake Washington Blvd	CIC		Unfunded	Active Transportation - New Connection	Connect 4030 Lake Washington Blvd to the CIC	\$ 30,000	\$ 43,000	75
Planned Citywide Connections_P01.9	Connect multifamily access to the CIC (near 4700 block)	New Alignment	103rd Ln NE	CIC		Unfunded	Active Transportation - New Connection	Connect multifamily access to the CIC (near 4700 block)	\$ 17,000	\$ 24,000	75
Planned Citywide Connections_P19.1	Connect NE 108th Street to Forbes Creek Drive	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 108th Street to Forbes Creek Drive	\$ 132,857	\$ 191,651	75
Planned Citywide Connections_P19.2	Connect 108th Avenue NE with Forbes Creek Drive	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 108th Avenue NE with Forbes Creek Drive	\$ 374,323	\$ 539,972	75
Planned Citywide Connections_T05.1	Roadway Connection between 6th St S and NE 68th St					Development Driven	Roadway - New Connection (Private)	New connection between 6th St S and NE 68th St. Would require obtaining a new Right-of-Way.			75
Holmes_4	Holmes Point Drive Entry Area - North	Holmes Pt Drive	62nd Ave NE	Juanita Drive	Holmes Point Drive	Unfunded	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	70
Holmes_5	Holmes Point Drive Entry Area - South	Holmes Pt Drive/ 76th Pl NE	Just north of Juanita the curve	Juanita Drive	Holmes Point Drive	Unfunded	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	70
Juanita_R3	NE Juanita Drive	NE Juanita Drive	NE 112th St	79th Way NE	Juanita Drive	Unfunded	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	70
Planned Citywide Connections_P40	Connect Champaign Point Road NE to Juanita Drive at NE 112th Street	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Champaign Point Road NE to Juanita Drive at NE 112th Street	\$ 149,467	\$ 215,610	70
Planned Citywide Connections_P41	Connect Champaign Point Road NE to Holmes Point Drive NE	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Champaign Point Road NE to Holmes Point Drive NE	\$ 123,539	\$ 176,209	70
Planned Citywide Connections_P42	Connect Champaign Point Road NE to Holmes Point Drive NE	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Champaign Point Road NE to Holmes Point Drive NE	\$ 126,392	\$ 182,324	70
Planned Citywide Connections_P43	Connect Holmes Point Drive NE to NE 116th Street	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Holmes Point Drive NE to NE 116th Street	\$ 123,742	\$ 178,501	70
Planned Citywide Connections_P44	Connect Holmes Point Drive NE to NE 118th Street	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect Holmes Point Drive NE to NE 118th Street	\$ 127,945	\$ 184,565	70
Planned Citywide Connections_P48	Connect NE 132nd Street to 70th Avenue NE	New Alignment	70th Ave NE	NE 132nd St		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect NE 132nd Street to 70th Avenue NE	\$ 104,134	\$ 150,216	70
Planned Citywide Connections_P49.1	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		Unfunded	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	70
Planned Citywide Connections_P49.2	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		Unfunded	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	70
Planned Citywide Connections_P51	Connect to proposed connection (P52) to NE 134th Street	New Alignment	NE 135th Pl	68th Pl NE		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect to proposed connection (P52) to NE 134th Street	\$ 422,262	\$ 609,125	70
Planned Citywide Connections_P52	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		Unfunded	Active Transportation - Trail/ Multimodal Path	Connect to proposed connection (P51) and Holmes Point Drive NE and 70th Avenue NE	\$ 669,161	\$ 965,284	70
Planned Citywide Connections_P53.1	Connect 94th Avenue NE to NE 129th Street	New Alignment				Unfunded	Active Transportation - Trail/ Multimodal Path	Connect 94th Avenue NE to NE 129th Street	\$ 47,070	\$ 67,900	70
Planned Citywide Connections_T03	NE 68th St Connection	NE 68th St	124th Ave NE	125th Ave NE		Unfunded	Roadway - New Connection (Private)	New street connection			70
Planned Citywide Connections_T07	130th Ave NE Roadway Connection					Development Driven	Roadway - New Connection (Private)	Connect 130th Ave NE from NE 87th St to NE 94th St (three segments).			70
Planned Citywide Connections_T13	NE 103rd Pl E Roadway Connection					Development Driven	Roadway - New Connection (Private)	Connect NE 103rd Pl east to meet 132nd Ave NE. Would require obtaining a new Right-of-Way.			70
Planned Citywide Connections_T13.1	Roadway Connection between 124th Ave NE to 125th Ave NE					Development Driven	Roadway - New Connection (Private)	Connect 124th Avenue NE to 125th Avenue NE across from NE 101st Lane			70
Planned Citywide Connections_T14	NE 105th Pl Roadway Connection					Development Driven	Roadway - New Connection (Private)	Connect NE 105th Pl from 129th Ave NE to 132nd Ave NE. Would require obtaining a new Right-of-Way.			70
Planned Citywide Connections_T25	Roadway Connection between 115th Ave NE to 120th Ave NE					Development Driven	Roadway - New Connection (Private)	Connect 115th Ave NE to 120th Ave NE. Would require obtaining a new Right-of-Way.			70
Planned Citywide Connections_T26	118th Ave NE Roadway Connection					Development Driven	Roadway - New Connection (Private)	Extend 118th Ave NE from NE 118th St to the street created by T25. Would require obtaining a new Right-of-Way.			70
Planned Citywide Connections_T53	Extend 103rd north from NE 132nd St to the new NE 135th Pl (see T54). Would require obtaining a new Right-of-Way.					Development Driven	Roadway - New Connection (Private)	Extend 103rd north from NE 132nd St to the new NE 135th Pl (see T54). Would require obtaining a new Right-of-Way.			70
Planned Citywide Connections_T57	Would require obtaining a new Right-of-Way.					Development Driven	Roadway - New Connection (Private)	Connect NE 139th St from 101st Pl NE to 100th Ave NE. Would require obtaining a new Right-of-Way.			70
Planned Citywide Connections_T58	Connect NE 141st St between 97th Ave NE and 100th Ave NE. Would require obtaining a new Right-of-Way.					Development Driven	Roadway - New Connection (Private)	Connect NE 141st St between 97th Ave NE and 100th Ave NE. Would require obtaining a new Right-of-Way.			70
Planned Citywide Connections_T60	Connect 101st Pl NE between NE 143rd Ct and NE 144th Ct. Would require obtaining a new Right-of-Way.					Development Driven	Roadway - New Connection (Private)	Connect 101st Pl NE between NE 143rd Ct and NE 144th Ct. Would require obtaining a new Right-of-Way.			70
Planned Citywide Connections_P01.7	Connect multifamily access to the CIC (west of 108th Avenue NE)	New Alignment	West of 108th Ave NE	CIC		Unfunded	Active Transportation - New Connection	Connect multifamily access to the CIC (west of 108th Avenue NE)	\$ 14,000	\$ 20,000	65

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
Planned Citywide Connections_T20	117th Pl NE Roadway Connection					Development Driven	Roadway - New Connection (Private)	Opening 117th Pl NE from NE 124th St to 11000. Would require obtaining a new Right-of-Way.			65
Planned Citywide Connections_T21	118th Ave NE Roadway Connection					Development Driven	Roadway - New Connection (Private)	Connect 118th Ave NE between NE 112th St and NE 116th St. Would require obtaining a new Right-of-Way.			65
Planned Citywide Connections_T21.1	Roadway Connection between 120th Ave NE to 118th Ave NE					Development Driven	Roadway - New Connection (Private)	Extend T27 west from 120th Ave NE to 118th Ave NE (T21). Would require obtaining a new Right-of-Way.			65
Holmes_P5	Holmes Point Drive - OO Denny Park Frontage	Holmes Pt Drive	OO Denny Park lot	68th Ave NE	Juanita Woodlands Greenway	Unfunded	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	60
Planned Citywide Connections_P37	Juanita Woodlands Greenway Alt Route	New Alignment	80th Ave NE	NE 117th St		Unfunded	Active Transportation - New Connection	Connect 80th Avenue NE to NE 117th Street	\$ 111,000	\$ 160,000	60
Planned Citywide Connections_P37	Connect Slater Avenue to east side of Everest Park	New Alignment	Slater Ave	10th St S/ Everest Park		Unfunded	Active Transportation - New Connection	Connect Slater Avenue to 10th Street S.	\$ 155,000	\$ 220,000	60
Planned Citywide Connections_T02	NE 65th St to 132nd Ave NE Connection	NE 65th St	130th Ave NE	132nd Ave NE		Development Driven	Roadway - New Connection (Private)	Connect NE 90th St from 132nd Ave NE to 128th Ave NE (two segments).			60
Planned Citywide Connections_T08	NE 90th St Roadway Connection					Development Driven	Roadway - New Connection (Private)	Connect 131st Ave NE between NE 90th and NE 91st St.			60
Planned Citywide Connections_T09	131st Ave NE Roadway Connection					Development Driven	Roadway - New Connection (Private)	Would require obtaining a new Right-of-Way.			60
Planned Citywide Connections_T10	NE 91st St Roadway Connection					Development Driven	Roadway - New Connection (Private)	Connect NE 91st St between 130th and 132nd Ave NE.			60
Planned Citywide Connections_T11	125th Ave NE Roadway Connection					Development Driven	Roadway - New Connection (Private)	Would require obtaining a new Right-of-Way.			60
Planned Citywide Connections_T15	NE 108th St Roadway Connection					Development Driven	Roadway - New Connection (Private)	Connect NE 108th St between 123rd and Slater Ave NE using unopened Right-of-Way.			60
ST 10200	90th Ave NE Road Surface Water Drainage Repair	90th Ave NE	bottom of curve	NE 136th St		Unfunded	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	60
Planned Citywide Connections_T16	Forbes Creek Drive to Highlands: Multi-use and Emergency Connection	New Alignment	Forbes Creek Dr	111th Ave NE		Unfunded	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	55
Planned Citywide Connections_P04.3	NE 75th St Connection	NE 75th St	126th Ave NE	127th Ave NE		Development Driven	Roadway - New Connection (Private)	Connect 135th Ave NE between NE 124th St and NE 126th Pl			55
Planned Citywide Connections_T61	NE 142nd St Roadway Connection	NE 142nd St	East of 84th Ave NE	East of 84th Ave NE		Unfunded	Roadway - New Connection	Remove the existing barricade at 8400 NE 142nd St and open connection to general traffic.	\$ 574,000	\$ 829,000	50
Planned Citywide Connections_T19	Roadway Connection between 120th Ave NE to 117th Pl NE					Development Driven	Roadway - New Connection (Private)	Connect 120th Ave NE to 117th Pl NE (see T20) at 11000 Block. Would require obtaining a new Right-of-Way.			45
Planned Citywide Connections_T18	101st Pl NE Roadway Connection					Development Driven	Roadway - New Connection (Private)	Connect 101st Pl NE between NE 111th Pl and NE 112th St. Would require obtaining a new Right-of-Way.			40
Planned Citywide Connections_T23	104th Ave NE Roadway Connection					Development Driven	Roadway - New Connection (Private)	Connect 104th Ave NE between NE 113th Pl and NE 116th St. Would require obtaining a new Right-of-Way.			40
Planned Citywide Connections_T24	Roadway Connection between 112th Ave NE and NE 117th St					Development Driven	Roadway - New Connection (Private)	Connect 112th Ave NE to NE 117th St to complete a connection started by two prior developments. Would require obtaining a new Right-of-Way.			40
Planned Citywide Connections_T39	NE 120th St Roadway Connection Improvements	NE 120th St	West of 81st Ave NE	81st Ave NE		Unfunded	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	40
Planned Citywide Connections_T59						Development Driven	Roadway - New Connection (Private)	New connection from T58 to limit access from 100th Ave NE. Would require obtaining a new Right-of-Way. Additional study required.			40
Planned Citywide Connections_T62	NE 143rd St Roadway Connection	NE 143rd St	84th Ave NE	85th Pl NE		Unfunded	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 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	40

City Council March 19, 2024
 ATTACHMENT B
 Prioritized Projects List (Corridors)

Temp_ID	Project_Title	Street	Start_W_S	End_E_N	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
ST_10100	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)		Unfunded	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.	\$ 1,795,000	\$ 2,335,000	40
Planned Citywide Connections_T01	NE 65th St to 130th Ave NE Connection	NE 65th St	128th Ave NE	130th Ave NE		Development Driven	Roadway - New Connection (Private)	new roadway connection, ROW already exists, likely development driven			30
Planned Citywide Connections_T31						Development Driven	Roadway - New Connection (Private)	Connect NE 131st Dr to 136th Pl NE. Would require obtaining a new Right-of-Way.			30
Planned Citywide Connections_T43						Development Driven	Roadway - New Connection (Private)	Connect NE 123rd Pl to 86th Ave NE. Would require obtaining a new Right-of-Way.			30
Planned Citywide Connections_T44						Development Driven	Roadway - New Connection (Private)	Connect NE 126th Pl to NE 126th Dr. Would require obtaining a new Right-of-Way.			30
Planned Citywide Connections_T45						Development Driven	Roadway - New Connection (Private)	Continue 79th Ave NE north and connect with NE 126th Dr. Would require obtaining a new Right-of-Way.			30
Planned Citywide Connections_T45.1						Development Driven	Roadway - New Connection (Private)	Extend 80th Ave NE from NE 126th St to NE 128th St using existing Right-of-Way.			30
Planned Citywide Connections_T56						Development Driven	Roadway - New Connection (Private)	Connect 97th Ave NE at NE 138th Pl. Would require obtaining a new Right-of-Way.			30
Planned Citywide Connections_T40						Development Driven	Roadway - New Connection (Private)	Extend 82nd Ave NE from NE 119th St to NE 120th St. Would require obtaining a new Right-of-Way.			20
Planned Citywide Connections_T43.1						Development Driven	Roadway - New Connection (Private)	Connect 80th Ave NE between NE 123rd St and NE 124th St using existing Right-of-Way.			20
ST_09900	Champaign Pt Road NE Embankment Stabilization	Champaign Pt Road NE	west end of Champaign Pt Road NE	Champaign Pt Lane NE		Unfunded	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	20
ST_10000	62nd Ave NE Road Embankment Stabilization	62nd Ave NE	62nd Ave NE (where it T's)	NE 138th Pl		Unfunded	Roadway - Other	Construction of soldier pile and lagging wall and embankment regrading to protect and preserve roadway integrity.	\$ 779,000	\$ 1,013,000	20
Planned Citywide Connections_T17.1	NE 104th St Roadway Connection					Development Driven	Roadway - New Connection (Private)	Connect NE 104th St from the current street end to NE 100th Pl. Would require obtaining a new Right-of-Way.			15
Planned Citywide Connections_T37						Development Driven	Roadway - New Connection (Private)	Extend 76th Ave NE from NE 118th Pl to NE 116th St using existing Right-of-Way.			10
Planned Citywide Connections_T38						Development Driven	Roadway - New Connection (Private)	Extend 73rd Pl NE from NE 118th Pl to NE 120th St using existing Right-of-Way.			10
Planned Citywide Connections_T49						Development Driven	Roadway - New Connection (Private)	Connect NE 136th St to NE 135th St turn each into a public street. Would require obtaining a new Right-of-Way.			10
Planned Citywide Connections_T50						Development Driven	Roadway - New Connection (Private)	Complete NE 132nd St by installing frontage improvements in the existing Right-of-Way.			10
Planned Citywide Connections_T51						Development Driven	Roadway - New Connection (Private)	Complete 79th Ave NE by installing frontage improvements in the existing Right-of-Way.			10

City Council March 19, 2024
Attachment B
Prioritized Projects List (Intersections and Crossings)

Temp_ID	Project Information (Point / Intersection and Crossing Projects)							Cost Estimate Ranges (planning level)		Prioritization
	Project_Title	Street	Start	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
SRTS_IN_07	NE 120th P/ NE 122nd St crossing improvements	NE 120th PI	NE 122nd St		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing - Multi-lane Street	\$ 96,491	\$ 139,364	270
SRTS_IN_18	NE 124th S/ 105th PI NE crossing improvements	NE 124th St	105th PI NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing - Multi-lane Street	\$ 96,491	\$ 139,364	250
SRTS_IN_02	NE 124th S/ 102nd Ln NE crossing improvements	NE 124th St	102nd Ln NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing - Multi-lane Street	\$ 96,491	\$ 139,364	250
CIP_NMCI580000	6th and NE 85th St Protected Intersection	6th St	NE 85th St		Unfunded	Active Transportation - Intersection/ Crossing Improvements	6th and NE 85th St Protected Intersection			250
SAP_COK_P11	NE 85th S/ 124th Ave NE intersection improvements	NE 85th St	124th Ave NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements		\$ 96,491	\$ 139,364	250
NE128_P3	120th Ave NE/ NE 128th St intersection improvement	120th Avenue NE	NE 128th St	NE 128th St	Unfunded	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	240
SRTS_IN_05	100th Ave NE/ NE 128th St crossing improvements	100th Ave NE	North of NE 128th St		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing - Multi-lane Street	\$ 96,491	\$ 139,364	240
SRTS_IN_06	100th Ave NE/ NE 126th St crossing improvements	100th Ave NE	North of NE 126th St		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing - Multi-lane Street	\$ 96,491	\$ 139,364	240
CIP_NMCI590000	6th and Kirkland Way Protected Intersection	6th St	Kirkland Way		Unfunded	Active Transportation - Intersection/ Crossing Improvements	6th and Kirkland Way Protected Intersection			240
SAP_COK_5	NE 85th St/120th Ave NE intersection Modifications	NE 85th St	120th Ave NE	NE 85th St	Unfunded	Roadway - Multimodal Intersection Improvements	Revised signalization, added NB left turn lane, revised curb ramps, crosswalk striping for shared use paths	\$ 700,000	\$ 1,011,000	240
SRTS_LV_01	Lake Washington Blvd NE/ NE 52nd St crossing improvements	Lake Washington Blvd NE	North of NE 52nd St		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing with RRFB, improved pedestrian lighting	\$ 173,846	\$ 251,154	230
SRTS_MB_08	Central Way/ 1st crossing improvements	Central Way	1st St		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	230
CIP_TRC1330000	100th Avenue NE/Juanita-Woodinville Way NE Intersection Improvements	100th Ave NE	Juanita-Woodinville Way NE	Juanita-Woodinville Way NE	Unfunded	Roadway - Multimodal Intersection Improvements	Install traffic signal and intersection improvements to minimize traffic conflict, improve safety and traffic operation.			230
StaffRec_4	Ped Crossing at Lake Washington Institute of Technology	132nd Ave NE	NE 116th St		Unfunded	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	230
SAP_COK_P2	NE 85th St/122nd Ave NE Protected Intersection	NE 85th St	122nd Ave NE		Funded SAP Mechanisms	Active Transportation - Intersection/ Crossing Improvements	Striping, signalization changes, and protection islands at the intersection for sidewalks and raised protected bike lanes on NE 85th St			230

City Council March 19, 2024
Attachment B
Prioritized Projects List (Intersections and Crossings)

Temp_ID	Project_Title	Street	Start	Corridor	Status	Project Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
NE128_P4	NE 128th St/ Totem Lake Blvd Intersection Improvement	NE 128th Street	Totem Lake Blvd	NE 128th St	Unfunded	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	220
CIP_TRC1340000	100th Avenue NE/NE 137th Street Intersection Improvements	100th Ave NE	NE 137th St	100th Ave NE	Unfunded	Roadway - Multimodal Intersection Improvements	Install traffic signal and intersection improvements to minimize traffic conflict, improve safety and traffic operation.			220
SRTS_IN_25	Juanita Woodinville Way NE/ NE 136th Pl crossing improvements	Juanita Woodinville Way NE	NE 136th Pl		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing - Multi-lane Street	\$ 96,491	\$ 139,364	220
NE128_P9	120th Ave NE/ NE 132nd St intersection improvement	120th Avenue NE	NE 132nd St	NE 132nd St	Unfunded	Roadway - Multimodal Intersection Improvements	Install flashing yellow arrow for left turn signal phases and add lead pedestrian interval phasing.	\$ 700,000	\$ 1,011,000	210
SRTS_MK_02	Market St/ 12th Ave crossing improvements	Market St	12th Ave		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	210
SRTS_MB_09	Kirkland Ave/ KPC crossing improvements	Kirkland Ave	Kirkland Performing Arts Center		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	210
SRTS_NK_08	Market St/ 6th Ave crossing improvements	Market St	6th Ave		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	210
SRTS_MB_04	State St/ 2nd Ave S crossing improvements	State St	2nd Ave S		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	210
SRTS_NK_09	Market St/ 9th Ave crossing improvements	Market St	9th Ave		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	210
LRSP_2	NE 70th Street / 124th Ave NE intersection Improvements	NE 70th St	124th Ave NE	NE 70th St	Unfunded	Roadway - Multimodal Intersection Improvements	signal or roundabout			210
CIP_TRC1280000	6th Street S at the 5th Place / CKC Crossing - Transit Signal Priority	6th Street S	5th Place	108th Ave NE/ 6th St	Unfunded	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			210
NE128_P11	124th Ave NE/ NE 130th Ln intersection improvements	124th Avenue NE	NE 130th Ln		Unfunded	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	200
ATP_Cr_34	Lake Street/ Park Lane crossing improvements	Lake St	Park Ln	Lake St	Unfunded	Active Transportation - Intersection/ Crossing Improvements	Crossing Improvements	\$ 96,491	\$ 139,364	200
SRTS_NK_10	Market St/11th Ave crossing improvements	Market St	11th Ave		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	200
SRTS_IN_16	NE 124th St/ 108th Ct NE crossing improvements	NE 124th St	108th Ct NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	200
SRTS_MK_03	Market St/ 14th Ave crossing improvements	Market St	14th Ave		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	200

City Council March 19, 2024
Attachment B
Prioritized Projects List (Intersections and Crossings)

Temp_ID	Project_Title	Street	Start	Corridor	Status	Project Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
NE128_P8	120th Ave NE/ NE 130th Ln intersection improvements	120th Avenue NE	NE 130th Ln	120th Ave NE	Unfunded	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	190
ATP_Cr_13	Lake Wa Blvd/ NE 43rd St crossing improvements	Lake Washington Blvd NE	NE 43rd St	Lake Wa Blvd	Unfunded	Active Transportation - Intersection/ Crossing Improvements	Improve existing crossing with RRFB, lighting, stop bars	\$ 173,846	\$ 251,154	190
ATP_Cr_1	6th St-South/ 5th Ave S crossing improvements	6th St S	5th Ave S	108th Ave/ 6th St	Unfunded	Active Transportation - Intersection/ Crossing Improvements	Crossing Improvements	\$ 96,491	\$ 139,364	190
ATP_Cr_30	State St/ 4th Ave S crossing improvements	State St	4th Ave S	State St	Unfunded	Active Transportation - Intersection/ Crossing Improvements	Crossing Improvements	\$ 96,491	\$ 139,364	190
SRTS_MB 06	Lake St/ 2nd Ave S crossing improvements	Lake St	2nd Ave S		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	190
SRTS_MB 05	Lake St/ 5th Ave S crossing improvements	Lake St	5th Ave S		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	190
SRTS_SRRH 04	NE 70th St/ 125th Ave NE crossing improvements	NE 70th St	125th Ave NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	190
SRTS_NRH 05	124th Ave NE/ NE 104th St crossing improvements	124th Ave NE	NE 104th St		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	190
SRTS_FH 25	84th Ave NE/ NE 141st St crossing improvements	84th Ave NE	NE 141st St		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	190
SRTS_MIK 05	Market St/ 19th Ave crossing improvements	Market St	19th Ave		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	190
ATP_Cr_45	Lake Wa Blvd/ Lakeview Drive	Lake Washington Blvd	Lakeview Dr	Lake Wa Blvd	Unfunded	Roadway - Multimodal Intersection Improvements	Bldv ND Slip Lane; redesign the intersection and modify the slip lane configuration for improved bicycle and pedestrian safety			190
SAP_COK_P7	NE 80th St/ 118th Ave NE mini roundabout	118th Ave NE	NE 80th St	NE 80th St	Unfunded	Roadway - Multimodal Intersection Improvements	NE 80th St/118th Ave NE mini roundabout			190
StaffRec_6	84th Ave NE/ NE 145th St mini roundabout	84th Ave NE	NE 145th St		Unfunded	Roadway - Multimodal Intersection Improvements	mini roundabout			190
SRTS_EV 05	NE 72nd Pl/ -405 crosswalk lighting	NE 72nd Pl	S1-405 Off ramp		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$ 175,909	\$ 254,000	180
CIP_NMCO8720	NE 69th St/ 106th Ave NE crossing improvements - RRFB	NE 68th St	106th Ave NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Reflective Flashing Beacon At 106th Ave NE Crossing NE 68th St	\$ 173,846	\$ 251,154	180
SRTS_MIK 04	Market St/ 20th Ave crossing improvements	Market St	20th Ave		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	180
SRTS_NRH 04	124th Ave NE/ NE 107th Pl crossing improvements	124th Ave NE	NE 107th Pl		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	180

City Council March 19, 2024
Attachment B
Prioritized Projects List (Intersections and Crossings)

Temp_ID	Project_Title	Street	Start	Corridor	Status	Project Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
CIP_TRC0960000	NE 132nd Street/124th Avenue NE Intersection Improvements	NE 132nd St	124th Ave NE	NE 132nd St	Unfunded	Roadway - Multimodal Intersection Improvements	Extend existing eastbound left turn lane to 500 feet and add a second 500 foot eastbound left turn lane. Widen and restripe east leg, and north leg.			180
SAP_COK_P3	NE 87th St/ 116th Ave NE mini roundabout	NE 87th St	116th Ave NE		Funded SAP Mechanisms	Roadway - Multimodal Intersection Improvements	mini roundabout and associated sidewalk and striping changes. Currently unfunded in CIP			180
CIP_NMIC1570000	NE 80th Street / 122nd Ave NE Intersection RRFB	NE 80th St	122nd Ave NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	NE 80th Street / 122nd Ave NE Intersection RRFB	\$ 173,846	\$ 251,154	180
CIP_TRC0950000	NE 132nd Street/Fire Station Access Drive Intersection Improvements	NE 132nd Street	Fire Station Access		Unfunded	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	170
SRTS_JN_17	NE 132nd St/ 111th PINE crossing improvements	NE 132nd St	111th PINE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	170
SRTS_EH_09	124th Ave NE/ NE 143rd St crossing improvements	124th Ave NE	NE 143rd St		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	170
StaffRec_5	90th Ave NE/ NE 134th St mini roundabout	90th Ave NE	NE 134th St		Unfunded	Roadway - Multimodal Intersection Improvements	mini roundabout			170
TIP_P5	Downtown Kirkland Transit Center Raised Crosswalk	3rd St	Park Lane	Downtown Transit Center	Unfunded	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	160
SRTS_NRH_14	124th Ave NE/ NE 107th St crosswalk lighting	124th Ave NE	NE 107th St		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$ 175,909	\$ 254,000	160
ATP_Cr_25	Lakeview Dr/ NE 64th St crossing improvements	Lakeview Dr	NE 64th St	Lakeview Dr	Unfunded	Active Transportation - Intersection/ Crossing Improvements	Improve existing crossing. Ensure eastern curb ramp meets ADA compliance, RRFB	\$ 173,846	\$ 251,154	160
ATP_Cr_41	NE 60th St/ Lakeview Dr crossing improvements	NE 60th St	Lakeview Dr	Lakeview Dr	Unfunded	Active Transportation - Intersection/ Crossing Improvements	Improve existing crossing. RRFB, ensure adequate pedestrian lighting	\$ 173,846	\$ 251,154	160
ATP_Cr_21	NE 68th St/ 112th Ave NE crossing improvements	NE 68th St	112th Ave NE	NE 68th St	Unfunded	Active Transportation - Intersection/ Crossing Improvements	RRFB, streetlighting and crosswalk improvements, radar feedback sign in vicinity	\$ 173,846	\$ 251,154	160
132ndRMP_7	NE 132nd St EB turn lane extension	NE 132nd Street	132nd Ave NE	NE 132nd St	Unfunded	Roadway - Multimodal Intersection Improvements	Extend eastbound left and right turn lanes 500 feet and extend the bike lane to the intersection.			160
Juanita_I4_1	Juanita Dr/ 76th Pl NE intersection improvements	Juanita Drive NE	76th Pl NE	Juanita Drive	Unfunded	Roadway - Multimodal Intersection Improvements	rechannelize/combine intersection with traffic signal or roundabout			160
TIP_P10_1	Kingsgate Park & Ride bus stop and access improvements	Kingsgate Park & Ride		Totem Lake	Unfunded	Transit - Access	New bus stop on 116th Avenue NE at the Kingsgate Park & Ride and access to transit improvements	\$ 578,000	\$ 835,000	160
Juanita_I8	Juanita Dr/ NE 141st St intersection improvements	Juanita Drive NE	NE 141st St Intersection	Juanita Drive	Unfunded	Roadway - Multimodal Intersection Improvements	Add left turn signals	\$ 700,000	\$ 1,011,000	150

City Council March 19, 2024
Attachment B
Prioritized Projects List (Intersections and Crossings)

Temp_ID	Project_Title	Street	Start	Corridor	Status	Project Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
SRTS_EH 06	NE 144th St/ 126th Ave NE crosswalk lighting	NE 144th St	126th Ave NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$ 175,909	\$ 254,000	150
SRTS_CH 03	108th Ave NE / Watershed Park crosswalk lighting	108th Ave NE	Watershed Park		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$ 175,909	\$ 254,000	150
SRTS_FH 07	NE 131st Way/ NE 131st Way crossing improvements	NE 131st Way	94th Ave NE		Unfunded	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	150
SRTS_CH 02	108th Ave NE/ NE 55th Ln crossing improvements	108th Ave NE	South of NE 55th Ln		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	150
SRTS_FH 04	84th Ave NE/ NE 129th Pl crossing improvements	84th Ave NE	NE 129th Pl		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	150
SRTS_FH 03	84th Ave NE/ 84th Ave NE crossing improvements	84th Ave NE	84th Ave NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	150
SRTS_EH 08	124th Ave NE/ NE 134th Pl crossing improvements	124th Ave NE	NE 134th Pl		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	150
SRTS_IN 19	NE 116th St/ 102nd Pl NE crossing improvements	NE 116th St	102nd Pl NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	150
CIP_TRC1320000	100th Avenue NE/ NE 132nd Street Intersection Improvements	100th Ave NE	NE 132nd St	NE 132nd St	Partially Funded	Roadway - Intersection Improvements	Install traffic signal and intersection improvements to minimize traffic conflict, improve safety and traffic operation.	\$ 1,557,000	\$ 2,249,000	140
SRTS_FH 08	NE 141st St/ 83rd Pl NE crossing improvements	NE 141st St	83rd Pl NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	140
TIP_P10_9	Lake Washington Blvd Transit Access from Carillon Point	Lake Washington Blvd	Carillon Pt	Lake Washington Blvd	Unfunded	Transit - Access	Implement non-motorized access to transit investments			140
Juanita_17	Juanita Dr/ NE 138th Pl intersection improvements	Juanita Drive NE	NE 138th Pl Intersection		Unfunded	Roadway - Multimodal Intersection Improvements	Roundabout Option			140
TR 12900	NE 53rd Street Intersection Improvements	NE 53rd Street	108th Ave NE	108th Ave NE	Unfunded	Roadway - Intersection Improvements	A new traffic signal on 108th Avenue NE at NE 53rd Street with the d Design and development with engineering consideration of the complicated offset alignment of NE 53rd and NE 52nd Streets, including an adjacent protected crosswalk and nearby transit sto	\$ 4,107,000	\$ 5,932,000	140
CIP_TRC1310000	NE 80th Street/120th Avenue NE Intersection Improvements	NE 80th St	120th Ave NE		Unfunded	Roadway - Intersection Improvements	Install traffic signal and intersection improvements to minimize traffic conflict, improve safety and traffic operation.			140
SRTS_EH 07	NE 140th St/ 125th Pl crossing improvements	NE 140th St	East of 125th Pl		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$ 175,909	\$ 254,000	130

City Council March 19, 2024
Attachment B
Prioritized Projects List (Intersections and Crossings)

Temp_ID	Project_Title	Street	Start	Corridor	Status	Project_Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
Juanita_NM3	Juanita Dr/ 86th Ave NE intersection improvements	Juanita Drive NE	86th Ave NE Intersection	Juanita Drive	Unfunded	Active Transportation - Intersection/ Crossing Improvements	pedestrian crossing with median and drainage improvements	\$ 173,846	\$ 251,154	130
SAP_COK_P10	NE 75th St/ 122nd Ave NE mini roundabout	122nd Ave NE	NE 75th St	122nd Ave NE	Unfunded	Roadway - Multimodal Intersection Improvements	Mini roundabout to slow vehicles entering or crossing the NE 75th St greenway and clarify vehicle operations at this intersection			130
Juanita_I2	Juanita Dr/ NE 116th Pl intersection improvements	Juanita Drive NE	NE 116th Pl Intersection	Juanita Drive	Unfunded	Roadway - Multimodal Intersection Improvements	Rechannelize			130
SRTS_NRH_12	128th Ave NE/ NE 99th Ln crosswalk lighting	128th Ave NE	NE 99th Ln		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$ 175,909	\$ 254,000	120
SRTS_NRH_13	130th Ave NE/ 130th Ave NE crosswalk lighting	130th Ave NE	130th Ave NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$ 175,909	\$ 254,000	120
SRTS_IN_23	108th Ave NE/ NE 137th Pl crossing improvements	108th Ave NE	NE 137th Pl		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	120
CIP_TRC0970000	NE 132nd Street/132nd Ave NE intersection improvements	NE 132nd St	132nd Ave NE	NE 132nd St	Unfunded	Roadway - Multimodal Intersection Improvements	Extend the eastbound left turn and right turn lanes to 500 feet.			120
P4	116th Ave NE/ NE 70th Pl intersection improvements	116th Ave NE	NE 70th Pl	NE 70th St	Unfunded	Active Transportation - Intersection/ Crossing Improvements	Improve pedestrian and bicycle crossing (in coordination with future interchange WSDOT project)			120
SAP_COK_P9	NE 83rd St/120th Ave NE signalized access	120th Ave NE	NE 83rd St		Unfunded	Roadway - Intersection Improvements	NE 83rd St/120th Ave NE Signalized Access, includes 120th Ave NE between NE 83rd St. and NE 85th St. This is the Lee Johnson East area, included in the NE 85th Station Area Plan Scope 1.			120
SRTS_FH_27	NE 132nd St/ 82nd Ave NE lighting improvements	NE 132nd St	West of 82nd Ave NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$ 175,909	\$ 254,000	110
SRTS_EH_05	NE 140th St/ 129th Pl NE crosswalk lighting	NE 140th St	129th Pl NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$ 175,909	\$ 254,000	110
SRTS_IN_24	NE 124th St/ 95th Pl NE crossing improvements	NE 124th St	95th Pl NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$ 175,909	\$ 254,000	110
SRTS_IN_20	NE 112th St	NE 112th St	111th Ave NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	110
SRTS_FH_06	NE 141st St/ 75th Ave NE crossing improvements	NE 141st St	75th Ave NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	110
SRTS_FH_05	NE 141st St/ 80th Ave NE crossing improvements	NE 141st St	80th Ave NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	110
SRTS_IN_01	Forbes Creek Dr/ 113th Ct NE crossing improvements	Forbes Creek Dr	East of 113th Ct NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crossing	\$ 96,491	\$ 139,364	110
CIP_TRC1420000	NE 70th Street / 122nd Ave NE new signal or roundabout	122nd Ave NE	NE 70th St	NE 70th St	Partially Funded	Roadway - Intersection Improvements	Signal or roundabout	\$ 5,551,000	\$ 8,018,000	100

City Council March 19, 2024
Attachment B
Prioritized Projects List (Intersections and Crossings)

Temp_ID	Project_Title	Street	Start	Corridor	Status	Project Type	Description	Cost_LowEstimate	Cost_HighEstimate	Total_Score
SRTS_BT_03	NE 60th St/ 124th Ave NE crosswalk lighting	NE 60th St	124th Ave NE		Unfunded	Active Transportation - Intersection/ Crossing Improvements	Enhance crosswalk lighting	\$ 175,909	\$ 254,000	100
CIP_STC0860000	Finn Hill Roadway Emergency Vehicle Access Connections	83rd Lane NE	Near NE 132nd St		Unfunded	Roadway - Other	Install retractable bollards at four locations within the Finn Hill Neighborhood.			80
Holmes_P1	Holmes Pt Dr/ 68th Ave NE crossing improvements	Holmes Point Dr NE	68th Ave NE	Holmes Pt Dr	Unfunded	Active Transportation - Intersection/ Crossing Improvements	Install pedestrian crossing at 68th Ave NE to facilitate access to O Denny Park.	\$ 173,846	\$ 251,154	70
Holmes_P3	Holmes Pt Dr/ Champagne Rd crossing improvements	Holmes Point Dr NE	West of Champagne Point Rd NE	Holmes Pt Dr	Unfunded	Active Transportation - Intersection/ Crossing Improvements	Install pedestrian crossing.	\$ 173,846	\$ 251,154	70
CIP_TRC1230000	Slater Avenue NE (132nd Avenue NE/NE 124th Street) Intersection Improvement	132nd Ave NE	NE 124th St	Slater	Unfunded	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	60

Attachment C

		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.	These are votes in response to the initial comment.				
ID	Comment	Total Votes	Up Votes	Down Votes	Project/ Service Request	Category Primary	Category Secondary
1	Comment made by dropping a point on the map and making a comment. Need traffic calming at ! This is a Safe Routes to School but it is not safe for pedestrians or bikes. Children often walk to/from Kirkland Middle School and walk/bike to/from downtown. There are stop signs on 6th St W but they are so far back from the intersection that drivers either don't stop or they stop but can't see the cross traffic. The shrubs are trimmed, but visibility is still difficult. A 4-way stop might help, but a traffic calming circle would be even better.	95	93	2	Service Request	Speeding/Traffic Calming	traffic circle
2	We need the Lake Washington Blvd Promenade! Give us good safe connections from downtown to the 520 bike trail! Let's show off our waterfront and bring people in to business! Let's use our waterfront Blvd for more than just a cheater route for commuters avoiding 405.	73	68	5	LAKE WASHINGTON BLVD NE415	Active Transportation Network	Project support - LWB promenade
3	This crossing is often difficult even with the RRFB activated, as drivers come through here so quickly. Central Way is a big part of our downtown- we should treat it like a place to go and not just a place to speed through. There's no need for the road to be this wide or the traffic to be this fast.	58	52	6	Service Request	Speeding/Traffic Calming	
4	There's a "No Turn On Red" sign here which is routinely ignored, because it's set back of the stop line. If we're serious about people not turning on red, there should be additional signage hanging with the actual stop light. Or the "No Turn On Red" sign should be removed, as it doesn't seem to do much anyway.	52	49	3	Service Request	Vehicle Network/ Operations	Signs/signals
5	Eliminate Right Turn on Red at Central Way and Lake Street. Vehicles often turn right on red from Central Way without regard to pedestrians who have the "Walk" signal to cross Central. I've almost been hit several times by turning vehicles. Also eliminating right turn on red at this intersection will improve traffic flow.	51	41	10	Service Request	Pedestrian Safety	Signal Operations

Attachment C

ID	Comment	Total Up Votes	Down Votes	Project/ Service Request	Category Primary	Category Secondary
6	<p>Comment made by dropping a point on the map and making a comment.</p> <p>Juanita drive is the main artery of the Finn Hill area. The fact that there is no bus route connecting Juanita with Kenmore means the Hill essentially has no public transportation access aside from the 225, which is slow and doesn't provide good coverage for the Hill. It would be so nice to have a bus route introduced going from Juanita beach to Bothell Way and with it the bus routes 255 on the south with 225, 337, 331 on the north. This would give a viable alternative to driving.</p>	47	1	Transit request	Transit	New Service
7	<p>Bring Light Rail to Kirkland. You are already adding a big bus stop, LR will help massively with Commute to Bellvue/Seattle</p>	43	8	Transit request	Transit	New Service
8	<p>Design Kirkland's core to adhere to policies stated in the Greater Downtown Kirkland Urban Center Plan. Including: Policy MB 7: Pedestrian activity in the core area is to be enhanced. The core area should be enhanced as the pedestrian heart of Downtown Kirkland. Land uses should be oriented to the pedestrian, both in terms of design and activity type. This includes road design. Policy MB 9 includes surface parking lots to be eliminated in favor of nearby structured parking.</p>	41	6	Design Standards	Active Transportation Network	Pedestrian
9	<p>Crossing Central Way in the downtown corridor is hazardous for pedestrians, and that includes the new RFP 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	5	Project Request	Vehicle Network/ Operations	Functional Classification

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These are votes in response to the initial comment.

Attachment C

ID	Comment	Total Votes	Up Votes	Down Votes	Project/ Service Request	Category Primary	Category Secondary
10	<p>Comment made by dropping a point on the map and making a comment.</p> <p>People speed up this hill so quickly! They come around the corner and then rev their engines at all hours of the day, but especially between 7pm and midnight. I have almost been run over at the 4th Ave crossing many times, even with the lights flashing. We need traffic calming and speed control on Market Street between Central Way and 7th Ave.</p>	41	36	5	Service Request	Speeding/Traffic Calming	
11	<p>West of this spot there's a protected bike lane, hundred yards east of this spot there's a protected bike lane, but on the crossing, we decided to paint an island instead for the cars that are turning left onto 6th from Kirkland way. Reclaim that dead space and paint a protected bike lane instead</p>	40	37	3	CIP_NMC1590000	Bicycle Network	Protected Bike Lanes
12	<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	Project Request	N/A - Parks	
13	<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> <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>	38	37	1	Project Request	Active Transportation Network	Juanita Public Pathway

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Attachment C

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		These are votes in response to the initial comment.	
ID	Comment	Total Votes	Down Votes
14	Comment made by dropping a point on the map and making a comment. It would be nice if this were an underpass for the CKC the way it's done in Kenmore for the Burke Gilman trail. I have a hard time believing drivers are actually going to stop here consistently, even with a HAWK.	37	0
15	Drivers frequently speed down this stretch of road at WELL over the posted limit. Some traffic calming here would go a long way to making this connection between the CKC and Everest Park usable for all ages and abilities, including kids riding to school.	36	3
16	520 Bike Trail to CKC Connection. 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. The Southbound lanes merge, to create a bus-only lane. Sadly, the merge happens as the road bends around the corner, so there is little notice or time to react. moving the merge farther North, and adding Merge ahead signs would help.	36	0
17	How about running public campaigns to let pediatricians know that they don't have the right to just walk across a street without looking! Peds in this town think they are immune to the traffic laws which work because they are predictable in every instance.	34	0
18		34	0
19	NB bike lane needs to continue all the way to the CKC	33	2

Project/ Service Request	Category Primary	Category Secondary
CKC_P1	CKC	New bridge/underpass
Service Request	Speeding/ Traffic Calming	
Project Request	Active Transportation Network	520 Trail Access
Service Request	Sign request	
Education	Pedestrian Safety	
Project Request	Bicycle Network	Bike lanes

Attachment C

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ID	Comment	Total Votes	Up Votes	Down Votes	Project/ Service Request	Category Primary	Category Secondary
20	17th Ave W is becoming a safety hazard. More and more often it is not wide enough for a fire truck or EMT vehicle to pass. The streets in this northern section of the neighborhood were not platted with wide streets. The original gravel parking strips in front of homes are being removed by development, pushing parked vehicles into the street. Big increases in density provide more homes (a good thing), but also sprout many more vehicles parked on street. This safety issue needs to be addressed.	33	32	1	Service Request	Safety	lane widths
21	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	Project Request	Vehicle Network/ Operations	Pedestrian Streets
22	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. The trail could go under the power lines, as shown behind the people in the attached photo.	32	31	1	Project Request	Active Transportation Network	Juanita Public Pathway
23	Reintroducing a direct bus route to downtown Seattle from Kirkland would be a huge help.	31	27	4	Transit request	Transit	Restore Service
24	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	Project Request	Vehicle Network/ Operations	Channelization

Attachment C

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	Comment	Total Votes	Up Votes	Down Votes		
25	Comment made by dropping a point on the map and making a comment. There is currently no crossing allowed here, forcing users to walk/bike to the main intersection (which is even more unsafe). We desperately need an overpass/underpass to allow safe and proper use of the East Link Trail.	30	30	0	CKC_P1 CKC	New bridge/underpass
26	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	Project Request	Vehicle Network/ Operations Roundabout
27	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	Project Request	Protected Bike Lanes and Sidewalks
28	The crosswalk at the CKC has very poor visibility. All the flowers/greenery are nice, but obscure the sight lines significantly.	28	28	0	Service Request	Crosswalk visibility
29	16th Ave W is becoming a safety hazard. At times it is not wide enough for a fire truck or EMT vehicle to pass. The streets in this northern section of the neighborhood were not platted with wide streets. The original gravel parking strips in front of homes are being removed by development, pushing parked vehicles into the street. Big increases in density provide more homes (a good thing), but also sprout many more vehicles parked on street. This safety issue needs to be addressed.	27	27	0	Service Request	lane widths
30	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	Project Request	N/A - Parks

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31	Comment made by dropping a point on the map and making a comment. 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	Project Request	Vehicle Network/ Operations	Pedestrian Streets				
32	Make it possible to reasonable bike and walk down 85th through here (or via an adjacent street) The current routes for bikes to go from Rose Hill are very circuitous and/or extremely steep. Bikes should have as easy a way to get downtown from Rose Hill / 85th street as cars do.	26	23	3	ATP_Pri_7312	Project Support	NE 85th St Interchange				
33	Downtown Kirkland needs all ages and abilities bike facilities and safer crossing facilities for pedestrians.	26	23	3	Project Request	Active Transportation Network	Protected Bike Lanes and Crosswalks				
34	Please make this a 4 way stop, very dangerous at times car going fast and it's hard to see due to plants.	26	25	1	Service Request	Speeding/ Traffic Calming	Speeding, Sight distances				
35	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 Please install a four-way stop sign at 16th Ave W and 6th street intersection and trim the overgrown bushes to improve visibility. It's essential for the safety of children crossing after getting off school buses. There have been several close calls with speeding vehicles nearly hitting these children on 16th and 6th streets. Let's not wait for a tragedy before making changes. The City of Kirkland should take proactive steps to prevent accidents and safeguard our community's children.	26	26	0	Project Request	Pedestrian Safety	Crosswalk				
36		26	26	0	Service Request	Pedestrian Safety	Speeding, visibility, intersection control				
37	Love the greenway idea, but there still needs to be a safe market street crossing with minimal impact to traffic such as a pedestrian crossing. I have seen many cars drive through the blinking yellow pedestrian lights (even though they do make a huge difference so thank you!).	25	25	0	ATP_Pri_3182	Pedestrian Safety	Crosswalk				

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38	Comment made by dropping a point on the map and making a comment. 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	Project Request	Lighting		
39	Roundabout with dedicated slip-lane for Westbound to Northbound traffic.	23	16	7	Project Request	Vehicle Network/ Operations	New Roundabout	
40	Can we remove parking on one side to allow for safer buffered bike lanes for a shared use path on the west side. Maybe removing the on street bike lanes and making a 16+ foot wide MPP along the water. it would leave the current road section and parking while also providing all ages and abilities facilities.	23	22	1	LAKE WASHINGTON BLVD NE415	Bicycle Network	Protected Bike Lanes	
41	Find a way to let bicycles use this ramp. Currently we can only use the ADA ramp which does not work for many bicycles! This is not an expensive project, there must be a way to meet the codes and also let bicycles use the ramp.	22	21	1	ATP_Pri_3157	Bicycle Network	Bicycle Access	
42	Can we remove on street parking to provide protected bicycle facilities on this important N-S corridor? It seems like there is sufficient parking on the side streets. Its a shame to use the limited width for cars who stay there multiple days in a row, serving a very small number of residents. Removing parking for protected all ages and abilities bike lane would serve significantly more member of the public.	21	13	8	ATP_Pri_3363	Bicycle Network	Protected Bike Lanes	
43	Current northbound bike lane follows the right hand edge and then crosses perpendicularly to follow the main road. This seems dangerous to me. Would be better to have the lane continue parallel to Lake Wa Blvd as that's where most bicycle traffic will be heading and can maintain speed.	21	18	3	ATP_Cr_45	Active Transportation Network	Bike lanes	

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44	Comment made by dropping a point on the map and making a comment. This street is a disaster and was SO poorly planned. The only one who benefitted was the developer. The original plan was for busses to run on the street, serving the residences and businesses. Sadly, the narrow road is not wide enough for two busses to pass each other safely, so Metro pulled the service off the street and routed it farther farther away, no longer serving the Village. Planners must stop designing these narrow roads, and focus on complete, smart designs. This was a total fail.	21	20	1	ATP_Pri_3101	Transit	Operations/ lane widths				
45	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	Project Request	Vehicle Network/ Operations	New Signal				
46	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	Project Request	Bicycle Network	Bike Boxes				
47	There is no pedestrian access to this building at all. No sidewalks and no crosswalk.	21	21	0	Project Request	Private property access	Sidewalk				
48	Need pedestrian connection to get from community on Juanita to the top of the hill. Landowner appears to have blocked access on what used to be a public easement.	21	21	0	ATP_Pri_3132	Active Transportation Network	New trail				

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49	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	Project Request	Pedestrian Safety	Crosswalk
50	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	Project Request	Bicycle Network	new trail/ pathway
51	With on-street parking next to businesses, this street through the newish Totem Lake seems narrow & dangerous to drive safely.	19	11	8	StaffRec_3	Vehicle Network/ Operations	Lane widths
52	There should not be unprotected left turns/flashing yellow arrows in any designated urban area, especially in high density or high pedestrian traffic areas such as the Station Area, downtown Kirkland and the Totem Lake Urban area.	18	13	5	Service Request	Vehicle Network/ Operations	Signs/signals
53	If Kirkland is serious about bike mode share, there needs to be a safe connection between the CKC and downtown Kirkland. I think a PBL on 6th to Kirkland Ave would be the cheapest/safest route, and could eventually connect to the Lake Street Promenade	18	15	3	ATP_Pri_6125	Bicycle Network	Project support - 6th St Protected Bike Lanes
54	The proposed left turn lane at NE120th is a ridiculous expenditure and encroachment on park land that benefits a very small number of households. I believe an easier/cheaper/safer option would be to remove the barrier at 80th PL NE and physically prohibit southbound travelers from turning left on to NE120th, similar to what was done at NE155th on the Kenmore side of Juanita drive.	18	16	2	Juanita_R5	Vehicle Network/ Operations	
55	The bike lanes which share a sidewalk with the walking lanes end up being all walk lanes to all the pedestrian traffic at the center. It is difficult to bike through, I have to ask multiple groups of people to vacate the bike lane when I bike down	18	18	0	StaffRec_3	Bicycle Network	Bike lanes

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56	Install protected bike facilities in this portion of 100th.	17	3	Project Request	Bicycle Network	Protected Bike Lanes
57	We need traffic calming & enforcement measures at the 4th & Market crosswalk (entrance to Heritage Park). The expensive flashers are not adequate. I was nearly run over today by a car going full blast through the crosswalk as the lights were flashing. Crossing the street on the way to a beautiful Kirkland park should not be a heart-stopping experience. 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	2	Market and 4th	Speeding/ Traffic Calming	Crosswalk Safety
58	This CKC crossing is exceptionally dangerous due to zero visibility of trail users by road traffic.	17	0	Project Request	Pedestrian Network	Sidewalk
59	public trail near the water connecting Juanita Beach and Junita Bay parks.	17	0	Service Request	CKC	Crosswalk visibility
60	We asked for improved pedestrian and bike paths, which was a great idea, but NOT by narrowing the driving lanes and eliminating the shoulder. Narrow roads diminish the neighborhoods and the city.	17	0	Easement Request (private property)	Active Transportation Network	new trail/ pathway
61	Cars continue to speed through this intersection heading both north and south on Market St. even when pedestrians activate the flashing lights to cross. These flashers give pedestrians a false sense of security because too many drivers continue to speed and refuse to stop on Market. There seems to be no speed or compliance enforcement in Kirkland other than for certain school zones with radar-operated cameras.	16	15	ATP_Pri_3101	Vehicle Network/ Operations	Lane widths
62	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	2	Market and 4th	Speeding/ Traffic Calming	Crosswalk Safety
63	Improving bicycle access here will make bikes less likely to take the sidewalk on Kirkland Ave.	16	1	Project Request	CKC	CKC Access

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64	Add a sidewalk along this corner. It is a VERY blind turn with no real safe place for pedestrians	16	16	0	Project Request	Pedestrian Network	Sidewalk
65	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	Project Request	Pedestrian Network	Sidewalk
66	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	Project Request	Active Transportation Network	Greenways
67	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	Project Request	Lighting	
68	It is very difficult to access the pedestrian bridge crossing on a bicycle when traveling southbound here. You have to pick a driveway and then try to curve up the driveway, get onto the sidewalk, and then make a very abrupt turn to the right. Would be great to have a protected way to turn right from the bike lane onto the bridge without needing to ride on the sidewalk. Some signage would also be great.	15	15	0	SAP_COK_19	Bicycle Network	Bike lanes
69	Add a small ramp to get into 10th street from the connector trail	15	15	0	Project Request	CKC	CKC Access
70	Create a continuous bike lane on Central through downtown.	14	12	2	ATP_Pri_3352	Bicycle Network	Bicycle Facilities
71	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	Project Request	Vehicle Network/ Operations	New roundabout

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72	Comment made by dropping a point on the map and making a comment. 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	Project Request	Pedestrian Safety		
73	Public transport is nonexistent on Juanita Dr north/south between 100th Avenue NE and NE 141st St. 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	Transit request	Transit	New Service	
74	We should improve the connection from the CKC up to Kirkland Way/85th. A little mini-park with benches, landscaping, and a gently-sloped switchback-ing asphalt/concrete trail up to the intersection would be awesome.	14	14	0	ATP_Pri_7261	CKC	Connections	
75	The alley between 16th and 17th Av W. needs proper repair. This time with pictures to support it.	14	14	0	Service Request	Maintenance	Alleys	
76	red curb/no parking on east side of 106th Ave from 68th Street to south end of Houghton Shopping Center. Also raised crosswalk and improved lighting for crosswalk at this area.	14	14	0	Service Request	Parking		

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77	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	Project Request	New Bridge	Transit access/ pedestrian
78	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	Project Request	CKC	School access
79	connection between the street end and the CKC here. There is rail/City right of way between 2 houses here.	14	14	0	Project Request	CKC	New access trail
80	Many homeless individuals loiter at the library, making it feel unsafe to walk there at night. They need to be removed.	13	0	13	Service Request	Safety	Library, Enforcement
81	Obviously, people from the biking community are chiming in on this doc. You have to balance the needs for bikes, peds, and auto traffic to make this work. These street were built mainly for autos and tax money was used for that purpose. How come bike community won't raise some of the money to help in these projects.	13	1	12	Funding	Project funding source	
82	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	Project Request	Vehicle Network/ Operations	New turn lanes
83	Kirkland is short on North/South roads for vehicles (limited mostly to Market Street, 1405 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	Project Request	Vehicle Network/ Operations	New Roads
84	Put a side walk on NE 110th Pl	13	9	4	Project Request	Pedestrian Network	Sidewalk

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85	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	Project Request	Pedestrian Network	Sidewalk
86	The alley between 16th and 17th needs attention. Ideally, it would get paved but at least repair the potholes property, the size of gravel used the last several times seems to just wash out on the next rain.	13	13	0	Service Request	Maintenance	Alleys
87	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	Project Request	Pedestrian Network	Sidewalk
88	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	Project Request	Pedestrian Safety	Crosswalk
89	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	Project Request	Active Transportation Network	Connections
90	If Kirkland is no longer going to allow bus routes through Totem Lake Village (which is a shame) then 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.	12	8	4	Transit request	Transit	Restore service
91	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	Project Request	Pedestrian Network	Sidewalk
92	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	Project Request	Active Transportation Network	Juanita Public Pathway

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93	Another insanely wide road in a neighborhood. Can this road be made narrower for cars, but better for pedestrians and cyclists?	12	11	1	Project Request	Speeding/ Traffic Calming	Roadway widths
94	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	Project Request	Pedestrian Safety	Crosswalk
95	Cars routinely speed through here around many pedestrians. We need physical traffic calming like raised crosswalks.	12	12	0	Project Request	Pedestrian Safety	Crosswalk
96	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	Project Request	Pedestrian Safety	School bus stops
97	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	Project Request	Private property access	Pedestrian Network
98	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	Project Request	Pedestrian Network	Sidewalk

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99	Comment made by dropping a point on the map and making a comment. Before adding a bike lane, just complete the sidewalks and make them continuous so we don't have to walk in the street and cross sides mid block. Whatever you do.... DONT make the roads any narrower.	11	7	4	ATP_Pri_7461	Pedestrian Network	Sidewalks	
100	Build a train line between Kirkland DT and Redmond DT with some stops in between. That will help with the commute. Crossing all 85th. Have the train stop to the new bus stop here next to Mazda. Connect that to the big shuttle paths for Amazon/Microsoft/Google and the connector stops. Work with companies to align with these stops. Then you don't need parking even, People will take the train from Kirkland/Redmond and get to the connector stops	11	7	4	Transit request	Transit	New service	
101	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	Project Request	Vehicle Network/ Operations	Lane widths	
102	I love the "Truck Eating Bridge" sign. Having a couple more posted farther up the road would be helpful. The official, yet boring, "low clearance ahead" signs are nice, but adding signs with teeth seems much cooler.	11	10	1	Service Request	Vehicle Network/ Operations	Sign request	
103	Finish the southbound bike lane on this stretch of road. 116th has a bike lane except for the stretch from 60th St down to the park entrance. https://www.google.com/maps/@47.6610662,-122.1855598,3a,75y,290.02h,77.34t/data=!3m7!1e1!3m5!1se4IRhfALkowsL4zUEQZ7JA!2e0!6shhttps:%2F%2Fstreetviewpixels-pa-googleapis.com%2Fv1%2Fthumbbnail%3Fpanoid%3De4IRhfALKowsL4zUEQZ7JA%26cb_client%3Dmaps_sv.tactile.gps%26w%3D203%26h%3D100%26yaw%3D158.98334%26pitch%3D0%26thumbfov%3D100!7i16384!8i192?entry=ttu	11	11	0	ATP_Pri_7181	Bicycle Network	116th Ave NE bike lanes	

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104	Comment made by dropping a point on the map and making a comment. Bring Light Rail to TotemLake Village, It's already a busy place and adding commute options will only help the area flourish and decrease traffic.	11	11	0	Transit request	Transit	New Service
105	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	Project Request	Bicycle Network	Wayfinding
106	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	Project Request	Active Transportation Network	Easements
107	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	Project Request	Parking	Downtown Parking
108	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	Project Request	Speeding/ Traffic Calming	Roadway widths
109	Slow the traffic on 72 Ave NE. Install speed bumps similar to neighborhood east of Thoreau Elem School. This is a 25-mph zone. Routine speeds exceed 35 mph for a large proportion of traffic. There are no sidewalks. The number of walkers, strollers, bikers, & etc. here is significant.	10	8	2	Service Request	Speeding/ Traffic Calming	

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		Total Votes	Down Votes			
110	Comment made by dropping a point on the map and making a comment. 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	2	Project Request	CKC	Paving
111	Create some traffic calming infrastructure to slow cars as they enter downtown.	10	1	Service Request	Speeding/ Traffic Calming	
112	Please repave this road. Excuses were made about why it wasn't repaved this past year - and those excuses don't make sense.	10	1	Project Request	Maintenance	
113	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	1	Project Request	Vehicle Network/ Operations	New roundabout
114	This intersection is dangerous. My kid rides his bike to school and I go with him sometimes and cars frequently run through this intersection. Would be good to somehow slow drivers down here at this intersection or have automatic light flashing or something.	10	0	Service Request	Speeding/ Traffic Calming	Signal

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ID	Comment	Total Votes	Up Votes	Down Votes	Category Primary	Category Secondary	
115	Comment made by dropping a point on the map and making a comment. Install ADA ramps on the south side of NE 80th. At this time, one has to walk across the grassy buffer and off the curb to cross 80th at 122nd.	10	10	0	Pedestrian Network	Curb ramps	
116	Just to be clear, the City budget can be found online. Transportation projects in Kirkland are primarily funded via real estate excise tax, property taxes, and impact fees. These are paid by pedestrians, bikers, and drivers. The streets are built for all of us, and we need to create safe streets for our entire community, not just our drivers.	10	10	0	Project funding source		
117	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	Project Request	Vehicle Network/ Operations New roundabout	
118	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	Project Request	Vehicle Network/ Operations New Roundabout	
119	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. If the bicycle lane from 116th continued up 118th Ave, then along NE 118th St., the bike route would be fully connected	10	10	0	Project Request	Bicycle Network Bike Lanes	
120	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	Project Request	Vehicle Network/ Operations New Road	

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121	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	Project Request	Parking	Downtown Parking
122	Improve shoulder to provide actual parking. Anything to work in more parking to support the part.	9	5	4	Project Request	Parking	Parking lane
123	Can southbound buses stop inline here? It would save a minute or two per bus	9	7	2	Transit request	Vehicle Network/ Operations	transit related
124	This spot actually is a four-way traffic cross linking the 120th Ave NE, Lee Johnson and NE 83 Ln. There is no any speed limit sign and parked vehicles near this place would block drivers' sightseeing to those vehicles coming from south down to north, which can be dangerous. I suggest that there is a need for 25 miles speed limit in 120th Ave NE, and this also can be good for students and other people walking around. I Aldo suggest that there will be a limitation for parking near this spot.	9	8	1	Service Request	Safety	Sight Distance
125	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	Project Request	Vehicle Network/ Operations	Vehicle Delay
126	There should be painted (and ideally raised) crosswalks at every intersection.	9	9	0	Project Request	Pedestrian Safety	Crosswalk
127	Crossing from 116th to Totem Lake Blvd NE as a pedestrian is dangerous, especially when getting off the bus stops. Many cars turn without checking while we have the right of way.	9	9	0	ATP_Cat_170	Pedestrian Safety	Crosswalk

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128	Blue safety light on CKC near the 60th or 58th street entrances (or wherever there's power). Call box for 911	9	9	0	Service Request	CKC	Trail User Safety
129	Put a roundabout here to slow down traffic on 143rd.	8	4	4	Project Request	Vehicle Network/ Operations	New roundabout
130	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	Project Request	Pedestrian Network	Sidewalk
131	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	Project Request	Vehicle Network/ Operations	Traffic Circle

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132	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		Project Request Vehicle Network/ Operations Striping
133	We have asked the City to add a speed cushion on the 200 block of Waverly Way, but the City has thus far said "no", despite dangerous speeding taking place on this section of Waverly Way. The City states that the traffic data does not show a high enough average speed, but this does not account for the individual risk of high-speed drivers, particularly in the summer months. The risk will increase when the "Greenway" brings more pedestrians and cyclists to 2nd and Waverly. Thank you.	8	8	0		Service Request Speeding/ Traffic Calming
134	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		Project Request Pedestrian Safety Crosswalk
135	I would like to have a bus that goes from the kingsgate park and ride, Totem Lake Transit Center or Kirkland Transit Center directly into downtown Seattle during the middle of the day like the 255 used to do. It's upsetting to me that we paid for the light rail that benefits Seattle and Bellevue residents but Kirkland residents don't have a way to get directly to downtown Seattle unless we go early in the morning or in the early evening.	8	8	0		Transit request Transit Restore service
136	Better signage or reconfigure car lanes to allow safer and easier bicycle transit to Lake Washington Blvd instead of Lakeview.	8	8	0		ATP_Cr_45 Vehicle Network/ Operations Project Support - Lake Washington Blvd/Lakeview Dr intersection

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137	<p>Lower speed limit to 20mph through this pedestrian-heavy zone!</p> <p>Maybe get rid of the like 20 street parking spots, there's tons of parking in the lots, especially if that could allow buses to run through.</p>	8	8	0	StaffRec_3	Speeding/ Traffic Calming	Speeds
138	<p>Add a route to Seattle like the 255, or make it run continuously throughout the day, right now if you need to go midday or other than 9am or 5pm to Seattle, you have to commute 1 1/2 hours by bus.</p>	8	8	0	Transit request	Transit	New service
139	<p>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).</p>	8	8	0	Project Request	Bicycle Network	Bike lanes
140	<p>Separate from whether the "No Turn On Red" sign is respected, I wish it wasn't there. It's a big disincentive to take 116th if wanting to go north. I'm concerned that solutions tend to "box us in" with more and more restrictions. That's not progress.</p>	7	1	6		Speeding/ Traffic Calming	Vehicle delay/ Turn restrictions
141	<p>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.</p>	7	3	4	Project Request	Vehicle Network/ Operations	Roundabout
142	<p>All of these streets with diagonal intersections need to be revised to improve driver line of sight for seeing peeds 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.</p>	7	3	4	Project Request	Safety	Sight distance

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143	Comment made by dropping a point on the map and making a comment. 98th Ave NE has become a dangerous speedway. Vehicles traveling this section of road consistently travel at excessive speeds and produce noises that exceed levels normally found in a residential and park setting. Because of the lack of pedestrian and biking facilities it is dangerous and a barrier of access to the neighborhoods it borders. More police monitoring or photo enforcement is required.	7	2	Service Request	Speeding/ Traffic Calming	
144	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!1sAD2X2E CyAQWmqogt5zwMQ!2e0!7!1638418192?entry=ttu	7	2	Project Request	Bicycle Network	Maintenance
145	Recommend speed bumps on 10th Ave W around 3rd and 4th streets. Cars frequently driving over speed limit causing safety concerns for residents especially children.	7	1	Service Request	Speeding/ Traffic Calming	
146	The corner of 3rd st. west and 8th has a yield sign. No one uses it. There should be a stop sign. There have been many accidents at this corner with people not knowing how to yield to traffic on 3rd Ave. Put speed bumps along 7th or make it a four way stop.	7	1	Service Request	Pedestrian Safety	Speeding, FTY
147	This would be a great spot for light rail. Right in the middle of moss bay with walkability to anywhere and bus access. It would be just like a european town! If we had that, I would ditch my car!	7	1	Transit request	Transit	New Service
148	The speed increases to 35mph as you cross into Kirkland. With such high traffic this creates more noise and danger for pedestrians and bicyclists. Also makes it more difficult for driveways that line this road. Can we drop to 30mph like the rest of Bellevue way and lake Washington blvd?	7	0	Service Request	Speeding/ Traffic Calming	Speed Limit Policy

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149	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	Project Request	Speeding/ Traffic Calming	
150	We need speed bumps. People consistently go very fast and that's right near the middle school bus stop. I've almost been hit in the crosswalk because people are speeding and not paying attention.	7	7	0	Service Request	Speeding/ Traffic Calming	
151	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	Project Request	Pedestrian Safety	Crosswalk
152	Add a sidewalk between 104th Ave NE and 108th PL NE. In some sections there is barely 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	Project Request	Pedestrian Network	Sidewalk
153	Crosswalk across 112th	7	7	0	ATP_Pri_3153	Pedestrian Network	Crosswalk
154	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	Project Request	Pedestrian Network	Wayfinding
155	Add BikeLink lockers at the transit center so that people can secure their bike when they catch a bus. This will encourage people to bike instead if drive (and park) downtown.	7	7	0	ATP_Pri_3291	Bicycle Network	Bicycle Parking

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156	132nd shall be all paved from Totem Lake village till NE85th st. There shall be proper sep bike lane and proper safe pavement. Even students cannot go to college safely	7	7	0	132ND AVE NE94	Active Transportation Network	Sidewalks and Protected Bike Lanes	
157	Add a route to Seattle from Kingsgate park and Ride. Right now the only routes to seattle is commuting all the way to downtown Kirkland, and no easy way to get there.	7	7	0	Transit request	Transit	New Service	
158	Light rail for totem lake!	7	7	0	Transit request	Transit	New service	
159	Need to maintain/paint lane dividers at left turn lane from 18th to northbound Market. Have seen many cars almost (or actually go) go over the concrete lane dividers as they make that quick left turn-can be very dangerous especially in the dark or rainy weather. Maybe add reflective lights.	7	7	0	Service Request	Maintenance		
160	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	Project Request	CKC	CKC Access	
161	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	Project Request	Bicycle Network	Protected bike lanes	
162	Formalizing this informal connection and adding a crosswalk would be handy	7	7	0	Project Request	Active Transportation Network	new trail/ pathway	
163	Remove the water tank from MT park. Move somewhere further from houses and buildings.	6	2	4	Project Request	N/A - Utilities		
164	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	Project Request	Vehicle Network/ Operations	New Signal	

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165	Comment made by dropping a point on the map and making a comment. 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	2	Project Request	Vehicle Network/ Operations	New Signal
166	This intersection needs some sort of safety intervention. Between 5 pm and 6 pm every night, people are running the light heading east on 85th, clogging the intersection heading east on 85th and MANY folks running the light as they head east on 85th they run the light and turn left (in front of traffic) at that light.	6	1	Service Request	Speeding/ Traffic Calming	Signal Operations
167	Restart the bus route that runs along 116th. It's a main road that is now completely under serviced and congestion is increasing	6	1	Transit request	Transit	Restore service
168	BookTree Kirkland's only bookstore needs two parking spaces (or more) available for customers. Often people park right in front of the bookstore with a big SUV and leave it there for 4 to 6 hours. The 30 minute parking space just North of the store is rarely enforced - cars park there for 1 to 4 hours. Cars travel often in excess of 30 mph even though it's a 25 MPH zone. Thanks.	6	1	Service Request	Parking	Enforcement
169	Juanita Public Pathway connecting CKC to Burke-Gilman trail should go through Edith Moulton park	6	1	Project Request	Active Transportation Network	Juanita Public Pathway
170	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	1	Project Request	Active Transportation Network	Juanita Public Pathway

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171	<p>Comment made by dropping a point on the map and making a comment.</p> <p>Still no indication of a North South crosswalk for mouth of Slater at NE 115th PL. DESPITE the fact the Council asked the City to finish up 124th AV NE.</p> <p>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.</p> <p>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.</p>	6	6	0	Project Request	Pedestrian Safety	Crosswalk
172	<p>Aligning the N/S traffic lanes on opposite sides of the intersection would be great.</p>	6	6	0	StaffRec_3	Vehicle Network/ Operations	Lane alignment
173	<p>On NE 116th there is quite a bit of pavement. I believe you could keep the existing three lane section but narrow the lanes to provide E/W protected bike lanes in the street. The narrowing of lanes could provide the width for buffers.</p> <p>I would like to see some sort of vertical protection like concrete curb stops or my favorite the "Toronto Style" concrete curbing.</p> <p>This would provide a great E/W protected all ages and abilities connection to between the neighborhood and EastTrail/LWL.</p>	6	6	0	ATP_Pri_3332	Bicycle Network	Protected Bike Lanes
174	<p>Work with Bellevue to improve continuation of bike lane until the turn off to the 520 bike path</p>	6	6	0	Project Request	Active Transportation Network	520 Trail Access
175	<p>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.</p>	5	3	2	Project Request	Vehicle Network/ Operations	Extend turn lanes
176	<p>Add flashing lights to this pedestrian crosswalk. It is next to a school bus stop that is usually dark in the winter mornings.</p>	5	4	1	Project Request	Pedestrian Safety	Crossing Improvement

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177	NE 132nd St needs to be resurfaced from 405 to 100th Ave NE. The road surface is uneven and cracking and there are too many pot holes to count. The condition of the road has only deteriorated from the numerous construction projects along NE 132nd St.	5	4	1	Service request	Maintenance	Paving		
178	More continuity of sidewalks along this entire street as well as better street lighting as this street approaches 70th	5	4	1	Project Request	Pedestrian Network	Sidewalk		
179	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	Project Request	Pedestrian Safety	Crossing Improvement		
180	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	Project Request	Pedestrian Safety	Crossing Improvement		
181	Cars seem to make left turn onto waverly from market st. without seeing pedestrian in crosswalk at night. My husband and I cross to south side of Waverly under a streetlight to avoid the crosswalk. We've had two close calls.	5	5	0	Service Request	Pedestrian Safety	Visibility		
182	Put 2 hour time limits on parking spots along Chaintline. Google workers are parking here for the entirety of the work day. Can watch them park, take backpack and head into office buildings. Leaves pickle ball and other park frequenters without parking.	5	5	0	Service Request	Parking	Time limits		
183	This is going to be the most useless freeway bus stop in the world if connections with the downtown Kirkland transit center are not provided. Nobody will want to hike 1 mile and 500+ ft. of elevation to transfer.	5	5	0	Transit	Transit	transit access - NE 85th Station		
184	Connecting NE 123rd St to Junita Heights Park would be wonderful. I like the hilly hiking in the Park. Currently, I'm forced to drive or bike all the way around up Finn or Goat hill to access it.	5	5	0	Planned Citywide Connections_P32.2	Active Transportation Network	new trail/ pathway		
185	Streets with access to the CKC need signage so people know how to connect to trail infrastructure.	5	5	0	Project Request	CKC	Wayfinding		

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186	Comment made by dropping a point on the map and making a comment. Juanita Public Pathway connecting CKC to Burke-Gilman trail should go through Heronfield park	5	5	0	Project Request	Active Transportation Network	Juanita Public Pathway
187	10.5 travel lanes are too narrow.	4	0	4	PMX_ID: ATP_Pri_3063	Vehicle Network/ Operations	Lane widths
188	new North/South connection from new development at 120th Ave NE and 116th Ave NE. (or similar alignment)	4	2	2	ATP_Pri_8007	Active Transportation Network	new trail/ pathway
189	Pave alley between 8th and 10th Avenues W between 3rd and 4th street- alley is half paved half gravel, frequent potholes that don't repair well. Gravel gets thrown from alley to yards/driveways when driven on.	4	2	2	Service Request	Alley maintenance	
190	We need separated, protected, dedicated bike facilities here for the increasingly high volume of cyclists riding for transportation and recreation. Workers, residents, families, shoppers who are accessing this area's amenities and jobs by bike deserve a dedicated space, not fighting for space with speeding cars or strollers and dogwalkers.	4	3	1	ATP_Pri_6061	Bicycle Network	Protected Bike Lanes
191	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	Project Request	CKC	New access
192	Westbound vehicle traffic speeds up considerably as it goes down the hill here and the cross section widens. Traffic calming measures are needed.	4	4	0	Service Request	Speeding/ Traffic Calming	
193	The intersection of 110th and 104th has a stop sign for east-west traffic, but many drivers apparently believe this is a 4 way stop resulting in failure to yield to north-south traffic crossing 110th from 104th. Suggest add a stop signs on 104th to make this a 4-way stop to improve safety by aligning with driver's expectations.	4	4	0	Service Request	Sign request	

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194	Add sidewalks on missing section on west side of 120th Ave NE	4	4	0	Project Request	Pedestrian Network	Sidewalk
195	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	Project Request	Pedestrian Network	Sidewalk
196	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	Project Request	Pedestrian Network	Sidewalk
197	Add a Basketball Court to Heritage Park.	4	4	0		N/A - Parks	
198	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	Project Request	N/A - Parks	
199	Extend Eastrail from here north to Woodinville. The former railway is currently marked closed.	4	4	0	Project Request (King County property)	CKC	Eastrail extension
200	Rather than adding a southbound PBL, the northern side should be expanded to be a wide, two-way multi-modal path. Most pedestrians/bikes will be coming from the north side from the The Village or the Totem Lake Connector.	4	4	0	ATP_Pri_6061	Active Transportation Network	new trail/ pathway

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201	Comment made by dropping a point on the map and making a comment. 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	Project Request	Bicycle Network	Bike Lanes	
202	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	Project Request	Active Transportation Network	Greenways	
203	Juanita Public Pathway connecting CKC to Burke-Gilman should go through Windsor Vista park	4	4	0	Project Request	Active Transportation Network	Juanita Public Pathway	
204	This stretch needs a streetlight	3	0	3	Project Request	Lighting		
205	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	Project Request	Vehicle Network/ Operations	New Signal	
206	I'm not sure what a "Mini Roundabout" is, but it needs to support the Metro buses, school buses, delivery trucks, and construction vehicles and trucks, and still be wide enough to get people through safely and comfortably.	3	2	1	ATP_Pri_3101	Vehicle Network/ Operations	Lane widths	
207	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	Project Request	N/A - utilities		
208	Add a bathroom facility on CKC similar to the one near Google	3	2	1	Project Request	N/A - Parks		

Attachment C

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209	<p>Comment made by dropping a point on the map and making a comment.</p> <p>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.</p>	3	2	1	Project Request	Bicycle Network	share the road
210	<p>Traffic circle here might also be helpful. Cannot tell you how many times I have almost been T-boned or almost hitting someone. Line of sight issues and the fact that a lot of people must not see the stop signs on 6th St.W. My husband drives through that intersection with his hand on the horn ever time.</p>	3	3	0	Service Request	Speeding/ Traffic Calming	traffic circle
211	<p>Traffic goes too fast on NE 145th St. Sometimes it sounds like a race track. Speed limit signs do nothing: people drive as fast as they feel comfortable doing. Besides sidewalks and bike lanes, traffic-calming features are needed, such as extending sidewalks at intersections to narrow the street.</p>	3	3	0	Service Request	Speeding/ Traffic Calming	
212	<p>Improve sightlines on 103rd Ave Ne, looking west down NE 124th St. Vegetation often blocks visibility of oncoming traffic</p>	3	3	0	Service Request	Safety	Sight distance
213	<p>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 :)</p>	3	3	0	Project Request	Pedestrian Safety	Crossing Improvement
214	<p>Drivers make u-turns, park the wrong way, and park in the pedestrian path every school morning. It is dangerous for students. Sidewalk needs a curb and KPD should target area for traffic enforcement.</p>	3	3	0	Service Request	Pedestrian Safety	School pick up/drop off
215	<p>Improved continuity of sidewalks along this major walking corridor</p>	3	3	0	Project Request	Pedestrian Network	Sidewalk

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216	Comment made by dropping a point on the map and making a comment. Continuity of sidewalks along this major walking corridor	3	3	0	Project Request	Pedestrian Network	Sidewalk
217	The sidewalk is difficult to walk on because the tree roots are lifting it up. This is a major walking route for the neighborhood to go downtown.	3	3	0	Service Request	Pedestrian Network	Sidewalk Maintenance
218	Redevelopment of the Kingsgate commercial area should include a mini transit center along 124th, and the pre-2020 route of Metro 255 should be restored. The lack of transit accessibility in Kingsgate is a direct driver of both the failure of the Kingsgate commercial center and the increased traffic congestion in the neighborhood. Nonresidents should have convenient transit to the neighborhood for access to amenities, and residents need non-transit options for travel.	3	3	0	Transit request	Transit	New/ restored service
219	Please increase bus frequency to/from downtown Kirkland, Bellevue, and Seattle. Decreasing the number of lanes in this area without an improvement to public transit will make this area less accessible.	3	3	0	Transit request	Transit	New/ restored service
220	I don't know how to make this intersection better but what's here now doesn't work great. Maybe some warning to cars that bikes merge with them on 7th Ave (both directions but especially eastbound)? Drivers are rushing to get to the elementary school or to catch the light at 85th. It becomes dangerous when 6th St is backed up from the light and cars don't have room to turn, so they're watching for a gap instead of people crossing.	3	3	0	ATP_Pri_7482	Vehicle Network/ Operations	Safety
221	There are some very large bumps in the bike lane on the East side of J-W road just North of 108th. It is extremely dangerous for cyclists to use the bike lane for that short stretch, forcing them into the road, where drivers get upset the bikes are not in the bike lane. If no large scale project is happening on the street in the near future, it should be a very inexpensive and fast fix. (if caused by roots impact to trees TBD)	3	3	0	Service Request	Bike Lane Maintenance	Tree roots

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222	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	Active Transportation Network	Connections
223	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	Active Transportation Network	new trail/ pathway
224	Bike lane on north side of the road (just east of Shell station) ALWAYS has several cars parked in the lane on top of painted bike symbols. Requests for enforcement have failed. If we are going to build bike lanes and sidewalks, we need to preserve them/maintain them for their intended use.	3	3	0	Active Transportation Network	parking enforcement
225	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	New Bridge	Roadway network
226	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	Vehicle Network/ Operations	New turn lanes
227	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	Pedestrian Safety	Crossing Improvement
228	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	Vehicle Network/ Operations	Extend turn lanes

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229	The speed camera zone for the schools has been implemented very poorly. A 1 mile speed zone for three schools with different start & stop signs is not increasing safety, but is causing confusion.	2	2	0	Service Request	Vehicle Network/ Operations	School zone cameras		
230	Add speed humps to street and stop signs at corners on 88th. Open up streets north of here to through traffic.	2	2	0	Project Request	Speeding/ Traffic Calming			
231	Reduce speed limit to 25 between 70th and 60th to be consistent with surrounding land uses.	2	2	0	Service Request	Speeding/ Traffic Calming			
232	Please make this intersection and the one to the south have stop signs in the same direction, or make them 4-way stops. Sight distances are limited and it's confusing.	2	2	0	Service Request	Sign request			
233	Please improve signage and lighting here. This corner is slightly blind and speeds are 35mph here. Have seen multiple accidents at this location.	2	2	0	Service Request	Safety	Sight distance		
234	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	Project Request	Pedestrian Safety	Crosswalk		
235	No Sidewalk access on the East side of the street, so medical offices there are inaccessible	2	2	0	Project Request	Pedestrian Network	Sidewalk		
236	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	Project Request	Pedestrian Network	Wayfinding		
237	Speed calming improvements required due to limited sight lines, blind driveways and no sidewalks.	2	2	0	Service Request	Speeding/ Traffic Calming			

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238	Comment made by dropping a point on the map and making a comment. Speed humps/traffic calming measures on 7th - cars FLY down the hill and this is poses a hazard to CKC utilizers crossing at 7th.	2	0	Service Request	Speeding/ Traffic Calming	
239	Lots of kids live in this neighborhood and people often speed down this hill from 132nd into the neighborhood (delivery drivers most often), which makes it very unsafe for kids since there aren't any sidewalks. Would love a speed bump on the hill.	2	0	Service Request	Speeding/ Traffic Calming	
240	Transit access to 132nd Square Park and surrounding homes is extremely limited because the 930 DART bus route is infrequent and does not run on nights or weekends. The bus stops are unsheltered and have no seating. The 930 DART does not report its location and has no climate control.	2	0	Transit request	Transit	New service
241	Add some outdoors Calisthenics equipment like https://www.kompan.com/en/us/p/fsw104	2	0	Project Request	N/A - Parks	
242	The small planted area between the street and sidewalk here forces bikes traveling northbound to merge into traffic, right at an uphill part where the bike is probably travelling slowly. This is right on the way from downtown to the CKC, via 12th ave right after this stretch.	2	0		Bicycle Network	Safety
243	Keep the CKC for recreation and bikes! As a runner (and biker), we need more safe places such as this to exercise and bike commute to work. I will often drive down to the CKC to run or with my kids on bikes as it is a great place to safely exercise. It's a great resource for the community, and we should make sure to protect it as such!	2	0		CKC	
244	The CKC needs to be widened and lit. This is critical transit infrastructure for bikes and peds.	2	0	Project Request	CKC	Trail improvements
245	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	0	Project Request	CKC	Trail improvements

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246	Add a bicycle connection between the willows road connector / CKC and the Sammamish river trail. As of now this stretch is very dangerous, and if you want to get from the CKC to the Sammamish river trail southbound you have to way out of your way up to 145th st.	2	2	0	Project Request (within Redmond)	CKC	New Connection
247	Add a shade/rain cover for the bus stop here. All bus stops should have a shade/rain cover. With the low frequency of buses people often wait for long periods of time. It would help eliminate barriers to using public transit especially during inclement weather. It should be simple to implement and would be beneficial for everyone.	2	2	0	Transit Request	Transit	bus stop improvements
248	Add stairs on ROW between 106th Ave NE and NE 120th St. The road on 106th Ave NE is less steep than the hill on NE 121st St, so this would be a better routing for the future McAuliffe greenway	2	2	0	ATP_Pri_3142	Active Transportation Network	Greenway routing
249	Need additional lighting here, especially as this will be part of the Shores to Stores greenway. Very dark at night	2	2	0	ATP_Pri_3153	Active Transportation Network	Lighting
250	Pedestrian walkway here would be very helpful at entrance to the shopping center from Bridle View Neighborhood	2	2	0	Project request (private property)	Active Transportation Network	new trail/ pathway
251	New connections and paths here needed	2	2	0	Project Request	Active Transportation Network	new trail/ pathway
252	Better pedestrian and bus access to this park would be great.	2	2	0	Project Request	Active Transportation Network	Park access
253	Traffic frequently backs up here. The intersection with 85th needs improvement	1	0	1	Project Request	Vehicle Network/ Operations	Vehicle delay

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254	Comment made by dropping a point on the map and making a comment. we need a flagged crosswalk from Bridleview Neighborhood north entrance to the shopping center. It should have flags.	1	0	Service Request	Pedestrian Safety	Crosswalk Flags
255	The hardened centerline here is intended to eliminate left turns in/out of the LWHS driveway, but the observed behavior is that vehicles drive in the oncoming lane to make a left turn in/out of here. I'm not sure what needs to be done to fix this, but it seems less safe as currently implemented.	1	0	Service Request	Vehicle Network/ Operations	Enforcement
256	extend NE100th st down to Willows commerce park and road there.	1	0	Project Request (within Redmond)	Vehicle Network/ Operations	New Road
257	This road frequently backs up with traffic. Please improve capacity and safety.	1	0	Project Request	Vehicle Network/ Operations	Vehicle delay
258	Small traffic circle might help this intersection. Every day, people from the "lower" part of 16th Ave W speed up and down. I know it is residents; I see the same cars zoom by every day.	1	0	Service Request	Speeding/ Traffic Calming	traffic circle
259	Create a traffic circle to slow high speed drivers leaving Juanita high school and commuters cutting through the neighborhood	1	0	Service Request	Speeding/ Traffic Calming	traffic circle
260	Now that sidewalk has been installed on both 16th Ave west and 7th- this has created a very dangerous blind spot especially when cars are parked on the street. Since sidewalk installed a couples months ago, have almost been t- bones 5 times. You have zero visibility of cars coming down 16th from 7th if cars are parked on street and the house being built has minimal parking on driveway for a 2 dwelling residence. As other neighbor stated, 16th is now so narrow that only one car can safely drive.	1	0	Service Request	Safety	Sight distance
261	This whole plaza area, including 120th Ave NE, should be pedestrian, cyclist, and transit only. Parking should be limited to the garages and lots facing Totem Lake Blvd. If it were easier to get here by bus and felt safer to walk and bike here, fewer people would drive and need places to park.	1	0	StaffRec_3	Active Transportation Network	walk, bike, transit

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262	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	Project Request	Pedestrian Network	Sidewalk
263	Down hill, west bound traffic travel speeds consistently exceed posted limits which prohibits the safe ingress and egress of feeder streets.	1	1	0	Service Request	Speeding/Traffic Calming	
264	Speed bumps along 108th Ave NE, from NE 140th st to NE 143rd st. There are many kids walking to and from school daily, pedestrians walking/jogging, and cars are often driving very fast through this section. A few speed bumps would help control speed and make it safer for pedestrians.	1	1	0	Service Request	Speeding/Traffic Calming	
265	We need more bus lines to and from LWHS. The only options involve multiple transfers and take a long time. Kids who can attend the HS deserve safe transportation. So many kids needing to be dropped off creates a lot of traffic around the HS.	1	1	0	Transit request	Transit	New/ restored service
266	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	Project Request	N/A - Parks	
267	After some utility work a few years ago, our pavement has been cut up here.	1	1	0	Service Request	Maintenance	
268	Please fill pot holes and uneven areas. The pavement is very rough at this intersection, had been for a very long time, and is getting worse!	1	1	0	Service Request	Maintenance	
269	Correct this map to show 108th ending here where the pavement ends at the barriers, and start of the walking/biking trail.	1	1	0	Webmap display	map suggestion	
270	Somewhere along here the trail has become muddy and bumpy. When it rains there is lots of standing water. It didn't used to be this way even <1 yr ago.	1	1	0	Service Request	CKC	Maintenance

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271	<p>Comment made by dropping a point on the map and making a comment.</p> <p>This section of 108th ave between 116th st and 121st st sees low traffic and still retains it's original country lane character. It is designated for a future greenway.</p> <p>Rather than adding sidewalks (and removing many large trees on the east side to make room), a better option would be to save money and add traffic control devices where cars and pedestrians could co-exist and the street could also retain its character. An example is a woonerf.</p>	1	1	0	ATP_Pri_3142	Speeding/ Traffic Calming	Greenway design
272	<p>The trees on 6th St. south of the Park Avenue building make walking on the sidewalk difficult. The sidewalk could be widened.</p>	1	1	0	TP_Pri_6125	Pedestrian Safety	Maintenance
273	<p>Add lighting along 90th here. I've seen deers crossing the road, almost too late coming up the turn. Having some lighting would make me feel a bit better about driving up this curve.</p>	1	1	0	ST 10200	Lighting	
274	<p>Implement the Juanita Drive corridor recommendations including roundabouts for traffic management and speed control.</p> <p>Has staff walked 124th?</p>	1	1	0	Juanita Drive Master Plan	Speeding/ Traffic Calming	Speeds, roundabouts
275	<p>There is a 6-ft sidewalk immediately adjacent to a five lane arterial with high speeds and high volumes.</p> <p>It feels uncomfortable and unsafe so my family does not walk on it. With small children it is especially uncomfortable. Having a sidewalk is one thing but having a sidewalk that residents actually want to use is another thing.</p> <p>If we want to reduce SOV trips we need higher comfort pedestrian and bicycle facilities.</p>	1	1	0		Pedestrian Safety	Level of Stress

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276	Implement the pedestrian/bike treatments recommended in the Juanita Drive Corridor Study from 2015. The treatments currently implemented are intended to be the first phase, but they become permanent if action is not taken on the full master plan for the corridor.	1	1	0	Juanita Drive Master Plan	Active Transportation Network	Safety
277	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	Project Request	Active Transportation Network	New Bridge
278	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	Project Request	Active Transportation Network	new trail/ pathway
279	Mid-block connection so that stores and bus stops on 98th Ave NE are directly reachable from NE 120th St.	1	1	0	Project Request	Active Transportation Network	new trail/ pathway
280	No safe walking/bicycling paths towards Kirkland DT. Why is it taking too long to implement these?	1	1	0	Project Request	Active Transportation Network	
281	That path shall all get paved and add proper bicycle lanes.	1	1	0	Project Request	Active Transportation Network	
282	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	Project Request	Vehicle Network/ Operations	Channelization
283	Allow buses only to make left turns through this intersection. This would eliminate the wasted time that 239--Downtown Kirkland route needs to make going up and around 120th Ave from the Totem Lake transit center. 239 currently runs twice an hour maximum so I would not expect this to increase traffic build up at this intersection.	0	0	0	Transit request	Vehicle Network/ Operations	

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284	Look at retiming signal during school hours to better handle traffic into and out of LWHS.	0	0	0	Service Request	Speeding/ Traffic Calming	Signal Timing
285	Having been involved with the neighborhood trying to get speeding treatments here, we were also disappointed with the cost of the treatments and the miniscule effects on traffic speeds. This was the only type of treatment the city would accept on this street, since it is a fire response route. I support further looking at other treatments.	0	0	0	Service Request	Speeding/ Traffic Calming	
286	Sight distance is obstructed for drivers taking a NB LT, going NB, for taking a NB RT. The NB LT is the scariest. There needs to be something done for safety in this location.	0	0	0	Service Request	Safety	Sight distance
287	Put in a HAWK pedestrian-activated crossing signal	0	0	0	Project Request	Pedestrian Safety	Crosswalk
288	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	Project Request	Pedestrian Network	improved pathway
289	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	Project Request	Pedestrian Network	Sidewalk
290	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	Project Request	Pedestrian Network	Sidewalk

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ID	Comment	Total Votes	Up Votes	Down Votes	Project/ Service Request	Category Primary	Category Secondary
291	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	Project Request	Pedestrian Safety	Crosswalk
292	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	Project Request	Speeding/ Traffic Calming	
293	Please add speed bumps to slow the traffic	0	0	0	Service Request	Speeding/ Traffic Calming	
294	The city has parked heavy machinery on 106th Ct NE during sewer expansion projects resulting in degradation of the surface of the private drive and has caused compaction of the land surrounding above the retaining tank. Consider resurfacing to restore.	0	0	0	Service Request	Maintenance	
295	This path should be publicly accessible for walking and rolling, as it provides the most easy, direct, and safe route for people traveling between Waverly and Downtown Kirkland.	0	0	0	Easement Request (private property)	Active Transportation Network	new trail/ pathway
296	Please DO NOT do this median candlestick thing anywhere else! It was intended to slow traffic, and all it does is push cars toward the bike lane (and many cars swing wide INTO the bike lane to avoid the candlesticks). The density of the candlesticks blocks view of pedestrians entering the intersection from some angles. It was well intentioned but a failure.	0	0	0	Service Request	Active Transportation Network	Delineators
297	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	Project Request	Lighting	

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298	Comment made by dropping a point on the map and making a comment. Correct this map to show 106th Ct NE as the private drive servicing the three houses on the left. This terminates in an emergency vehicle parking spot over a large retention chamber.	0	0	0	Webmap display	map suggestion	
299	This is meant to be a reply to the other comment on the NE 120th st/Slater intersection. It is very common for cars on west-bound NE 120th st to drive for long distances in the oncoming traffic lane to reach the left turn lane onto Slater	0	0	0	StaffRec_1	Vehicle Network/ Operations	
300	Would Like to have pedestrian pathway from Inglewood QFC to Juanita Beach.	0	0	0	Project Request	Active Transportation Network	new trail/ pathway
301	There are no street lights on NE 132nd St, east of 133rd Pl NE even though there are lot of new home and apartments that use that street.	0	0	0	ATP_Pri_3091	Lighting	
302	Work with City of Redmond to figure out more safe east-west connections for cyclists from Redmond Connector Trail to Kirkland bike network.	0	0	0	Project Request (within Redmond)	Active Transportation Network	new trail/ pathway
303	Improve pedestrian safety at this intersection. Either through all crosswalks being activated (including diagonal) at the same time, raised intersections, no turn on red, or other pedestrian safety improvements. I have been nearly hit by vehicles turning right multiple times. Many children walking to the local elementary school use this cross walk. It a tragedy waiting to happen.	0	0	0	LRS_P5	Pedestrian Safety	
304	The all way stop works well. We have been living here for 30 years and it operates OK. Drivers are mostly courteous. I don't think there is enough room to build a roundabout.	0	0	0		Vehicle Network/ Operations	
305	Reexamine warrants to determine the need for a traffic signal at 70th/122nd Ave. Focus on volumes safety for pedestrians and vehicles given close proximity to schools. Traffic speeds are also an issue. Our neighborhood has requested this several times.	0	0	0	CIP_TRC1420000	Speeding/ Traffic Calming	Traffic Signal

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.

Attachment C

ID	Comment	Total Votes	Up Votes	Down Votes	Project/ Service Request	Category Primary	Category Secondary
306	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			Project Request	Vehicle Network/ Operations	Pedestrian Streets
307	Should also install speed bumps along 5th Pl.	0			Project Request	Speeding/ Traffic Calming	
308	124th Ave and 120th Ave have significant pothole damage	0			Service Request	Maintenance	Potholes
309	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			Project Request	Pedestrian Network	Sidewalk
310	Also raised crosswalk at this area.	0			Project Request	Pedestrian Safety	Crosswalk
311	Policy MB 9 includes surface parking lots to be eliminated in favor of nearby structured parking.	0			Project Request	Parking	Downtown Parking
312	132nd Ave is the only route with bike lanes but has a steep hill with frequent debris on the shoulder	0			Service Request	Bike Lane Maintenance	Sweeping
313	Maybe even a roundabout at 140th to slow traffic.	0			Project Request	Vehicle Network/ Operations	New Roundabout
314	Open up streets north of here to through traffic.	0			Project Request	Vehicle Network/ Operations	New Road
315	and improved lighting for crosswalk at this area.	0			Project Request	Lighting	
316	as well as better street lighting as this street approaches 70th	0			Project Request	Lighting	
317	Create pedestrian/potentially bike friendly pathways that are not concreted; eliminating the need to put in more (expensive) concrete that occur alongside streets.				Project Request	Active Transportation Network	new trail/ pathway

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These are votes in response to the initial comment.

Attachment C

ID	Comment	Total Votes	Up Votes	Down Votes	Project/ Service Request	Category Primary	Category Secondary
318	<p>Comment made by dropping a point on the map and making a comment.</p> <p>These pathways might be referred to a 'cut throughs'. I do not know the official designation or vocabulary. We have a few around Kirkland. We need to have many more to connect us up as pedestrians and offer options beyond driving.</p>					Active Transportation Network	new trail/ pathway
319	<p>To counter arguments that these pathways are too close to houses: I have yet to hear objections by folks in houses to the street in front of their house. Why do they then object to a pedestrian path alongside their house?</p>					Active Transportation Network	new trail/ pathway
320	<p>Maintain and enhance the pathway at 97th Ave NE to 97th Ave NE east of NE 137th Street. Benefit: pedestrian access. Wildlife corridor too.</p>				Project Request	Active Transportation Network	improved pathway/ maintenance
321	<p>NE 132nd Place/94 Ave NE as it curves around (occurs east of 91st Place NE), create a pathway downhill extending Southeast direction to NE 132nd St. - this would connect to Juanita Elementary and Juanita High School on NE 132nd St. [supposedly this was allowed to close up by blackberries due to a sexual assault. That is a terrible event but more pathways makes for safer communities].</p>				Project Request (private property)	Active Transportation Network	new trail/ pathway
322	<p>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.</p>				Project Request	Active Transportation Network	new trail/ pathway
323	<p>Create foot path at 97th Ave NE between houses at 13716 and 13728 to allow pedestrians. Benefit: pedestrian access. Wildlife corridor too.</p>				Project Request (private property)	Active Transportation Network	new trail/ pathway
324	<p>Create foot path at NE 137th Place to NE 137th Court toward Thoreau Elementary. Benefit: pedestrian access to Thoreau Elementary.</p>				Project Request	Active Transportation Network	new trail/ pathway
325	<p>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.</p>				Project Request	Active Transportation Network	new trail/ pathway

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.

These are votes in response to the initial comment.

Attachment C

ID	Comment	Total Votes	Up Votes	Down Votes	Project/ Service Request	Category Primary	Category Secondary
326	<p>Comment made by dropping a point on the map and making a comment.</p> <p>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.</p>				Project Request	Active Transportation Network	new trail/ pathway
327	<p>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, 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.</p>				Project Request	Active Transportation Network	new trail/ pathway
328	<p>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.</p>				Juanita_R2	Active Transportation Network	bike/ ped separation

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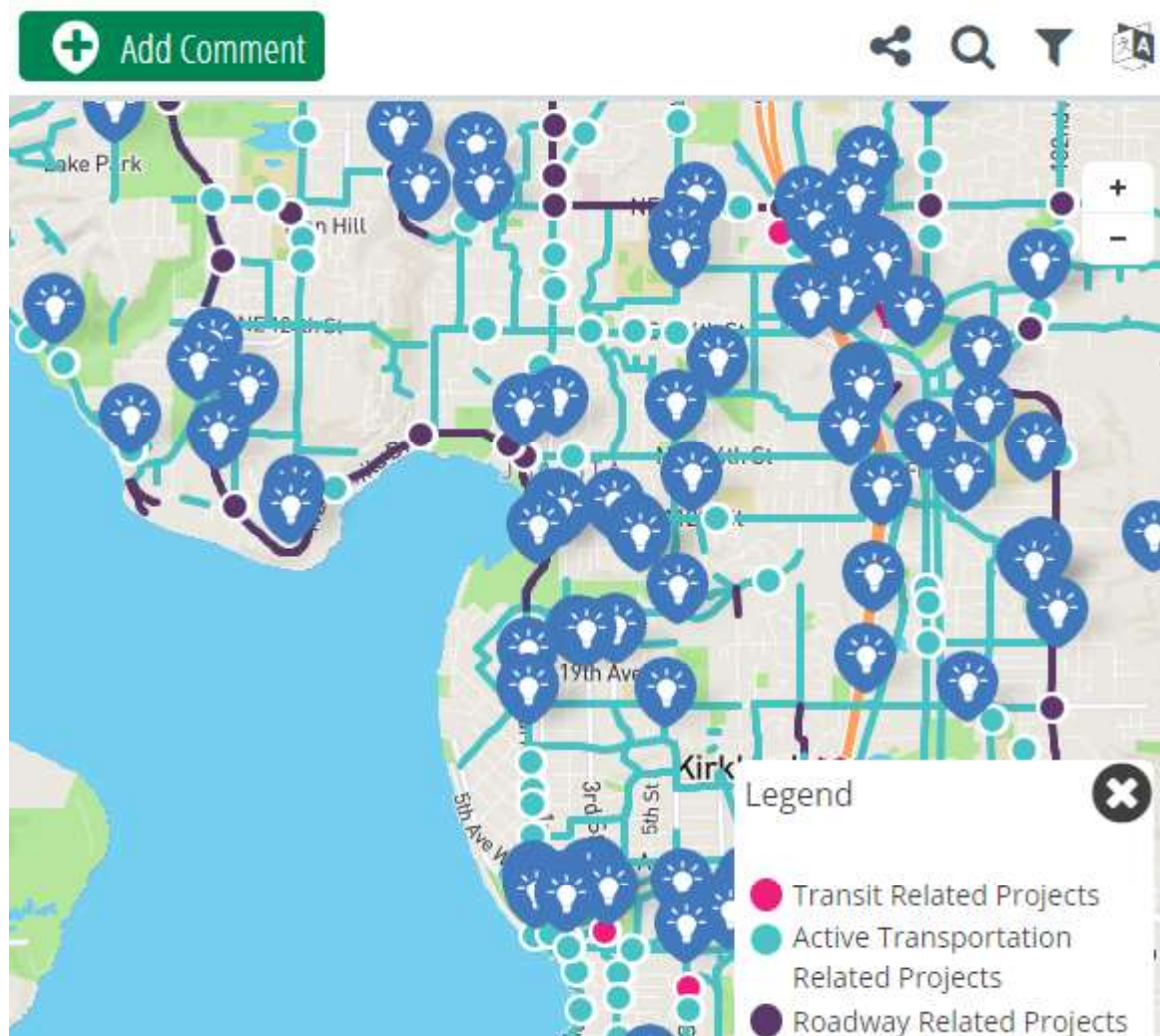
Transportation Strategic Plan (TSP) Public Engagement Web-map

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 was launched between February 5 and February 29, 2024. The map allowed the community to review projects, comment on projects, show support for or opposition to projects, and suggest new projects that were not already captured. Overall, there were over 1,204 unique users who made 2,655 reactions in the form of likes/ dislikes and comments.

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



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 2,350 responses (referred to as 'reactions') with 1,928 'likes', 315 'dislikes' and 358 specific comments on 196 projects (some projects had up to 6 comments). 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:

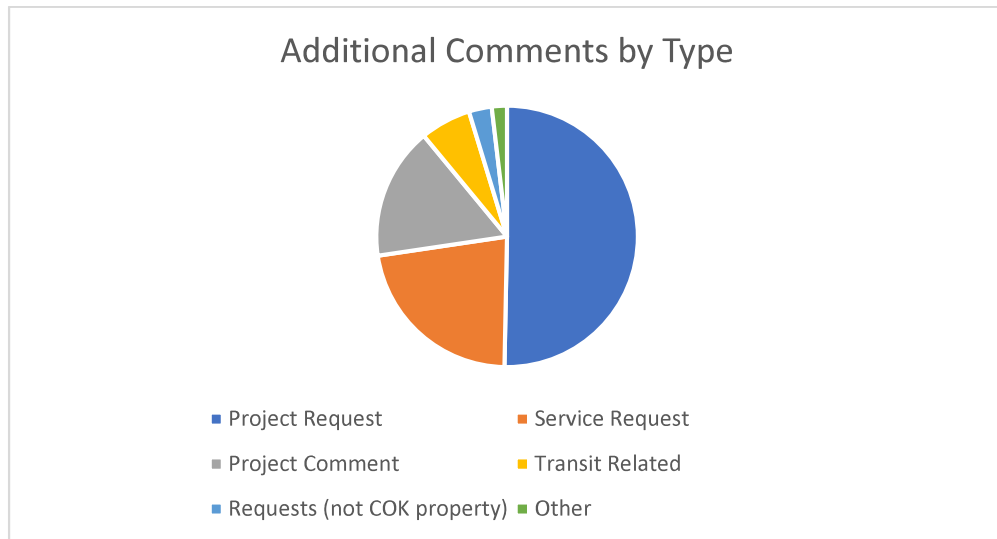
There were 328 additional comments made in the map. Those were all reviewed by transportation staff and categorized into themes: Support of an existing project, potential for a future capital project, service requests, those outside of Kirkland’s jurisdiction, transit related or other (not project related).

- 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:

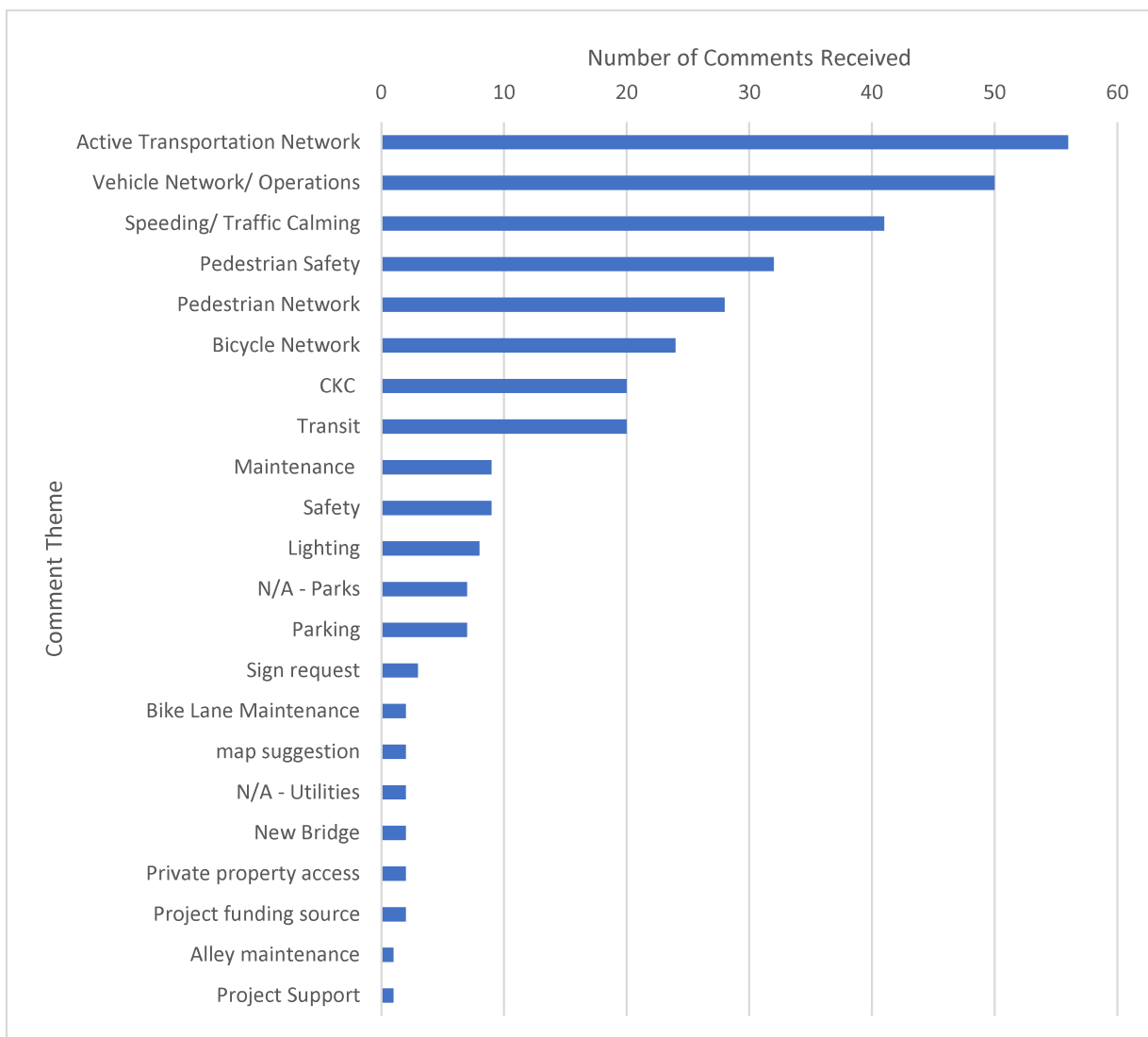
- Request for traffic calming at 16th Ave W & 6th St (Market neighborhood) – 93 likes and 2 dislikes
- Comment related to traffic calming on Central Way – 52 likes and 5 dislikes
- Lack of compliance with the no-turn on red sign at the NE 116th St/ 98th Ave NE intersection – 49 likes, 3 dislikes



Comment Type	Count
Project Request	160

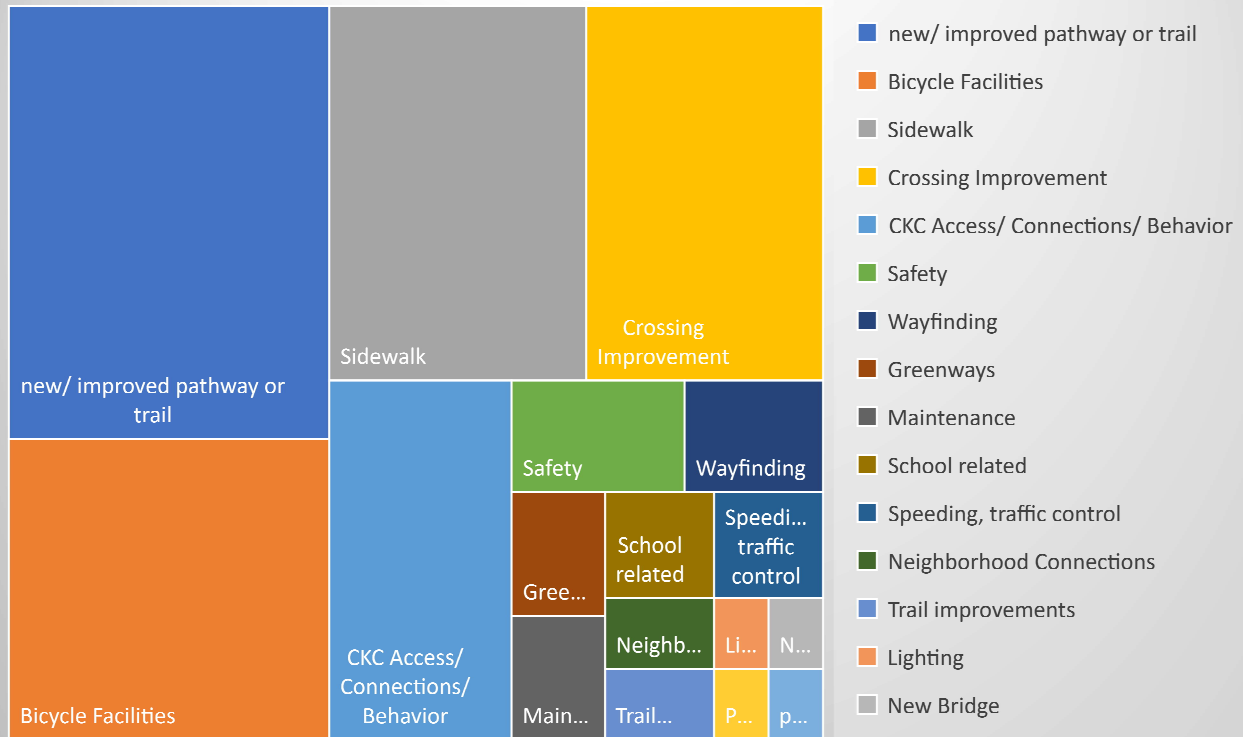
Service Request	71
Project Comment	52
Transit Related	20
Requests (not COK property)	9
Other	6

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).

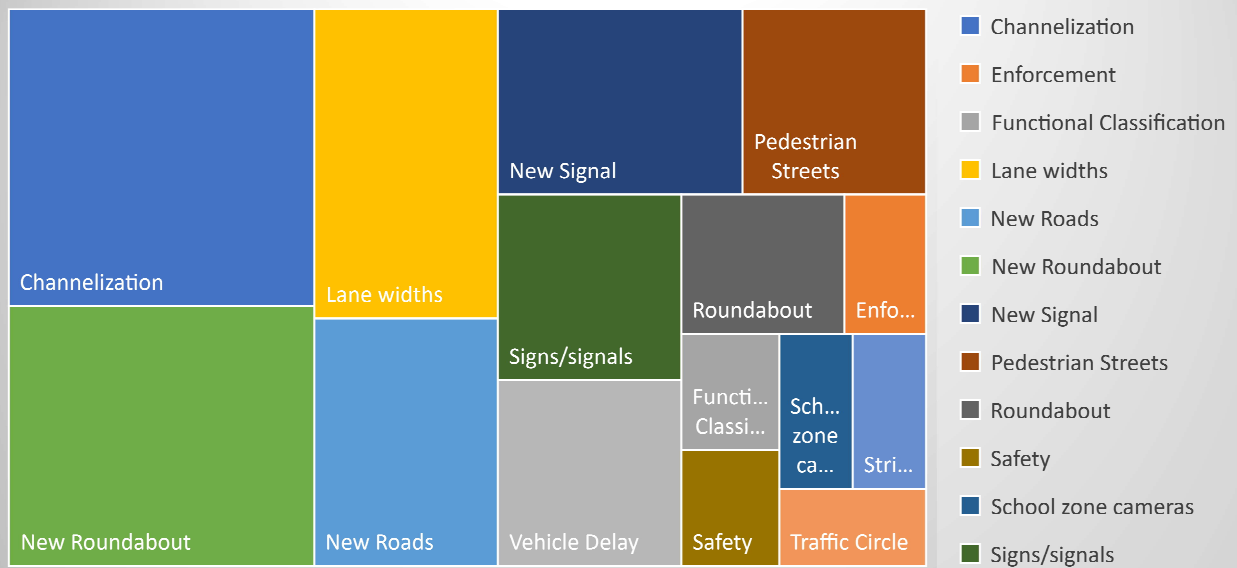


The charts below show some of the sub-categories for some of the highest themed comments:

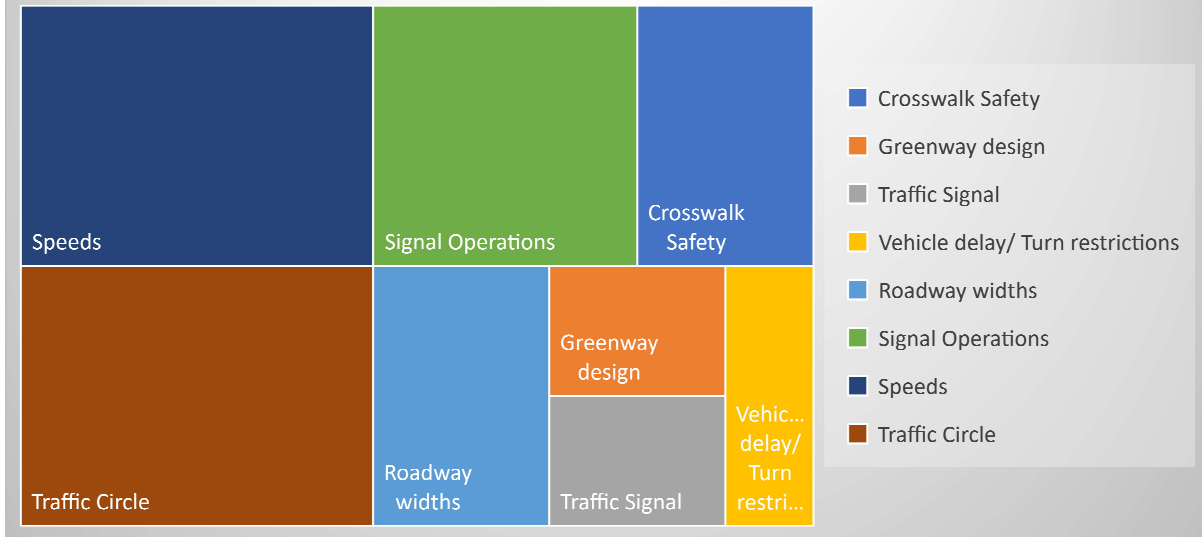
Comments related to Walking/ Bicycling



Comments Related to Vehicle Network Operations



Comments Related to Speeding and Traffic Calming



Summary:

The public engagement and input received on the TSP informs the development and refinement of the 20-year project list for the TSP by providing staff and decisionmakers with valuable insights and information about community preferences. Specifically, data regarding the draft project list helps to identify gaps the community believes exist in the project list, broad themes about community priorities, how well the community supports individual projects, and other operational concerns in the transportation system.

As the City Council and Transportation Commission continue to review elements of the TSP and as staff work toward a draft TSP, the community engagement data will be an invaluable part of the process to refine the 20-year project list.

City Council - March 19, 2024
ATTACHMENT E
Project Prioritization Framework

Goal		Prioritization Criteria	Score	Highest Possible Score
T-1	Safety	Project provides a safety improvement on a high injury corridor	40 - high 30 - med 20 - low 0 - Does not meet criteria	60
		Provides safety benefit or preventative countermeasure	20 - yes 0 - no	
T-2	Active Transportation	Connects to the Cross Kirkland Corridor (CKC)	5 - yes 0 - no	50
		Creates a low-stress environment for people walking and bicycling	10 - yes 0 - no	
		Completes a gap identified in the Active Transportation Plan (ATP) or Safer Routes to School Action Plan (SRTS)	30 - ATP or SRTS priority score = high 20 - ATP or SRTS priority score = med 10 - ATP or SRTS priority score = low 0 - Does not meet criteria	
T-3	Public Transportation	Supports transit (bike/ ped connections, transit queue jumps, crosswalks, lighting, etc.) by connecting to:		40
		A high frequency transit corridor transit route	40 - high	
		A local transit route route (less frequent)	30 - med	
		Future high frequency transit routes	20 - low	
		Does not meet criteria	0 - Does not meet criteria	
T-4	Vehicle Network Management	Improves operations in the system such as signal modification, channelization, addresses other system performance issue, etc.	30 - on Principal Arterials 20 - on Minor Arterials 10 - on Collectors 0 - Does not meet criteria	30
T-5	Technology and Innovation	Includes ITS technologies such as bike/ ped counters, passive detection, accessibility improvements such as bicycle detection or buttons, leading pedestrian intervals, improved accessible crossing indicators, transit signal priority, electrification, etc. Dynamic wayfinding.	10 - yes 0 - no	10

City Council - March 19, 2024
ATTACHMENT E
Project Prioritization Framework

Goal		Prioritization Criteria	Score	Highest Possible Score
T-6	Maintenance	Provides a long-term maintenance benefit	10 - yes 0 - no	10
T-7	Equity	Increases transportation options for priority populations that are identified through Kirkland's Equity Mapping Tool developed for the city's Capital Improvement Program.	30 - Meets project criteria and with an Equity Index Score > 3.9 - 3 20 - Meets project criteria and with an Equity Index Score > 2.9 - 2 10 - Meets project criteria and with an Equity Index Score <2	40
		Provides accommodation for greater accessibility per the Americans with Disabilities Act (ADA). Examples include passive detection at crossings, upgrading wheelchair ramps, tactile markings, etc.	10 - yes 0 - no	
T-8	Sustainability	Reduces vehicle miles traveled and supports alternatives to single occupancy vehicle trips	20 - yes 0 - no	40
		Project avoids environmentally sensitive areas:		
		Avoids environmentally sensitive areas	20 - high	
		If impact to an environmentally sensitive area is unavoidable, the project supports mode shift and/or improves traffic flow (e.g., through signal coordination or by removing a bottleneck)	10 - med	
		Does not meet criteria	0 - Does not meet criteria	
T-9	Link to Land Use	Connects to/or is within an urban growth center	30 - high	40
		Connects to/or is within other commercial or neighborhood centers	20 - med	
		Does not meet criteria	0 - Does not meet criteria	
		Provides active transportation, safety and or circulation improvements to access to Parks and Schools	10 - yes (within a 1/4 mile distance) 0 - no	

City Council - March 19, 2024
ATTACHMENT E
Project Prioritization Framework

Goal		Prioritization Criteria	Score	Highest Possible Score
T-10	Partnerships	Connects to regional connections, centers outside the city or fills a gap crossing jurisdictional boundaries	10 - yes 0 - no	30
		Leverages coordination with other partners (developers, neighboring jurisdictions, transit agencies, other departments such as parks, etc.)	10 - yes 0 - no	
		Introduces a new technology or service that supports shifting modes from SOV trips (electric assist bike runnels, flexible transit, etc.)	10 - yes 0 - no	
			Total Score	350

New / Updated Goal	Ref #	Proposed Policies	Proposed Actions
	T-1.1.	Implement the Vision Zero Action Plan and track progress annually.	<ul style="list-style-type: none"> • Improve web interface to provide more transparent data to public (web-map, dashboard) • Track progress annually and report to Council every two years • Update the City's Local Road Safety Plan every two years with updated crash data that identifies safety issues and contributing factors, proposes specific countermeasures and identifies safety improvement projects. • Regularly update Vision Zero Action Plan and policies
	T-1.2.	Implement the principles of a Safe System Approach by prioritizing safe street designs and strategies	<ul style="list-style-type: none"> • 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. • Evaluate and update speed limit setting policies citywide to lower speeds and encourage safer travel behavior. • Equip all City fleet vehicles with safety related devices and technology that identifies dangerous driving behaviors. • Reduce emergency vehicle response times with technology (GPS based) ITS solutions • Conduct near-miss analysis at selected intersections and improve methods to record other reported safety issues and explore additional data sources
T-1: Safety - By 2035 eliminate all transportation related fatal and serious injury crashes, while reducing all crashes in Kirkland.	T-1.3.	Advance the City's Complete Streets ordinance by accommodating all modes of travel in transportation system projects	<ul style="list-style-type: none"> • update the city's Complete Street ordinance (as set forth in Kirkland Municipal Code (KMC) Section 19.08.055) • ensure safety is the first lens through which all capital projects are designed through the development of the Capital Improvement Program (CIP), the Neighborhood Safety Program (NSP), the Neighborhood Traffic Control Program (NTCP), greenways development, working with the development community, etc. • make roundabouts as the default for new intersections or major intersection improvements unless shown to be infeasible
	T-1.4.	Build a robust and transparent data framework	<ul style="list-style-type: none"> • Seek opportunities to improve collision data collection and analysis (such as additional sources, address data anomalies, reporting and database improvements) • Collect before/after data for safety improvement projects (on high crash corridors) • Conduct risk exposure analysis for vulnerable users as a preventative measure • Implement technology systems to support performance monitoring and studies of the transportation system which includes data storage, analytics to understand and evaluate transportation operations, automated analytics, etc.
	T-1.5.	Promote and Institutionalize a Culture of Safety	<ul style="list-style-type: none"> • Implement a comprehensive staff training program to encourage a culture of safety across relevant departments (new or updated) • Educate the public on Vision Zero and contributing factors to crashes (human behavior, seasonal/ weather related, specific laws, etc.) as well as rules of the road. Coordinate with City departments on messaging and opportunities to educate the public. (as adopted in Vision Zero) • Coordinate with the Department of Planning and Building and with private businesses to improve safety in private parking lots (such as dedicated pedestrian pathways, speed control, lighting, etc.) • Work with developers and contractors to improve implementation of safe routes of pedestrians and bicyclists through construction zones • Work with school district and school officers to enhance traffic safety education in schools (including bicycle and pedestrian education) • Work with Lake Washington School District to improve circulation in and around schools at pick-up and drop-off times • Identify opportunities to implement a culture of safety along the Cross Kirkland Corridor and to reduce speeds and potential conflicts
	T-2.1.	Make walking, rolling and bicycling safer, easier, accessible and more convenient.	<ul style="list-style-type: none"> • 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. • Provide high quality bicycle parking convenient to all business districts and create a strategy to increase the supply of public bicycle parking in Kirkland through a dedicated bike parking program and incentives for businesses to increase bike parking supply. • Work with the Planning and Building Department to develop a comprehensive bike parking policy to ensure adequate end-of-trip facilities are available. • Develop policies that will create regulations and incentivize micro-mobility programs (such as bike or scooter share, electric car sharing, micro-mobility hubs, etc.) • Implement the objectives and strategies from the Active Transportation Plan (ATP) (reference and attachment - 28 objectives with 29 more detailed strategies (some objectives stand alone)) • Continue to support the Pedestrian Flag program; measure and improve its performance. • Develop prioritization methods for the selection and implementation of safety enhancements at crosswalks. • Adopt traffic signal operational procedures that include practices such as advance pedestrian phases, dedicated bike signals, generous walk intervals and protected left turn phasing. • Pilot and implement protected intersection projects and incorporate into major capital projects and pre-approved plans • Implement crosswalk lighting program • Update the City's Crosswalk Installation Policy
T-2: Active Transportation - 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	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	<ul style="list-style-type: none"> • Develop a dedicated sidewalk program for high-priority sidewalk gaps. • Construct the projects in the Safer Routes to School (SRTS) Implementation Plan • 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 (AASHTO) pedestrian and bicycle design guidelines and adopt them into pre-approved plans. • Prioritize protected bicycle lanes and protected intersections in all projects on the bicycle network identified in the Active Transportation Plan as a first lens to project design • Prioritize first and last mile to transit recognizing active transportation modes are critical for supporting transit ridership • Periodically update pedestrian and bicycle facilities design requirements for various areas/zones in the City (including sidewalk, crosswalks, bike facilities and intersections). • Grow system of separated bicycle facilities including protected intersections • Prioritize and construct a network of Neighborhood Greenways. • Update the guidelines for Neighborhood Greenways from lessons learned. Incorporate into pre-approved plans as needed. • Establish a procedure to evaluate the operational and safety impacts of Greenways before/after project implementation

City Council - March 13, 2024
Draft Goals and Policies Updates

New / Updated Goal	Ref #	Proposed Policies	Proposed Actions
<p>T-3: Public Transportation – Support and promote a transit system as a high value option for many trips.</p>	T-2.3	<p>Make walking, rolling and bicycling more intuitive and easier to navigate</p>	<ul style="list-style-type: none"> Improve wayfinding to and from the Cross Kirkland Corridor (CKC) to destinations (recreational trail wayfinding system) and in coordination and co-branding with the Eastrail ensure the network of greenways and the bicycle route system are well signed and easily navigable improve pedestrian orientation to parks, amenities and local businesses through maps and signage develop a pedestrian wayfinding system for downtown, within urban centers and along the Lake Washington Loop regularly update public pedestrian and bicycling maps coordinate with other departments on pedestrian and bicycle maps for economic development purposes develop a tier of destinations to identify a wayfinding system based on distance and mode consider various methods of wayfinding and maps including virtual/ electronic navigation such as through apps and QR codes, maps (both physical on signs or for paper print as well as on-line) and available in multiple languages and other accessible formats.
	T-2.4	<p>Develop signature walking, rolling and bicycling facilities along the Cross Kirkland Corridor and Lake Washington with ample connections to the rest of Kirkland and the region.</p>	<ul style="list-style-type: none"> Develop an action plan that outlines priorities and actions to implement the Cross Kirkland Corridor (CKC) Master Plan vision as well as the Connect, Construct, Complete concept for the Eastrail Corridor Work with the community to identify the best design for the Lake Washington Boulevard Promenade. Options provided by the Lake Washington Boulevard Promenade report.
	T-2.5	<p>Make walking, rolling and bicycling for children to/from school safer and easier.</p>	<ul style="list-style-type: none"> Implement of automated enforcement of school zones citywide Implement the Safer Routes to School Action Plans which includes actions under the categories of engagement, equity, education, encouragement, enforcement, engineering, evaluation 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
	T-2.6	<p>Grow the city-wide multimodal count program</p>	<ul style="list-style-type: none"> Develop a program to gather bicycle and pedestrian count data in order to better inform mode-split goals, effectiveness of projects and project identification, trip generators, and multimodal level-of-service evaluations.
	T-3.1	<p>Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.</p>	<ul style="list-style-type: none"> Implement Kirkland's Transit Implementation Plan Identify and implement access and safety projects that connect to existing transit service Plan for capital improvements that support access to planned future transit service such as King County Metro's K-Line Rapid Ride Project and Sound Transit's STRIDE Bus Rapid Transit Program along I-405 Plan for capital and access improvements as part of analysis of future conditions and transit needs
	T-3.2	<p>Support safe and comfortable passenger facilities.</p>	<ul style="list-style-type: none"> Add transit stops to the evaluation of crosswalk lighting Evaluate access improvements at bus stops such as ramp modifications, missing sidewalks, etc. Work with transit agencies on stop improvements such as stop placement, coverage, access and amenities Work with transit agencies to improve bicycle parking at transit centers such as the addition of bike lockers Incorporate transit stop and access improvements into project prioritization
T-3.3	<p>Prioritize active transportation networks that connect to transit service, providing the critical first and last connections making transit feasible for more people</p>	<ul style="list-style-type: none"> Prioritize the construction of pedestrian and bicycle facilities that improve access to transit stops and hubs Coordinate prioritization and construction of pedestrian and bicycle facilities with transit agencies Pursue mobility share options that provide the first/ last mile to transit 	
<p>T-3: Public Transportation – Support and promote a transit system as a high value option for many trips.</p>	T-3.4	<p>Support Transit Oriented Development (TOD) and initiatives including internal and external coordination, development of specific TOD guidelines for transportation facilities, etc.</p>	<ul style="list-style-type: none"> Implement strategies identified in the NE 85th Station Area Plan including prioritizing access improvements, ensuring design standards are met, etc. Identify other areas and initiatives to support transit oriented development
	T-3.5	<p>Support and expand Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) Programs in order to meet adopted goals for non-drive alone trips.</p>	<ul style="list-style-type: none"> Create targeted programs that monitor and encourage increases in non-drive alone travel rates. Develop codes and policies to ensure support of innovative ridesharing. Maintain the City's CTR and CTC plans to comply with state and regional requirements and guidelines and to support the goals of the Transportation Master Plan, particularly at the work sites of large employers and other locations as appropriate Incentivize all trip reduction efforts in addition to CTR efforts. Require new developments to establish Transportation Demand Management Plans Update requirements for the types of developments that are subject to Transportation Management Plans and the elements that make up such plans.
	T-3.6	<p>Pursue transit on the Cross Kirkland Corridor.</p>	<ul style="list-style-type: none"> Implement transit or innovative transit type flexible service on the Cross Kirkland Corridor (CKC) in keeping with the CKC Master Plan Study and identify the options for transit and/or micro-mobility connections using the CKC as a corridor option Increase promotional efforts to communicate existing transit options Increase opportunities for people to access transit ORCA cards
T-3.7	<p>Promote the use of transit as a viable option for both commute and non-commute trips to increase ridership and expand service.</p>	<ul style="list-style-type: none"> Conduct a transit needs study that evaluates future transit needs that identifies potential alternative transit services (such as circulator services, private shuttles, etc.) Consider public funding support to enhance existing transit service to be more reliable, frequent, connected or expanded to underserved areas in Kirkland. 	
T-3.8	<p>Improve transit service in Kirkland</p>	<ul style="list-style-type: none"> Using the priorities in this plan, prioritize and construct intersection and roadway projects. Review and update as necessary, street network concepts for urban centers and areas with existing and potential future growth that focus on efficiency as well as expansion. 	

City Council - March 13, 2024
Draft Goals and Policies Updates

New / Updated Goal	Ref #	Proposed Policies	Proposed Actions
	T-4.2	Implement the Intelligent Transportation Systems (ITS) Plan	<ul style="list-style-type: none"> establish procedures to evaluate the operational and safety performance of ITS Reduce potential for major signal malfunctions. Increase robustness of network to limit the potential for a loss of access to intersection resources. increase potential to respond quickly to equipment and system malfunctions, and increase recovery options. Implement systems and detection to operate signals in manner to respond to transient fluctuations in demand, including to: - Freeway incidents - Surface street incidents/closures - School operations 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. Better serve a balance of multimodal operations. pursue grant funds to implement the ITS Master Plan?
T-4: Vehicle Network Management- Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.	T-4.3	Take an active approach to managing on-street and off-street parking with updated curb management policies	<ul style="list-style-type: none"> Regularly monitor parking occupancy, turnover and other factors by investing in continuous parking tracking technology or periodically undertaking parking studies Develop a curb management strategy to effectively, efficiently, and safely use curb space to support transportation and placemaking initiatives considering mobility, access, placemaking as well as storage and turnover of vehicles along the curb space. Consider city owned on and off-street parking (parks, garage, lots) policies related to regulations of time-limited parking and pricing Coordinate with the Planning and Building Department about parking policy for buildings on streets and parking (such as parking minimums, electrification, bicycle parking, etc.) Periodically update the Public Works policies related to innovations to parking policy and curb management practices Continue to improve wayfinding and customer information to available parking and updated parking policies in parking regulated areas Implement a pay for parking program in certain areas (downtown, park lots)
	T-4.4	Mitigate negative impacts of motor vehicle traffic on neighborhood streets	<ul style="list-style-type: none"> assess traffic calming, interventions to reduce cut-through traffic, speed reduction, and similar approaches through additional investment and prioritization through the Neighborhood Traffic Control Program
	T-4.5	Identify roadway improvements that address safety patterns, crash history or injury preventative measures (countermeasures) supporting Kirkland's Vision Zero goal	<ul style="list-style-type: none"> Utilize crash data, near-miss analysis and other traffic related data to identify countermeasures to promote safety and prevent collisions.
	T-4.6	Clarify truck and freight networks within the city beyond established freight routes	<ul style="list-style-type: none"> define the difference between freight and truck priority corridors as related to Kirkland's transportation networks designate both freight and truck corridors/ networks and create maps and a communication platform for communicating these networks to freight and delivery services (mitigate impact of freight on walking, biking, and public transportation by identifying appropriate route options)
T-5: Technology and Emerging Practices The transportation system should be flexible and equipped to adapt to new technologies and innovative solutions that expand mobility choices for people living and working in Kirkland.	T-5.1	Support technology innovations that support reducing greenhouse gas emissions and modes that reduce single occupancy vehicle use	<ul style="list-style-type: none"> Increase and incentivize both public and private electric charging stations for vehicles and other electric devices (i.e. bikes, scooters, etc.) improve communication networks such as public wifi, fiber, etc. to improve city operations and to facilitate public services and information Develop definitions, policies and regulations related to the use of e-bikes and other electric micro-mobility devices that address locations of use, safety, education and enforcement
	T-5.2	Position Kirkland to support future technologies that may be developing or yet to be realized (i.e. autonomous vehicles, etc.)	<ul style="list-style-type: none"> Upgrade infrastructure to support and align with emerging technologies Explore opportunities for future technologies that advance city goals
		Support Kirkland's Smart City Plan goals and initiatives	<ul style="list-style-type: none"> Actively seek funding, partnerships and opportunities for technology expansion Improve Kirkland's data collection, management and data sharing related to crash data, traffic operations, etc.
	T-6.1	Prioritize maintenance, operation and preservation of existing infrastructure and ensure this is adequately resourced	<ul style="list-style-type: none"> Identify and sustain reasonable maintenance funding levels for the complete set of transportation assets Develop and maintain inventories of assets that require maintenance such as pavement markings, traffic signals, sidewalks, etc. Identify and implement improvements to asset management systems Ensure regular sweeping of existing bicycle facilities and invest in a more efficient bike lane sweeper that requires fewer staff resources and covers larger areas
T-6: Maintenance and Preservation - Ensure adequate resources to preserve and maintain the existing and future transportation system.	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.	<ul style="list-style-type: none"> Update policy to identify need for adequate maintenance levels on growing inventory of system assets. Develop lifecycle costs for capital and maintenance projects. Adequately fund maintenance so that maintenance does not become the driver of decision-making for future projects Study and update the preservation program for future funding needs
	T-6.3	Maximize the useful lifetime of the transportation network at optimum lifecycle cost.	<ul style="list-style-type: none"> Identify opportunities to maximize lifecycle costs through technology and innovations (e.g. roundabouts instead of signals)
T-7: Equity -The transportation system should address the mobility needs of all people, regardless of age, ability, or	T-7.1	Create an equitable system that provides mobility for all users that also addresses historical inequities in the transportation system	<ul style="list-style-type: none"> Update the Americans with Disability Act (ADA) Transition Plan for transportation facilities. Fund improvements that come from the plan in a manner that allows for completion of an accessible network in a timely manner. Revise the Impact Fee policy to support the goals of the Transportation Master Plan and reflect planned capital investments.

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<p>background while prioritizing the needs of the most vulnerable users to advance the City's commitment to Diversity, Equity, Inclusion, and Belonging.</p>	T-7.2	<p>Implement transportation programs and projects in ways that prevent or minimize impacts to low-income, minority and special needs populations.</p>	<ul style="list-style-type: none"> • Prioritize transportation projects and programs that support people who experience mobility challenges and those are most vulnerable when travelling (people out walking, rolling and bicycling) • Engage with people that experience challenges navigating the transportation system for accessibility accommodations and implement improvements identified through this engagement (e.g. passive detection at signals, etc.) recognizing that the transportation system is often designed for abled bodied people. • Align priorities with the DEIB Roadmap and improve engagement with populations identified in the DEIB roadmap on near and long-term projects and programs • Ensure inclusion of vulnerable populations and ensure that impacts to these populations are not disproportionate by periodically reviewing existing procedures and when needed, adopting new procedures. • Utilize tools such as the CIP Equity Mapping Tool or other coordinated equity tools to assist with project prioritization
	T-8.1	<p>Support active transportation modes that are energy efficient and that improve system performance.</p>	<ul style="list-style-type: none"> • Include electric bicycle parking recharge stations in electric charging initiatives and projects • Identify locations and provide secure bicycle parking near transit hubs
<p>T-8: Sustainability - Minimize transportation environmental impacts through mode shift, stormwater mitigation and other GHG reduction efforts.</p>	T-8.2	<p>Update policies and standards for all modes to establish acceptable levels of service</p>	<ul style="list-style-type: none"> • Meet the established mode split goals for various land uses (such as for urban centers) and update mode split goals city-wide based on evolving land use patterns
	T-8.3	<p>Minimize the environmental impacts of transportation facilities, especially the contribution of transportation to air and water pollution.</p>	<ul style="list-style-type: none"> • Design and implement new and retrofitted transportation facilities with water quality and quantity stormwater system improvements to reduce roadway runoff pollution into natural drainage systems and the waters of the Puget Sound • Coordinate transportation improvements and programs with goals from the Environment Chapter of the Comprehensive Plan to meet the City's greenhouse gas targets and from the Sustainability Master Plan • Report on reductions in vehicle miles of travel • Support alternative fuels/ electric fleet technologies • Support policies and initiatives that incentivize shorter trip distances and mode shift to alternatives to single occupancy vehicle trips
	T-8.4	<p>Implement Kirkland's Sustainability Plan</p>	<ul style="list-style-type: none"> • Include Smart Growth principles in all City planning practices • Increase access to existing 10-Minute Neighborhoods in Kirkland • Achieve the K4C (King County cities climate collaboration) goal of reducing driving per capita by 20% by 2030 and 50% by 2050, compared to 2017 levels • Ensure that people of all ages and abilities can comfortably get to where they need to go by walking or bicycling • Grow annual average weekday transit ridership by 10% each year • Promote current shared mobility programs and services • Establish new shared mobility options
	T-8.5	<p>Safeguard the transportation system against disaster.</p>	<ul style="list-style-type: none"> • Develop and keep current strategies for preventing and recovering from disasters that impact the Transportation System. • Coordinate the Transportation Plan with the Smart Cities initiative considering greater resiliency of the transportation system
	T-9.1.	<p>Support land use by identifying a fiscally constrained 20-year transportation capital projects list that supports the anticipated growth to 2044 and aligns with growth targets.</p>	<ul style="list-style-type: none"> • Coordinate with the Planning and Building Department to ensure transportation projects support growth and development • Ensure projects identified for the 6-year Transportation Improvement Program are aligned with and support growth
	T-9.2.	<p>Focus on transportation system developments that expand and improve walkable and bicyclable neighborhoods.</p>	<ul style="list-style-type: none"> • Prioritize transportation system improvements in areas with greater residential and employment density to expand and improve walkable and bikeable neighborhoods. • Improve how Kirkland coordinates with developers when achieving level of service that supports multiple modes and walkable neighborhoods • Coordinate with the Planning and Building Department on bicycle parking and related policies related to development
<p>T-9: Link to Land Use - 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.</p>	T-9.3.	<p>Design Streets in a manner that supports and is coordinated with various land uses and future land use plans</p>	<ul style="list-style-type: none"> • Ensure that transportation plans and projects based on land uses (such as sub-area plans, transit oriented development plans and neighborhood plans) are incorporated into the transportation plan project lists and work programs. • Ensure all land use based planning documents that include transportation elements incorporate the safe systems approach and best practice design • Coordinate various design guidelines for consistency city-wide
	T-9.4.	<p>Create a transportation network that supports economic development goals.</p>	<ul style="list-style-type: none"> • Make transportation investments that improve economic and living conditions so that industries and workers are retained and attracted to the region and the county • Identify opportunities to work with the Cultural Arts Commission, Shop Local Kirkland and the economic development team to identify opportunities with transportation projects that support arts, local businesses and economic development
	T-9.5.	<p>Require new development to mitigate site specific and system wide transportation impacts, ensuring mobility and accessibility for all.</p>	<ul style="list-style-type: none"> • Define the role of the City's Traffic Impacts Guidelines in getting traffic impacts of development accounted for and mitigated. • Review, streamline and codify as reasonable, components of transportation-related development review. • Participate in the maintenance and improvements of the Bellevue, Kirkland, Redmond (BKR) model.
	T-9.6.	<p>Create a seamless system of streets and trails that form an interconnected network to help people efficiently reach destinations, regardless of mode of travel.</p>	<ul style="list-style-type: none"> • 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.
	T-9.7.	<p>Use a multimodal plan based concurrency method to monitor the rate at which land use development and the transportation system are constructed.</p>	<ul style="list-style-type: none"> • Implement Kirkland's citywide multimodal concurrency system and improve the localized level of service analysis to reflect multimodal needs and priorities

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<p>T-10: Be an Active Partner: Coordinate with a broad range of groups; public and private, to help meet Kirkland's Transportation Goals.</p>	T-10.1	<p>Implement Kirkland's Diversity, Equity, Inclusion, and Belonging (DEIB) roadmap through community coordination and outreach</p>	<ul style="list-style-type: none"> Establish relationships with organizations that represent priority populations in order to better understand the needs from under-represented groups Conduct outreach with both Kirkland residents but also those outside of Kirkland, particularly those that work in Kirkland but do not live in the city limits Ensure community engagement is conducted early and often when projects are planned, designed and constructed Explore opportunities to improve how the city communicates with and receives information from the community
	T-10.2	<p>Coordinate with local agencies and associations, neighboring cities and regional entities to advance the goals and strategies outlined in the TMP</p>	<ul style="list-style-type: none"> Ensure regular and advanced communication and coordination is conducted with local businesses and community members related to local neighborhood projects and plans Participate in and provide leadership for regional transportation decision making with state, county-wide and regional groups to stay informed and contribute to conversations, initiatives, programs and opportunities related to transportation Participate in the King County Climate Change Collaborative to identify trends in vehicle innovation and seek opportunities to implement them in Kirkland
	T-10.3	<p>Partner with the Lake Washington School District (LWSD), police, parents and transit providers to encourage more children to walk, bike and/or take transit to school.</p>	<ul style="list-style-type: none"> work with the Kirkland police department's school resource offices to implement bicycle, pedestrian and traffic safety interactive education programs conduct additional circulation analysis to improve walk, bike and pick/up drop off circulation at all schools Kirkland in coordination with LWSD coordinate with King County Metro on improving transit services to schools and ensuring all students receive free youth transit passes
	T-10.4	<p>Partner with transit agencies to ensure Kirkland receives high quality transit service that is coordinated with planned growth and land use</p>	<ul style="list-style-type: none"> Continue working with King County Metro to support the Rapid Ride K-Line project including capital project development, permitting, grant support, etc. Coordinate with transit agencies on access to transit projects and supportive infrastructure (shelters and bus stop improvements, bike parking, first/last mile(s) connections). Work with King County Metro to promote Metro-Flex and other flexible transit systems operating in the city Continue partnering with Sound Transit on major investments in Kirkland along the I-405 Corridor and through other initiatives 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
	T-10.5	<p>Work with the Washington State Department of Transportation (WSDOT) and the State legislature to fund Kirkland's high priority projects and improve safety in and around state corridors</p>	<ul style="list-style-type: none"> Remove barriers to better operations at WSDOT signals. Foster a strong working relationship with WSDOT leadership. Advance Kirkland's transportation interests with actions on legislative agendas. Fund initial studies in order to make it easier to secure funding for construction projects. Periodically review and update, when needed, functional classifications. Engage WSDOT in discussions to advance improvement of existing interchanges with the intention of securing funding to design and construct new interchanges at NE 124th Street, NE 70th Street and on improvements around NE 128th St.
	T-10.6	<p>Coordinate multi-modal transportation systems with neighboring jurisdictions.</p>	<ul style="list-style-type: none"> Coordinate with the City of Bellevue on improved access between the South Kirkland Park and Ride to the Cross Kirkland Corridor as well as to the Lake Washington Boulevard Promenade Prioritize connections to the future light-rail stations in Bellevue and to Bellevue's Spring District transportation and mixed-use commercial area 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 Coordinate with the City of Bothell to ensure bicycle and pedestrian connections are seamless
	T-10.7	<p>Actively pursue grant funding and innovative funding sources</p>	<ul style="list-style-type: none"> Pursue innovative opportunities and partnerships to better leverage funding that supports the KTR goals (e.g., progressive funding mechanisms) Seek funding through various grant funding sources including federal, regional, state sources as well as through non-traditional sources Advocate for increases in meaningful Sound Transit and King County Metro services in Kirkland, with a connection between transit hubs and urban centers as a first priority Actively pursue agreements with transit providers to deliver a network of high quality transit service that supports Kirkland's land use and transportation plans Pursue the opportunity for Kirkland to become eligible for federal transit related funding
	T-10.8	<p>Partner with the non-profit, private sector and other "new" partners on innovation solutions to improving transportation connections or the transportation environment</p>	<ul style="list-style-type: none"> Coordinate with the business community, downtown association and commerce related groups to better understand transportation needs and to better communicate transportation related information. Identify all businesses that require Transportation Management Plans (TMP) and coordinate to ensure those businesses are complying and offering the resources to their employees to reduce single occupancy vehicle (SOV) trips. Seek opportunities to partner with non-profit and private sector groups and businesses to leverage resources
	T-10.9	<p>Coordinate with the Eastrail Regional Advisory Committee members and Eastrail Partners to complete the Connect, Construct, Complete vision for the entire Cross Kirkland (CKC) corridor and connections to the larger Eastrail network.</p>	<ul style="list-style-type: none"> Be an active partner with the Eastrail principle staff team and the Eastrail Regional Advisory Council Coordinate on wayfinding, signs, counts, art and other initiatives that support the Connect, Construct, Complete vision