



6th Street Corridor

Transportation Commission Meeting
October 25, 2017

AGENDA

- Introduction
- Goals
- Response to comments
- Next Steps

Introduction

December 6, 2016 – Introduction

January 25, 2017 – Potential Solutions

February 22, 2017 – Traffic Forecast and Performance Results

July 26, 2017 – Draft Report

Goals

The 6th Street Corridor is an important corridor serving Kirkland. The Corridor Study is intended to:

- Address regional congestion and move people
- Improve the livability of the community by improving connections within and between the neighborhoods
- Meet future needs

With investments, largely in transit, to help improve regional mobility, the corridor can move people and start to address growth. Investing in pedestrian, and bicycle improvements can also further improve the quality and livability of the corridor.

Comments

- Cosmetic/Edits
- Comments on data and analysis
- Comments on proposed solutions
- Comments on implementation

Comments - Cosmetic and Edits

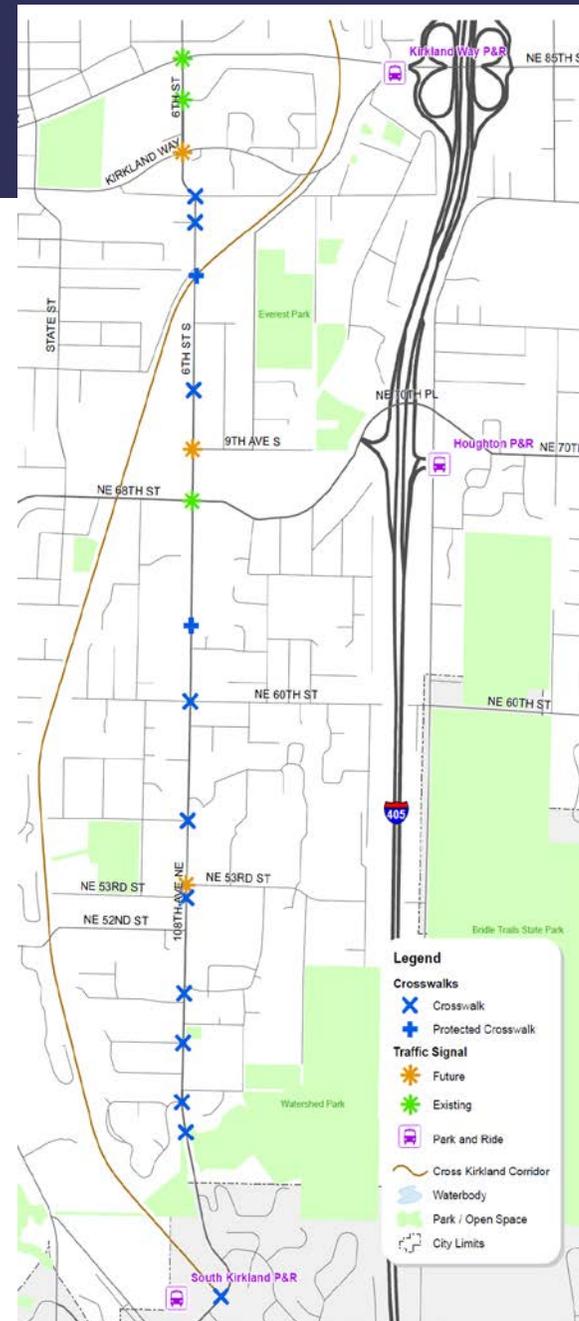
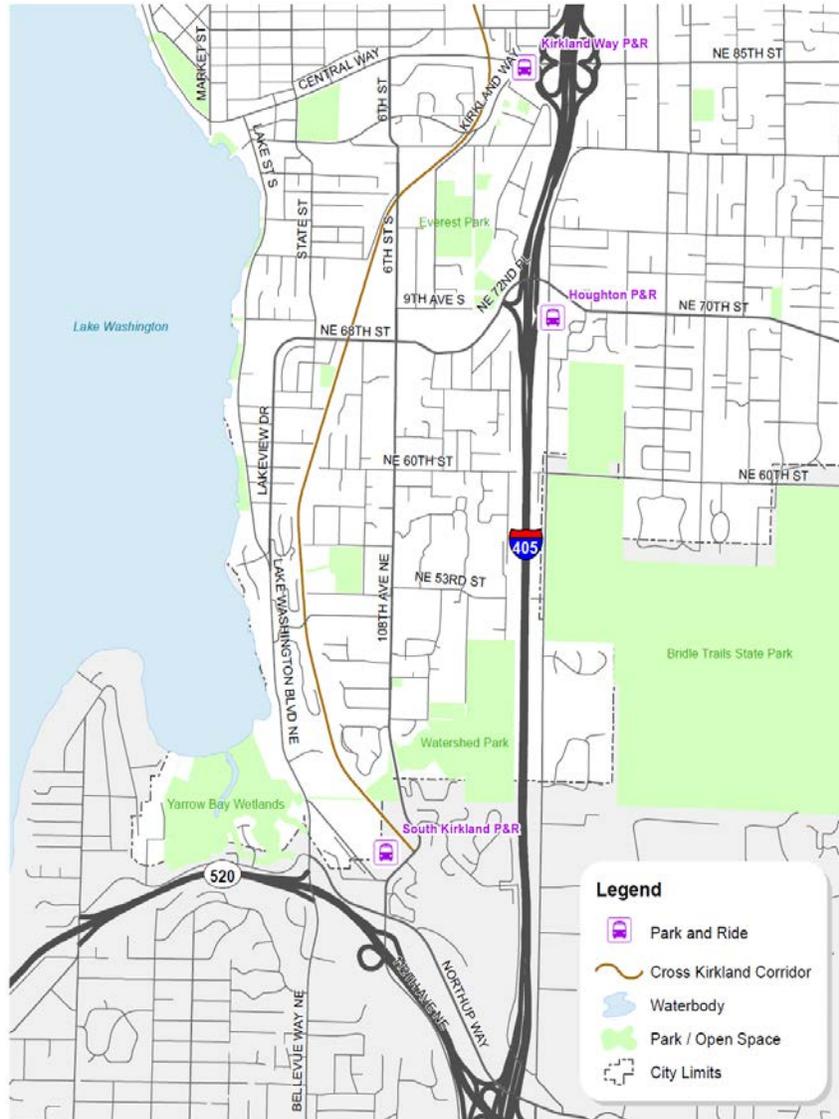
- Clearer maps
- Show Mid-Block crossings
- Increased figure sizes
- Project sheets in Appendix F
- Revise text and clarify goals
- Text edits – Street Names, Consistency etc
- Add survey summary report (not PPT) as appendix
- Link Solutions and Goals (See Appendix C)
- Describe regional plans in context



HE·6th
• HOUGHTON / EVEREST
NEIGHBORHOOD CENTER
• 6TH STREET CORRIDOR

SUMMARY REPORT
Online Survey
Conducted August 22 - October 28, 2016

Maps



Appendix F: Project Pages

Project 7E Part 2 – 108th Avenue Transit Queue Jump at 60th St



Project Description

Widen 108th Avenue to create two long (~1,000') Northbound through lanes (queue jumps) for transit to bypass queues. May be adjacent to a bike lane. Requires widening and property acquisition. Includes new signal control at NE 60th street replaces protected ped crossing. Remove RRFB Crossing. **Benefits:** Provides transit travel time advantage



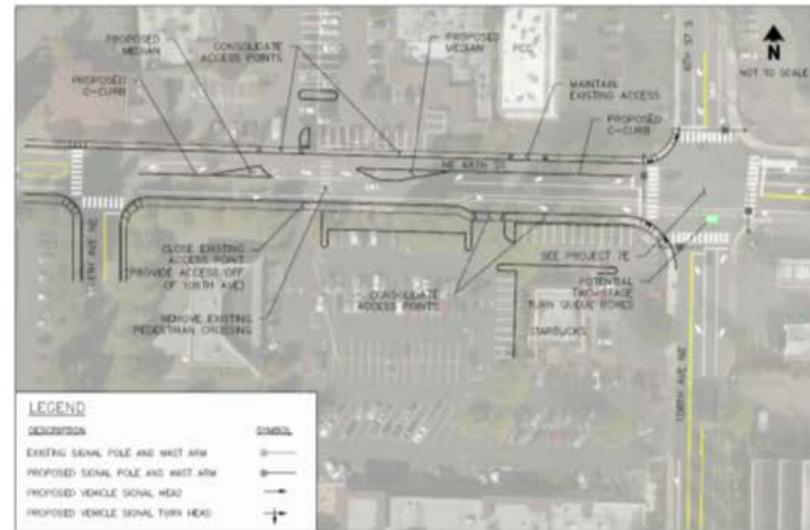
Implementation

Cost Range: \$4-6M (does not include ROW)

Coordination:

- Metro & Sound Transit
- Utility Relocation
- Property Impacts
- Relocation of Bike Lanes
- Coordinate with City Transit Study

Project 8A – NE 68th Street Access Management (without redevelopment)



Project Description

Access management strategies could include closing or consolidating driveways, using medians to separate conflicting movements. Within existing right-of-way consolidation of driveways require Property Owner participation. Other improvements include consolidation of crosswalks, new medians and C-Curb. Install Bike Boxes as feasible. **Benefits:** Improves Safety



Implementation

Cost Range: TBD

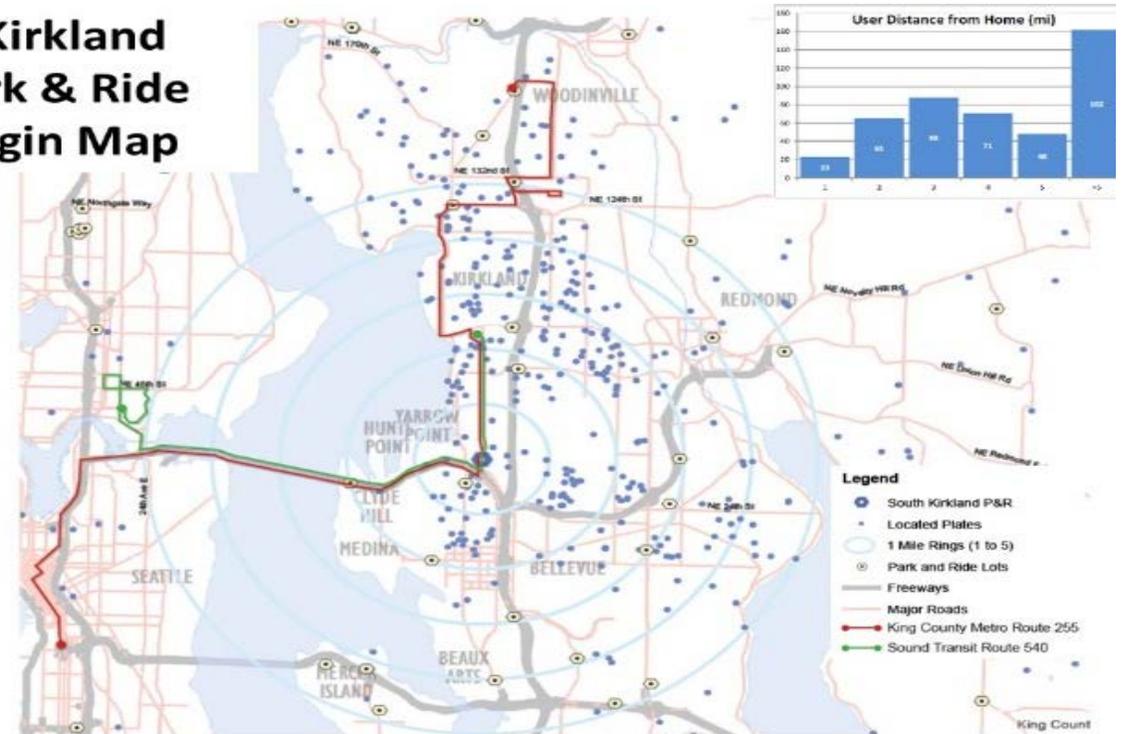
Coordination:

- Neighborhood
- Property Owner Negotiation

Comments – Data and Analysis

- Show Transit Delays/Passenger Locations
- Transit parking locations is not readily available
- Transit destinations may be studied in the transit study
- Data on collisions for Bikes

S. Kirkland Park & Ride Origin Map

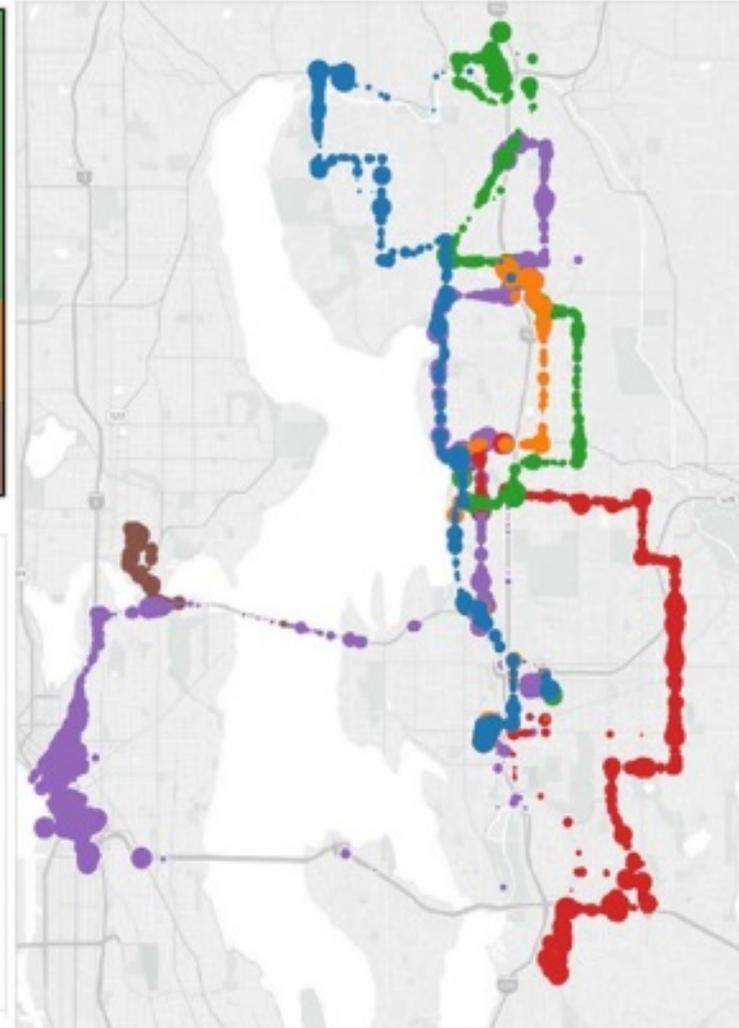


Transit Delay

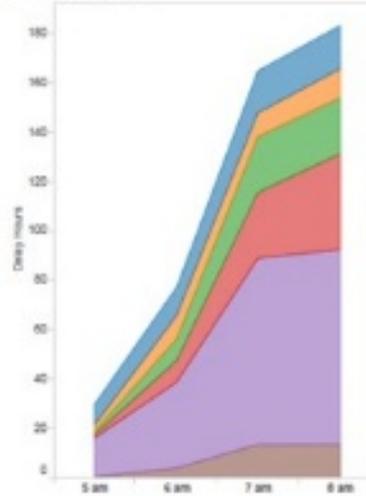
Total Delay



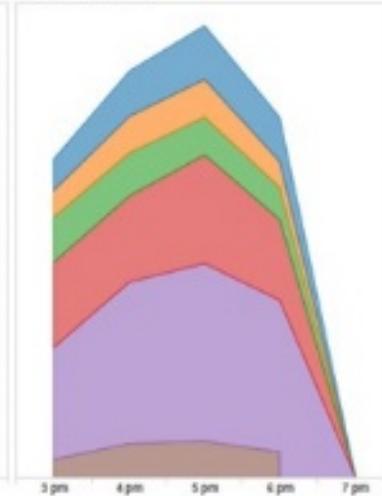
Map



Delay by Hour AM



Delay by Hour PM



Comments – Proposed Solutions

- Mid Block refuges and crosswalks – more data on mid block frequency
- Show 60th Greenway connection, Don't Block Box as complete
- Show Kirkland Ave Turn pocket, 9th Signal as CIP projects
- Add missing bike lanes
 - From Bellevue City Limits to NE 41st Street
 - NB Near NE 53rd/52nd Streets (along the frontage of Emerson High School)
 - Through NE 68th Street intersection
- Bike and Ride - Connection from trail to Park-and-Ride and improve Bike Parking at S Kirkland Park-and-Ride
- 68th Crosswalk Mid Block Crosswalk with redevelopment
- Bellevue Transit Service – Address in Transit study
- Add Cross Sections

108th Avenue Transit Queue Jump



6th Street at 5th Place

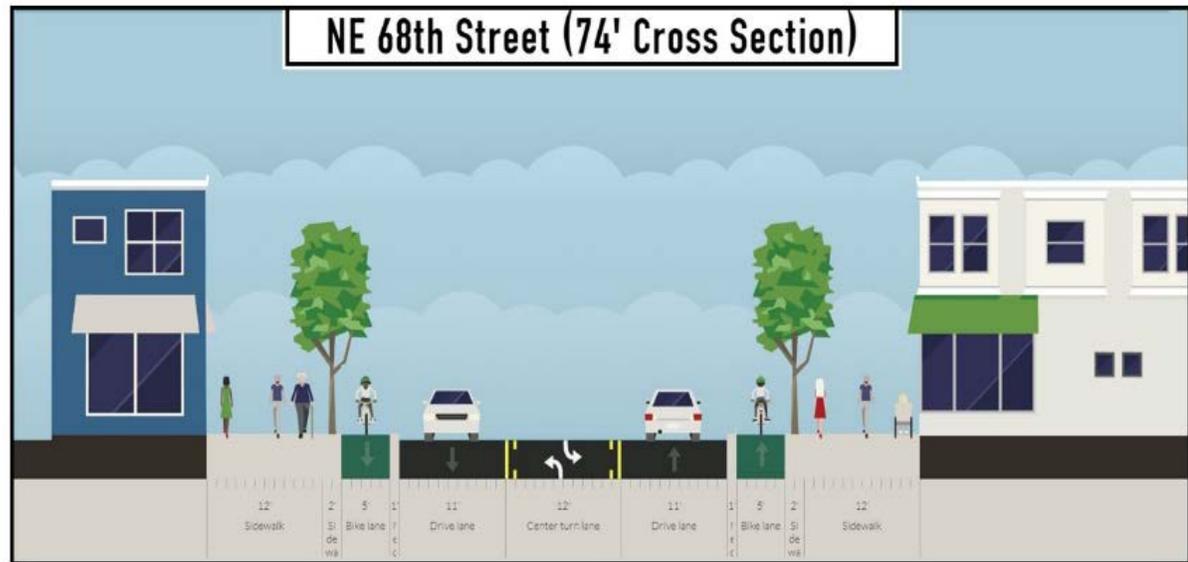
66' width - by Anonymous - Today at 20:10



68th Ave (Existing)



NE 68th Street (74' Cross Section)



Comments - Implementation

- Identify Coordination Needs and Partners on project pages
- Set priorities - Council

Example from Project Pages

Implementation

Cost Range: \$4-6M (does not include ROW)

Coordination:

- Metro & Sound Transit
- Utility Relocation
- Property Impacts
- Relocation of Bike Lanes
- Coordinate with City Transit Study

Next Steps

- Council
- Implementation/Coordination