

# TOTEM LAKE URBAN CENTER Enhancement + Multimodal Transportation Network Plan

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TRANSPORTATION COMMISSION

FEBRUARY 28, 2018

# Report

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Introduction

Existing Conditions + Planned Improvements

Information Gathering + Analysis

Recommendations

Prioritization + Next Steps

# Introduction

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Economic hub

Projected to accommodate 40% of City's growth

Development is happening

Replace auto-oriented transportation network multimodal transportation network, parks & plazas, walking & biking friendly streetscapes, and cohesive identity

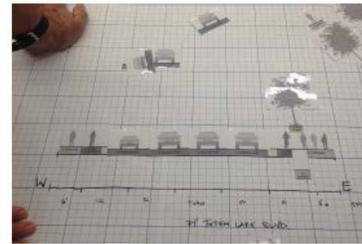
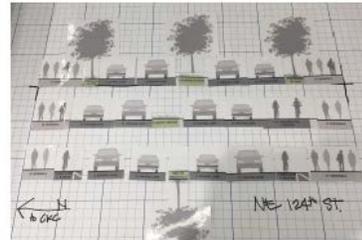




# Information Gathering + Analysis

## Stakeholder Workshops

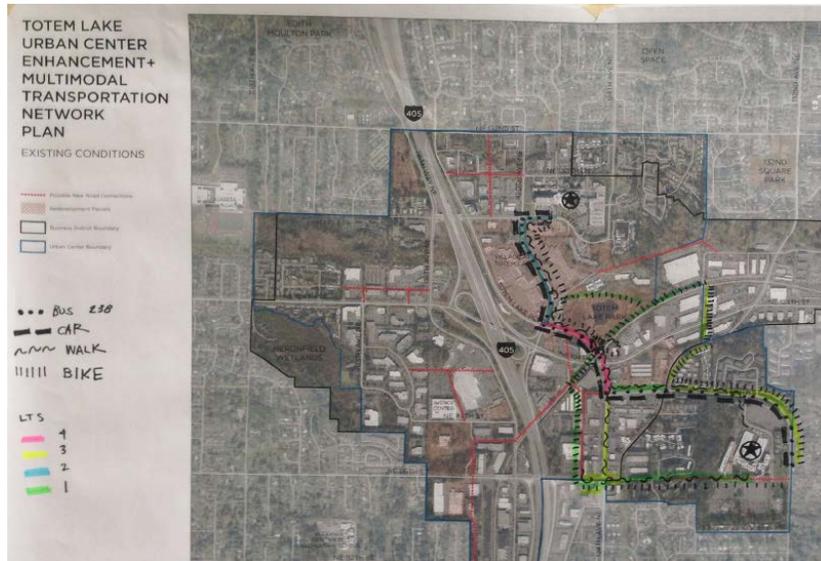
- Vision + Identity
- Multimodal Networks + Typologies
- Placemaking + Public Enhancements



# Information Gathering + Analysis

## Network Analysis

- Level of Traffic Stress (1 to 4)
- Pedestrian Gap Analysis
- Bicycle Gap Analysis



The Cross-Kirkland Corridor is a trail with a LTS score of 1: comfortable for people of all ages and abilities.



Totem Lake Way is scored an LTS of 2 as it has low traffic volumes and speeds, although there is no bicycle infrastructure.



NE 120th St currently has three travel lanes and bike lanes, which represents an LTS level of 3, comfortable for confident cyclists.



The conditions at the intersection of NE 132nd St and 116th Way NE represent an LTS 4 as there are no bicycle lanes, a wide roadway, and high vehicle speeds. This would be only comfortable for the most intrepid rider.

# Recommendations

## PEDESTRIAN NETWORK

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### Enhance

- Wider sidewalks
- Add buffer amenities and integrate placemaking & wayfinding
- Make intersections more safe and comfortable for pedestrians
- Enhance connections to Cross Kirkland Corridor and Totem Lake Park

### Preserve

- 120<sup>th</sup> Ave NE wide retail oriented sidewalk in Village
- Connections between Village and Evergreen Hospital
- Existing trail connections, sidewalks and public spaces

# Recommendations

## PEDESTRIAN NETWORK

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### Introduce

- New midblock connections with new development
- New trail connections
- Add sidewalks to existing streets
- Wider right of way requirements to support comfortable sidewalks for walking and buffer amenities
- New street connections as pedestrian and bicycle priority streets

### Remove

- Obstructions in sidewalks and bike lanes
  - Non ADA compliant curb ramps
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# Recommendations

## BICYCLE NETWORK

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### Enhance

- Increase separation for existing on-street facilities through restriping
- Make intersections more safe and comfortable for bicyclists
- Connections to Cross Kirkland Corridor

### Preserve

- 120<sup>th</sup> Ave NE raised bike lane through Village
- 128<sup>th</sup> Ave NE Greenway
- Totem Lake Connector project

# Recommendations

## BICYCLE NETWORK

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### Introduce

- Protected bike lanes on Circulator (except Totem Lake Blvd)
- Shared use trail on Circulator (Totem Lake Blvd)
- New connections as part of gap analysis
- New street connections as pedestrian and bicycle priority streets
- Bicycle parking at major destinations and transit stops

# Recommendations

## TRANSIT NETWORK

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### Enhance

- Transit stops as placemaking opportunities
- Widen sidewalks on transit corridors
- Provide trash cans, lighting and seating on transit corridors
- Wayfinding to I-405 Freeway Station and Totem Lake Transit Center

### Preserve

- I-405 Bus Rapid Transit Access
- Existing stops on planned service routes

# Recommendations

## TRANSIT NETWORK

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### Introduce

- Bicycle lane and transit stop integration
- RapidRide
  - Kirkland and Bellevue by 2024
  - Kenmore, Kirkland and Redmond by 2040
- Parking garage and transit oriented development at Kingsgate Park and Ride

### Remove

- Transit stops no longer serviced as transit is restructured

# Recommendations

## VEHICLE NETWORK

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### Preserve

- Existing number of lanes
- Existing roadway network

### Introduce

- New local street connections
- On street parking on retail oriented streets

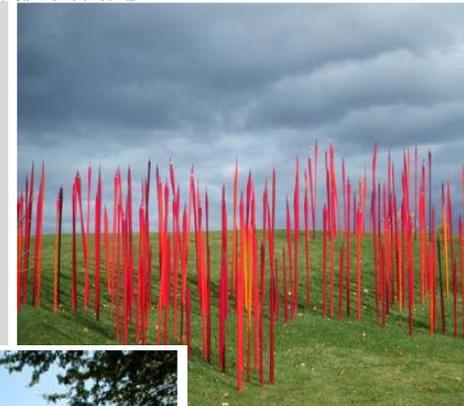
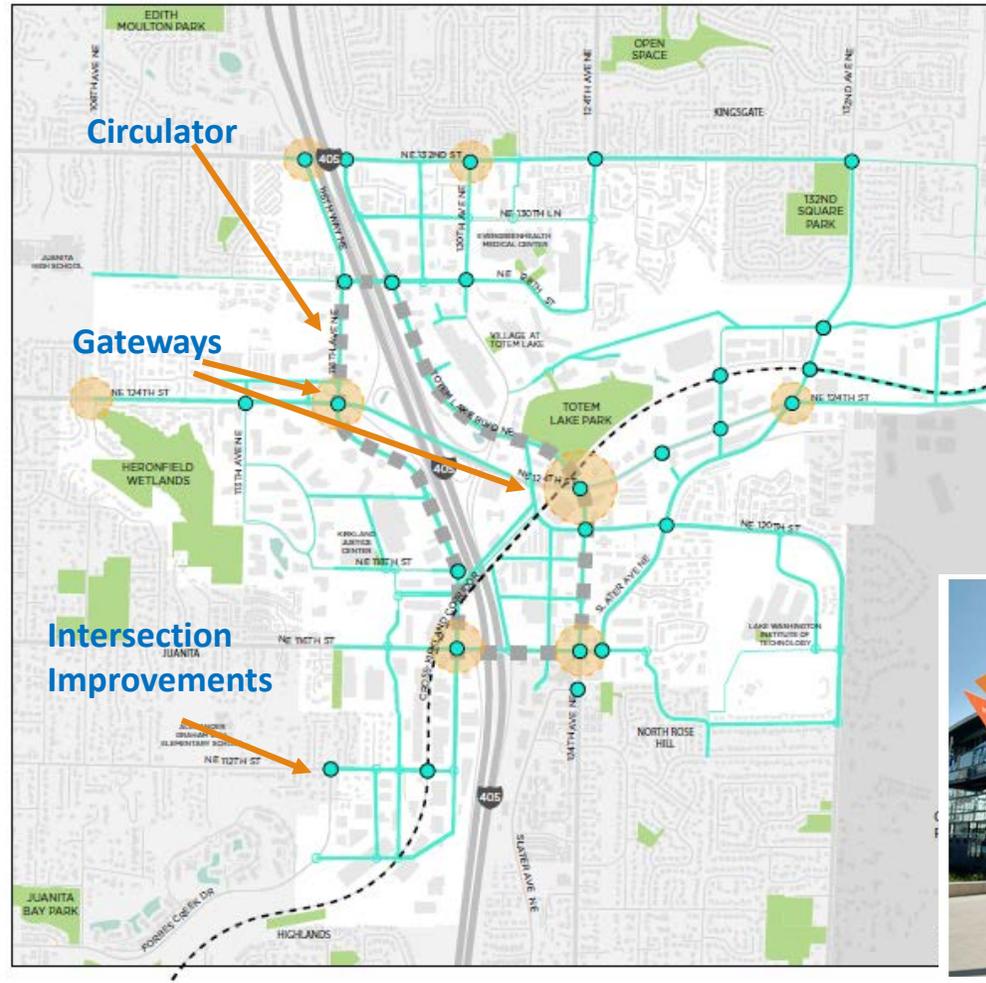
### Remove

- Look for opportunities to narrow the roadway by removing or narrowing lanes

# Recommendations

## WAYFINDING ENHANCEMENTS

- Circulator is key to primary wayfinding elements and district identity
- Unifying features to include planting, transit shelters, seating areas, lighting and incorporated signage
- Iconic elements to mark key gateways and intersections



# Wayfinding: Gateway Hub – 124<sup>th</sup>/124th

- District Center
- Visually connects the CKC west to east
- District “totems” surround the intersection
- Introduction of community space at the Public Storage site



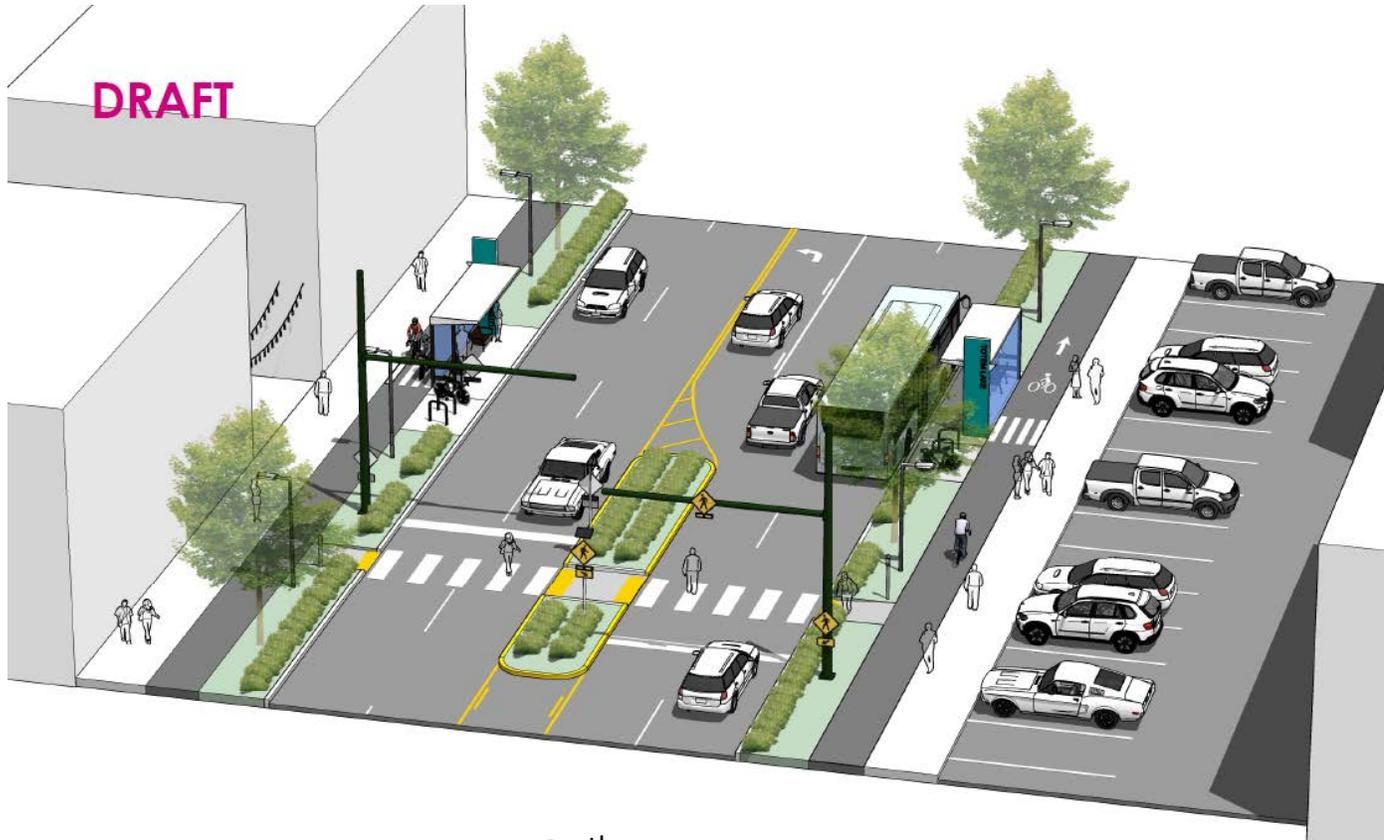


# Placemaking: Hillside Opportunities

- Enhance pedestrian connection using topography
- Preserve hillside character
- Introduce linear park pedestrian corridors
- Remove circulation barriers between uphill and downhill zones



# Recommendations STREET TYPOLOGIES



124<sup>th</sup> Avenue

## Introduce along Circulator

- Bike hubs and bike racks
- Distinctive transit shelters
- Planted buffers
- Seating edges next to buffers
- Special paving treatments at seating areas



# Recommendations

## STREET TYPOLOGIES

**DRAFT**



### Introduce

- Identity: Distinctive lighting, free-standing signage at key locations
- Street trees: change by location along circulator

Totem Lake Boulevard

# Recommendations

## STREET TYPOLOGIES

DRAFT



Live Work Retail Street



### Introduce

- Flexible parking spaces (parklet opportunities)
- Seating at crossings
- Mid-block connections for pedestrians
- Distinctive, ped-scale lighting
- Signage incorporated into public spaces

# Recommendations STREET TYPOLOGIES



NE 128<sup>th</sup> Street

## Introduce

- Bike hubs and racks – unify transit street with circulator street as part of district identity
- Unique transit shelters
- Wayfinding – more free-standing markers on transit street

# Recommendations

## STREET TYPOLOGIES



- Engaging and safe threshold as CKC passes underneath 405
- Introduce color, light and unifying wayfinding elements

Cross Kirkland Corridor

# Next Steps

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Finalize Report

Brief Planning Commission

Presentation to City Council

Determine action plan for implementation in zoning code, design guidelines and pre-approved plans