

Kirkland Transit Implementation Plan

Speed & Reliability Project Evaluation Results

ID	Location	Routes Served	Studied Solution(s)	Ridership	Travel Time	Cost Magnitude	General Purpose Traffic	Agency Plans	TMP	Feasibility/Complexity	Activity Density	Access to Regional Centers	Community Survey	Total Score	Previous Rank
15	South Kirkland P&R	234, 235, 249, 255, 540	Add a signal on 108th Ave NE at NE 37th St and/or NE 38th Pl to improve access/egress to South Kirkland P&R. Potentially add on-street bus stops at 108th Ave NE.	2	2	0	1	2	2	1	1	1	2	40	1
17	108th Ave NE/6th St, including 108th & 68th, 108th & 70th St	245, 255, 540	This project has several components: <ul style="list-style-type: none"> ▪Add a northbound bus lane/queue jump and signal on 108th Avenue NE at NE 68th Street. Explore moving the southbound 245 bus stop north of the intersection (near-side stop). ▪Widen 108th Avenue NE to provide a queue jump and/or new signal at NE 60th Street. ▪Coordinate the traffic signals along the corridor ▪Install "don't block the box" pavement markings at Fire Station on 108th Ave ▪Consolidate driveways around 68th St & 108th Ave businesses ▪Reduce business access on 68th & 108th to signalized intersections ▪Install new signal at 106th Ave, though this may increase neighborhood cut- through 	2	2	0	1	2	2	0	2	1	2	39	3
11	Market Street and 98th Avenue NE	234, 236, 255, 277	This project has several components: <ul style="list-style-type: none"> ▪ Add a northbound peak only BAT lane (business access and transit only) north of 18th Avenue on Market Street and remove parking along this stretch. ▪ Continue the northbound BAT lane north past Forbes Creek Drive all the way to where the left turn pocket starts at NE 116th Street. ▪ Implement time-of-day parking restrictions on Market Street ▪ Potentially add a southbound BAT lane from the start of the bridge to Forbes Creek Drive 	2	2	0	0	2	2	1	2	1	2	39	4
5	Totem Lake Transit Center	235, 236, 238, 243, 255	At the Totem Lake Transit Center, consolidate bus stops and consider using it only for layover and charging. Potential shuttles between this location and consolidated stop at 128th & I-405.	1	0	2	2	2	2	1	2	2	2	37	7
1b	Downtown Kirkland bus bays	234, 235, 236, 238, 245, 255, 540	At the Downtown Kirkland bus bays, adjust which buses stop at which bays to look for efficiencies. For example, identify options to combine routes with similar destinations, such as Routes 255 and 540.	2	0	2	2	2	2	1	2	1	1	36	2
4	NE 124th St/100th Ave NE	255,	Adjust signal timing (add split phasing to allow for dual lefts) and convert the middle lane to a shared through/left turn lane to increase westbound capacity.	1	1	2	1	2	2	2	0	1	1	35	5
2	NE 85th St from I-405 to the Kirkland Transit Center	235, 248	Add BAT lanes (business access and transit only) on 85th Street between I-405 and the Kirkland Transit Center.	2	2	0	2	1	2	0	2	1	1	35	6
1a	Downtown Kirkland bus bays/ 6th & Central Way	234, 235, 236, 238, 245, 255, 540	Fully restrict access on 3rd Street between Central Way and Kirkland Ave, except for transit access. Bus stops could be along the curb which might involve extending the street curb.	2	2	0	0	2	2	0	2	1	1	34	8
14	Houghton P&R	238, 245, 277	Reroute buses so they do not circulate through Houghton Park & Ride, and add a westbound on-street bus stop on NE 70th Street.	1	1	2	1	0	2	2	0	1	2	32	11
10	NE 124th St/116th Ave NE	244, 255	Add a southbound right turn lane on 116th Avenue NE at NE 124th Street.	0	0	1	2	2	2	1	2	2	2	32	12
6	Totem Lake Blvd & NE 128th St	235, 238, 255, 277	Provide a westbound queue jump for buses at Totem Lake Boulevard & NE 128th Street, as well as a full bus only zone over I-405.	2	1	0	0	2	2	0	2	2	1	31	10
7	NE 128th St/116th Ave NE	255,	Add a queue jump signal for buses heading westbound from the right lane.	1	1	2	0	2	2	1	0	2	0	29	9
9	NE 124th St/124th Ave NE	235, 277	The 124th Avenue Corridor Study will evaluate transit movement options and potential signal improvements at this location.	1	0	2	1	1	2	1	1	2	0	25	13
12	NE 85th St/124th Ave NE	235, 248	Add a westbound queue jump for buses in the existing right turn lane, and add an eastbound queue jump for buses between the left turn lane and through lane.	0	1	1	0	1	2	1	1	1	0	21	15
8	Kingsgate P&R/116th Ave NE	244, 255	Add a new northbound bus stop for Route 255 along 116th Avenue NE just south of the current crosswalk. This would eliminate the need for buses to queue along 116th Ave and circulate through the Park & Ride. (Very few people are actually boarding/alighting at the Kingsgate stops, and this would also shorten the transfer distance for those coming from Totem Lake freeway station.)	0	2	2	0	0	1	1	1	1	0	20	14
13	NE 85th St/132nd Ave NE	238, 248	Add a westbound queue jump for buses in the existing right turn lane.	0	0	1	1	1	2	1	0	1	0	18	16
3	NE 132nd St/100th Ave NE	234, 244, 277	Extend the westbound right turn lane at NE 132nd Street & 100th Avenue NE.	0	0	1	2	0	1	1	2	0	0	14	17
16	Juanita Woodinville Way/100th Avenue NE	234, 244	Relocate the bus stop near NE 137th Street along 100th Ave NE.	0	0	1	1	1	0	1	1	0	0	10	18

Criteria Weighting	3	4	2	2	3	4	2	1	1	3
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Speed & Reliability Project Evaluation Criteria					
Topic Area	Metric	Scoring Thresholds	Data Source / Reference	Weight	Weighting Rationale
Ridership	Average daily number of riders	0 - bottom third of number of riders affected	King County Metro boardings data 2017	3	More moderate factor (overlaps with Travel Time, so weighting is 3 instead of 4)
		1 - middle third of number of riders affected			
		2 - top third of number of riders affected			
Travel Time	Person-hour savings estimate (daily)	0 - bottom third in terms of person-hours saved	TCQSM Travel Time savings estimates and KCM S&R Toolkit	4	Major factor from outreach and overall project objective
		1 - middle third in terms of person-hours saved			
		2 - top third in terms of person-hours saved			
Cost Magnitude	High-level cost comparison	2 - bottom third of cost estimates	King County Metro unit cost estimates	2	Moderate factor to be considered
		1 - middle third of cost estimates			
		0 - top third of cost estimates			
General Purpose Traffic	Potential to increase auto travel time	0 - likely increase to GP congestion or delay	Qualitative assessment	2	Moderate factor to consider GP traffic
		1 - possible increase to GP congestion or delay			
		2 - no increase or improves GP congestion			
Agency Plans	Future RapidRide corridor (2025 or 2040)	0 - Not on future RapidRide corridor	Qualitative assessment	3	More moderate factor to align with RR planning and future funding/partnership opportunities
		1 - Only on 2040 RapidRide corridor			
		2 - 2025 Network RapidRide corridor			
TMP	Consistent with the Transportation Master Plan	0 - other service	Qualitative assessment	4	Moderate factor to ensure projects along priority corridors are prioritized
		1 - on a Secondary Transit Corridor			
		2 - on a Priority Transit Corridor			
Feasibility/ Complexity	Project is feasible and achievable	0 - May take more than 7 years to implement, or the City is not in control	Qualitative assessment	2	Moderate factor to consider overall project complexity (without negating complex projects entirely)
		1 - May require some coordination, could take 3-7 years to implement			
		2 - Under City control, can be done quickly (within next 1-3 years)			
Activity Density	Serves area with current and expected high population/ employment activity	0 - Low (SFH or other low density commercial)	Qualitative assessment	1	Minor factor given broad definition of density and location of project versus population served
		1 - Medium			
		2 - High (Downtown Kirkland level of density)			
Access to Regional Centers	Does the project improve a connection to/from a regional center or transit node?	0 - Doesn't improve connections to a Regional Center or transit node	Qualitative assessment	1	Minor factor to provide contextual ranking to connecting in Regional Growth Centers
		1 - Improves connection to the region, but is not in a Regional Center			
		2 - In Regional Center (i.e. Totem Lake)			
Community Support	Level of support for the project as prioritized by the online survey	0 - bottom third of priority ranking of projects	Quantitative survey data	3	More moderate factor rather than major factor to provide community input while recognizing survey was not a full sample of the population
		1 - middle third of priority ranking of projects			
		2 - top third of priority ranking of projects			