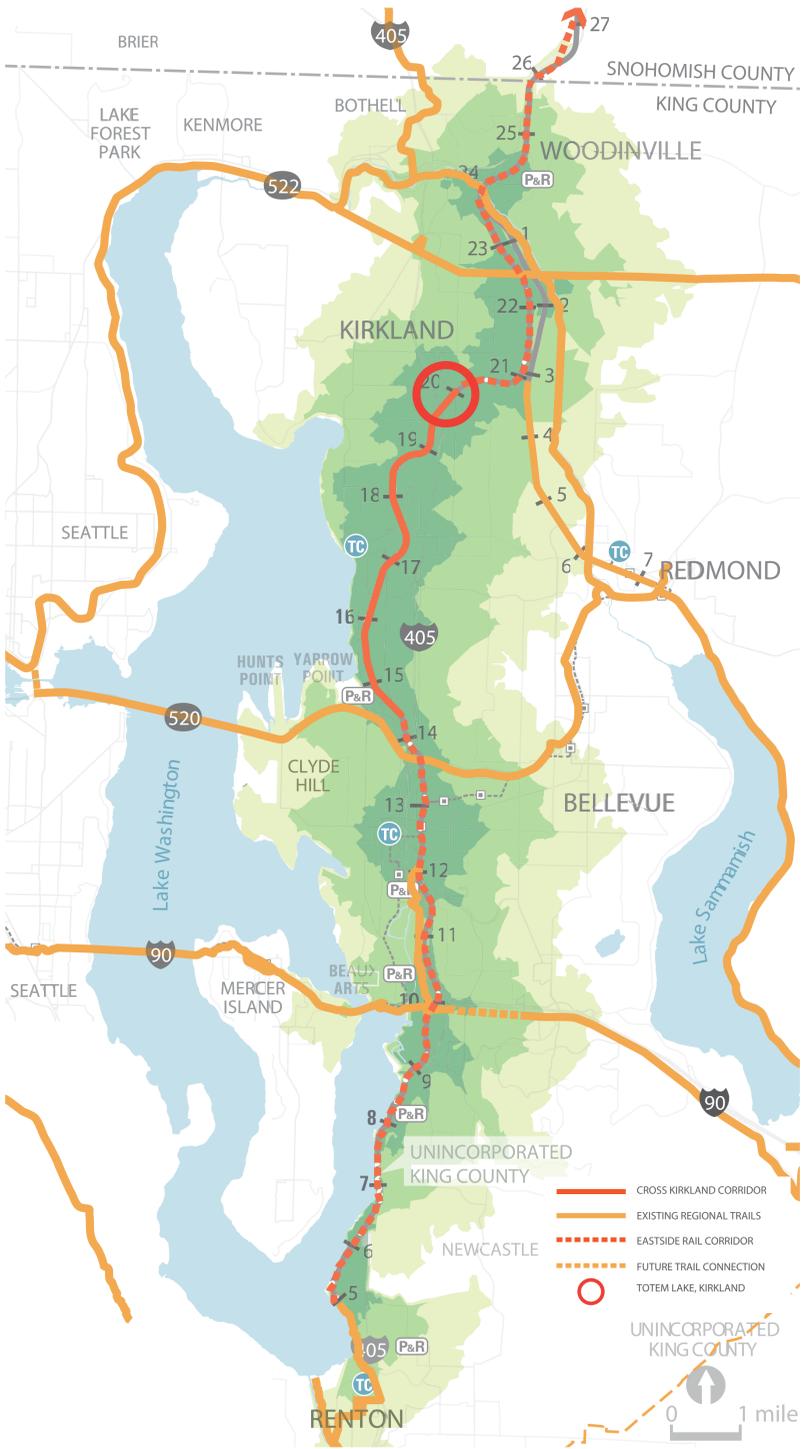
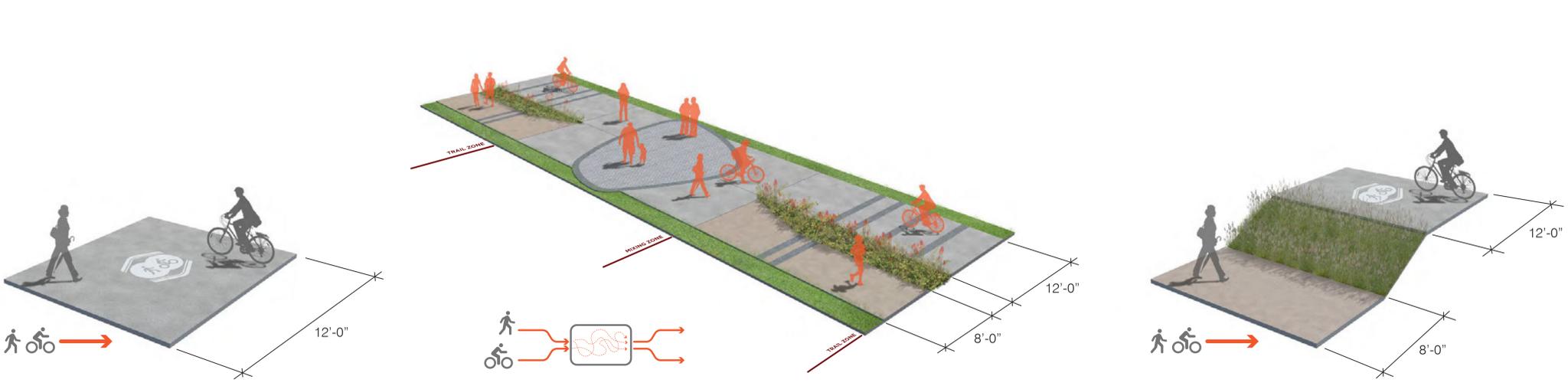


CKC TRAIL CHARACTERISTICS

REGIONAL TRAIL NETWORK



TRAIL TYPES AND ELEMENTS FOR THE CROSS KIRKLAND CORRIDOR (CKC) PER THE MASTER PLAN

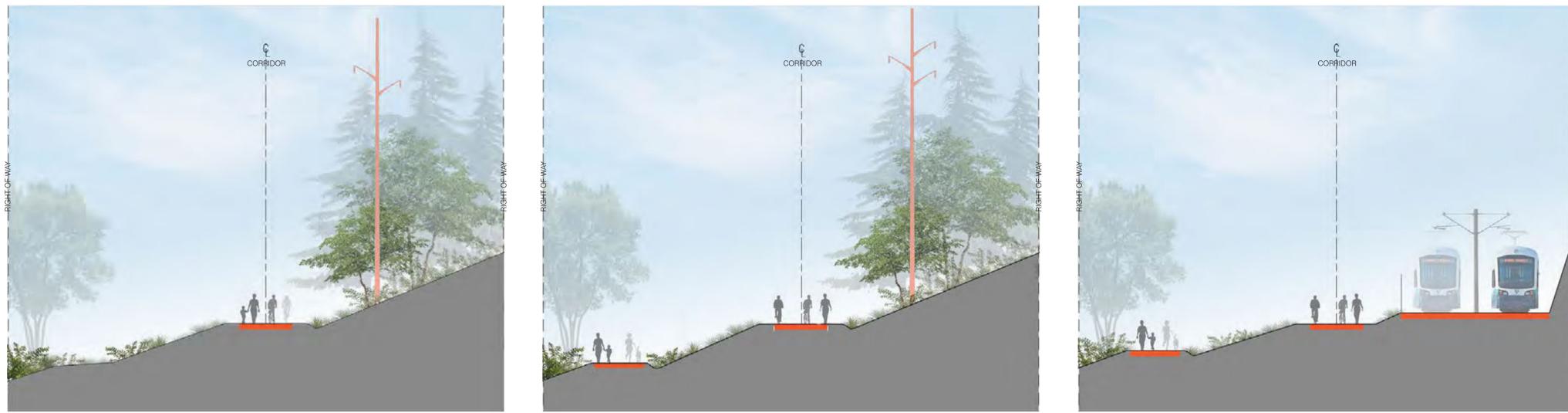


PRIMARY TRAIL
 The primary trail is envisioned as a shared use path that cyclists and pedestrians use, as it will tend to be wide, flat and smooth and will appeal to a wide variety of users. This trail is consistent with the vast majority of the regional trail system.

MIXING ZONES
 Areas of high activity along the trail corridor, including trail access points, pedestrian crossing points, and when the primary and side trails join apply a kit of parts to intuitively slow and alert trail users to "heads up" moments.

GRADE TRANSITIONED SIDE TRAIL
 A side, parallel trail may provide an alternate, slower speed, less direct, more interesting and rich route for corridor users.

REPRESENTATIVE CKC TRAIL CONFIGURATIONS



NEAR TERM PRIMARY TRAIL
 The primary trail is generally assumed to be on the old trackway alignment, on the centerline of the corridor. To provide the 16-foot (or wider) trail envelope, the existing track bed must be widened through a combination of cut/fill grading.

NEAR TERM PRIMARY TRAIL AND SIDE TRAIL
 A parallel side trail may be added to the corridor where desired and where space and topography allow.

LONG TERM TRAIL WITH TRANSIT
 The primary trail layout on the historic trackway allows for a future 40-foot transit envelope to be constructed east of the trail envelope. (See the Transit and Utility Study in the appendix of the CKC Master Plan document for more information.)

PROVIDING CONNECTIONS FOR A GROWING REGION

PUGET SOUND REGIONAL GROWTH PLAN



DESIGNATED REGIONAL GROWTH CENTERS AND MANUFACTURING/INDUSTRIAL CENTERS

EMERGING PRIORITIES

01 FULFIL THE VISION

Distinguish the CKC as a unique cultural and recreational destination for the community and region. Provide an experience beyond that of a typical regional trail.

02 SUPPORT ECONOMIC DEVELOPMENT

Utilize the corridor's development to catalyze economic growth, encouraging residential and commercial development that can charge the corridor and city with energy and vitality.

Totem Lake, 6th Street S, and the Parmac area are reimagined as an "active zone" in this master plan.

03 CONNECT TO REGIONAL TRAILS/TRANSIT

Connecting to new and existing trail/transit facilities will make the CKC available to more users and regional destinations.

Connections to the South Kirkland Park and Ride, Totem Lake Transit Center, the new 520 trail, and Redmond Central Connector.

04 NON-MOTORIZED TRANSPORTATION ARTERY

The CKC will connect with significant growth and density high-use areas with unimpeded travel.

Ensuring connections are made with the CKC and key streets, schools, parks, commercial land, and transit will maximize the public benefit.

05 SAFETY

The Totem Lake Non-Motorized Bridge project will prioritize projects that significantly improve safety by providing CKC users with a grade separated crossing of 124th Avenue NE and NE 124th Street.

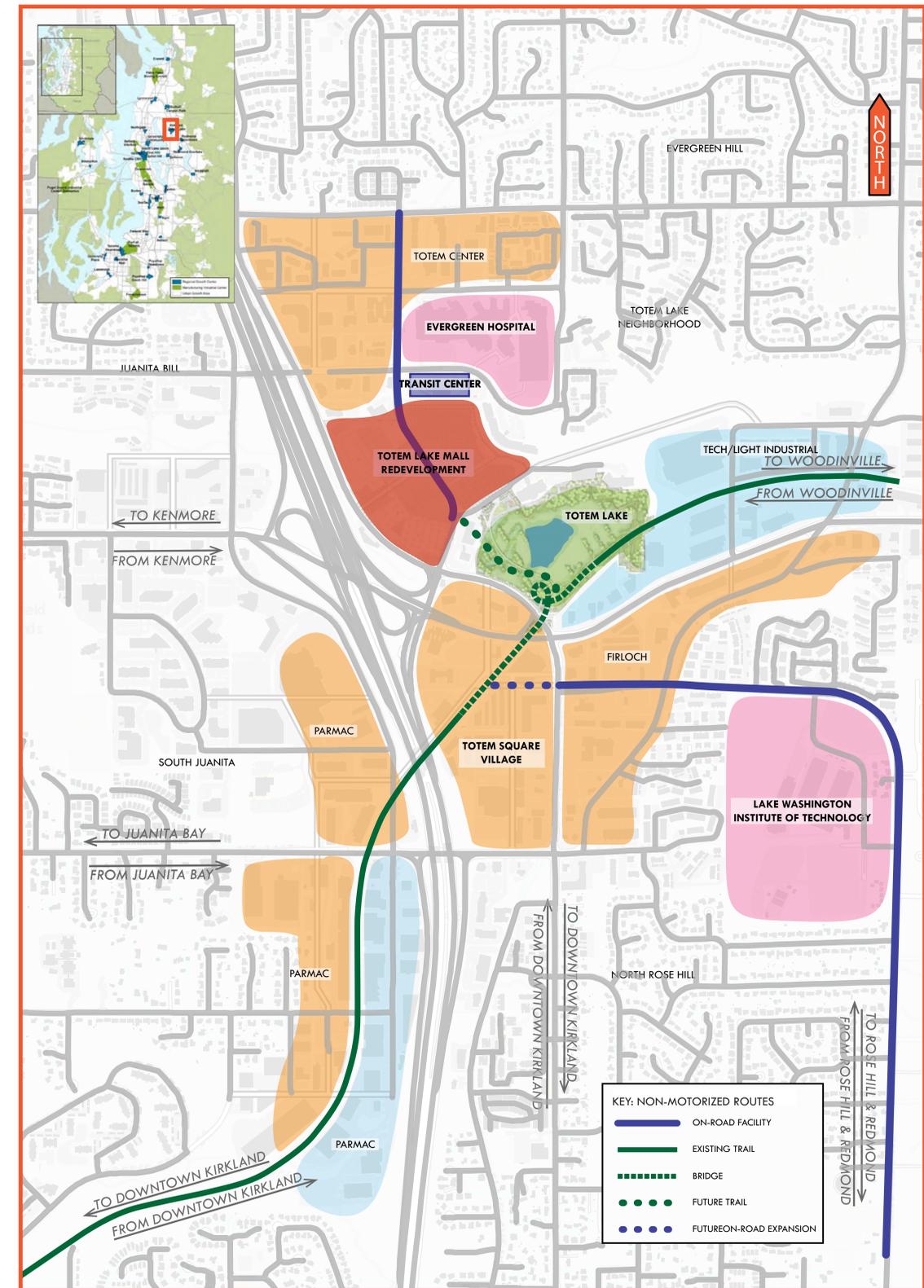
A convenient, direct link between the currently disconnected CKC Trail segments will greatly increase the functionality of the trail and will attract users.

The CKC Trail is a fully off-street facility that provides non-motorized commuters with a safe route to regional destinations.

06 CREATE A DESTINATION

The CKC and Totem Lake Non-Motorized Bridge are envisioned to become destinations. This linear 'park,' with the future redevelopment of Totem Lake Park provides Kirkland residents and visitors with superb recreational opportunities and an enjoyable environment to travel within and between places.

TOTEM LAKE GROWTH PLAN

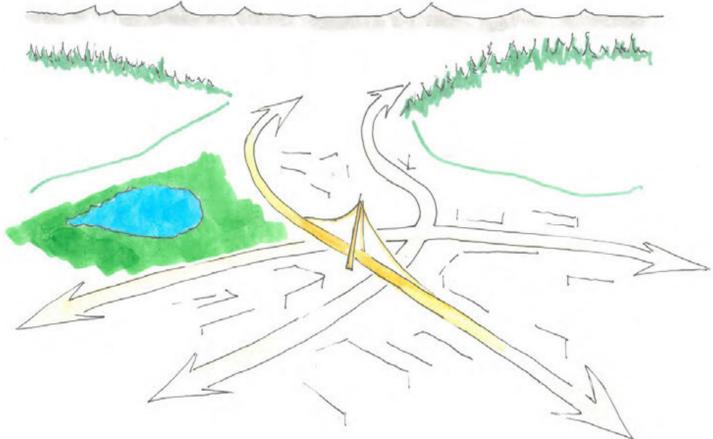


COMPOSITE DEVELOPMENT AND INFRASTRUCTURE PLAN

BRIDGE GOALS, ALIGNMENT, AND EXPERIENCE

PROJECT DESCRIPTION

A grade separated crossing of ne 124th ave and Totem Lake Boulevard provides safe passage across the highest traffic intersection on the CKC. This crossing is envisioned to be a structurally expressive bridge that will become a landmark for the city and Totem Lake as one of the more dramatic experiences on the corridor, its form is derived by the restrictions imposed by clearance requirements of traffic and overhead power lines. The passage of the trail over this busy intersection becomes a gateway to the neighborhood as well as a powerful symbol for the growth and change of Totem Lake into an increasingly important center of retail, Residential, and commercial activity for Kirkland and the region.



CKC TOTEM LAKE PARK AND BRIDGE VISION



CKC MASTER PLAN TOTEM LAKE GATEWAY AND PARK PLAN

PROPOSED BRIDGE ALIGNMENT



PROPOSED BRIDGE ALIGNMENT

EXISTING SITE CONDITIONS



01 SOUTH APPROACH FROM 124TH AVE NE



06 AERIAL VIEW OF THE FUTURE BRIDGE SITE LOOKING SOUTHWEST



08 EAST APPROACH FROM NE 124TH STREET



02 NORTH APPROACH FROM THE 120TH AVE NE



07 WEST APPROACH FROM NE 124TH STREET



03 NORTHEAST APPROACH FROM TOTEM LAKE BLVD



04 NORTH APPROACH FROM THE EXISTING CKC



05 VIEW OF TOTEM LAKE FROM EXISTING BOARDWALK TRAIL



06 SOUTH APPROACH FROM THE EXISTING CKC