CITY OF KIRKLAND
Department of Public Works
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Julie Underwood, Public Works Director
Kimberly Scrivner, Transportation Planner

Date: April 21, 2022

Subject: ACTIVE TRANSPORTATION PLAN UPDATE

RECOMMENDATION:

It is recommended that the City Council review the *Draft Active Transportation Plan*, receive a short briefing, and provide feedback to staff in order to move toward adoption.

BACKGROUND DISCUSSION:

The *Active Transportation Plan* (ATP) was last updated in 2009 and was incorporated into the *2015 Transportation Master Plan* (TMP) with some minor changes. This current update simplifies the goals, includes relevant objectives and strategies for moving forward, incorporates best practices, reassessed and prioritized pedestrian and bicycle networks, and includes specific project recommendations.

Plan Purpose

- To reaffirm Kirkland's commitment to a multi-modal system of transportation choices consistent with the Council's goal of Balanced Transportation.
- To provide network and infrastructure improvement recommendations to enable people of all ages and abilities to safely walk, bike, and roll in Kirkland.
- To increase the number of people who choose to walk, bike, and roll in Kirkland through encouragement and incentives, promoting safe behavior, and making walking and bicycling viable and comfortable for many types of trips.

The ATP focuses on bicycle and pedestrian connections in Kirkland's rights-of-way that connect to activity centers, transit, parks, and to the Cross Kirkland Corridor. This builds upon other planning efforts such as:

- Cross Kirkland Corridor (CKC) Master Plan
- Safer Routes to School Action Plans
- Parks, Recreation and Open Space (PROS) Plan
- Vision Zero Action Plan
- Neighborhood Safety Program
- Sustainability Master Plan

Where the ATP overlaps with these plans and other planning efforts and programs, the City works to coordinate priorities and implementation so that overlapping benefits are identified and implementation can be coordinated.

Public Engagement
The update to the ATP began in 2019 with some initial engagement activities such as community meetings and an online survey coordinated with the Safer Routes to School planning effort. After a pandemic-related pause, extensive public outreach was restarted in 2021 that included over 20 meetings with various groups throughout the year. A summary of the public engagement process, the survey results, and comments received are included in Appendix A to the ATP.

The Transportation Commission was briefed nine times between March 2019 and April 2022. The discussions were detailed, and comments helped to shape the progress of the plan as it was developed. Major comments during these discussions include:

- Focus on encouraging more people to walk and bike, much of which is done by providing comfortable facilities
- Improve data collection for walk and bike modes in terms of total counts and popular locations
- Greater separation of people walking and bicycling from motor vehicle traffic
- Low-cost solutions are a great tool for more near-term implementation
- Engineering solutions are the most important element to the plan including speed reduction and other safety measures
- Shared facilities for people walking and bicycling are not preferred

The City Council also was briefed at its April 20, 2021 Study Session and its March 15, 2022 study session. Comments received were:

- Ensure maintenance is captured in the plan and as an objective
- Use clear terms and common language
- Ensure equity is addressed prominently in the plan
- Address "walk and bike deserts"—neighborhoods that don't have good access to other neighborhoods or activity centers
- Education is also a big component, ensure the outreach includes both kids and adults
- Address how this plan supports hyperlocal land use and neighborhood destinations
- Ensure the plan looks at first/last mile to transit, walk/bike shed to transit stops
- Address how e-bikes and other ways people "roll" are impacted by networks and where people can use other alternative devices
- Include accommodations for ADA access, strollers, runnels (a channel for bike wheels) on stairs
- Employment centers also are important
- Discussion about funding should be a next step as active transportation will be an increasingly important element to the transportation system

Changes From Preliminary Draft
The following section outlines major elements that have been changed or updated since the Council reviewed the preliminary draft plan on March 15, 2022.

Throughout the document:

- Text edits and some organizational changes were made so that the document is more readable, concise, and complete.

Introduction Section:

- Added more detail about progress made since the 2009 ATP and the 2015 TMP plans were adopted and about supportive programs. (p. 1)
- Added language noting that one of the purposes of the plan is to shift mode share in order to meet the City's sustainability and climate goals as well as to reduce congestion and increase public health. (p. 2)

- Elaborates on the 10-minute neighborhoods and moved this section from Chapter 4 to the introduction. (p. 2)
- Added information about the TMP annual progress report (p. 4)

Goals and Objectives:

- Expanded one objective and added another related to the new special projects section:
  - Objective 1-10: "along Lake Washington Waterfront <u>and in downtown</u>." (p. 9)
  - Objective 1-13: Prioritize and implement bicycle and pedestrian safety actions in the special projects section of the ATP. (p. 9)
- Added two new objectives related to maintenance under Goals 1 and 2:
  - Objective 1-12: Ensure pedestrian facilities can be maintained over time and repaired as needed. (p. 9)
  - Objective 2-7: Ensure bicycle infrastructure improvements can be maintained over time such as green striping, maintaining protected facilities, and removing debris. (p. 10)
- Added one strategy under Objective 2-1 (creating a spine bicycle network):
  - Strategy 2-1-5: Coordinate with Parks and Community Services, Planning and Building, and Public Works to ensure all new outdoor staircases that increase non-motorized connections include runnels. Evaluate opportunities to retrofit existing staircases. (p. 9)
- Added one objective under Goal 3 to address hyperlocal land use:
  - Objective 3-6: Coordinate with the Parks and Community Services Department, Planning and Building Department, and neighborhoods to ensure active transportation supports local neighborhood destinations (p. 11)

Chapter 4—The Future of Walking and Bicycling in Kirkland:

- Language was added to reiterate that pedestrian-related Objectives 1-1 and 1-2 are of equal weight (p. 32):

  The plan includes two objectives to address sidewalk gaps. Objective 1-1 prioritizes gaps based on access to amenities and Objective 1-2 addresses the need to complete sidewalks on both sides of all remaining arterials as well as both sides of the street on transit routes. Projects identified through these objectives have equal weight in this plan in terms of opportunity for implementation, although projects that have a higher prioritization score for Objective 1-1 will be considered before lower scoring projects.

- Added language highlighting how equity is addressed. (p. 30)
- Added language about e-bikes and other "rollers:" where they can go, outreach will encourage people to be courteous of others, observe CKC speed limits. (p. 31)
- Added a Neighborhood Highlight section discussing Finn Hill projects. (p. 40)
- Added language and images describing proposed bicycle facility types and protected intersections. This includes language noting the additional consideration for maintenance associated with protected bike facilities. (p. 41)
- Updated the Catalyst Project List to remove Slater Avenue NE between NE 116th Street and NE 124th Street. This segment is a high-scoring segment and buffered bike lanes are being added as part of new development. However, doesn't meet the standard for being a 'catalyst' project in terms of overall benefit. The connection on Lakeshore Plaza between Market and Kirkland Avenue was added. (p. 44)

- Added additional bicycle segments to the network and prioritized them that were identified through additional comments or to ensure connectivity. These segments are shown on the last page of the March 15, 2022 Council materials. (p. 46 and 48)
- Added a section about shared sidewalks and connector trails (p. 49)
- Added a section about special projects such as the 85th Station Area Plan and the Lake Washington Boulevard Promenade Study (p. 51)

Chapter 5—Implementation Strategy:
- Added costs associated with the project recommendations and maintenance (p. 53)

Appendices:
- Appendix A: Public Engagement Summary Includes individual comments received
- Appendix B: Project Prioritization—provides more detail
- Appendix C: Planned Bicycle Network and Implementation maps and table updated
- Appendix D: Planned Pedestrian Network and Implementation has updated language to reiterate Objectives 1-1 and 1-2 are of equal weight. Prioritization maps were updated, and new maps were added showing how the gaps scored per prioritization criteria.

Implementation Strategy
The next stage of the ATP process is to work with the City Council and leadership to identify sustainable funding sources to be able to build and maintain recommended new or improved walking and bicycling infrastructure.

While all the projects and programs recommended in this plan are important to improving Kirkland's pedestrian and bicycle network connectivity, safety, and access, realistically, the City has limits to its financial resources and staff capacity, so it will be necessary to implement projects gradually over time. The implementation strategy for the ATP is as follows:
- Utilize the prioritization process to identify CIP projects and for future grant applications (catalyst and high priority "quick win" bike projects, high scoring sidewalk and pedestrian crossing projects)
- Leverage opportunities through existing annual programs and grow programs as needed to improve and maintain improvements to the system
- Opportunistically implement projects as development or other projects occur
- Work with the Council and leadership on additional funding opportunities

Estimated Costs:
Estimated costs are at a preliminary level as of 2022 for high priority projects, and they would need to be adjusted for inflation in the CIP as they are programmed. Costs associated with project investments include costs for design/permitting and construction (paint, installation, materials, etc.). Additional costs such as stormwater impacts identified in permitting and coordination with other (utility projects) may increase estimates on a case-by-case basis.

Table 1: Estimated Cost to Implement Draft ATP

Program or Project Category	Estimated Costs
High Priority Sidewalks	$45.7 M
High Priority Crossings	$4.0 M
Catalyst Bicycle Projects	$52.0 M
High Priority "Quick Win" bicycle projects	$3.2 M
Next High Priority Neighborhood Greenways	$9.5 M
Sidewalk Repair Program	$3.2 M
Other Maintenance Costs (wheelchair ramps)	$45.5 M
TOTAL	$163.1M

Potential Funding Sources
There are already a variety of existing funding sources the City has that are used for projects like those identified it the ATP. These include Real Estate Excise Tax (REET), School Zone Safety Camera revenues, transportation impact fees (where appropriate), grants and general fund contributions. The Council has also authorized staff to explore implementing a Transportation Benefit District (TBD) to fund ATP projects and Safer Routes to School Action Plan projects. As part of the 2023-2024 Budget (and CIP) process staff will be proposing funding options for Council consideration.

NEXT STEPS:

Staff will receive Council feedback on the Draft ATP, incorporate changes to the draft document as directed, and return to the Council with a resolution to adopt the plan.

Once the plan is adopted, staff will work with the Council to identify sustainable funding sources; add projects to the CIP; and will incorporate the goals, objectives, and strategies into the update of the *Transportation Master Plan*.

Attachment A: Draft Active Transportation Plan
Attachment B: Plan Appendix A: Public Engagement Summary
Attachment C: Plan Appendix B: Project Prioritization
Attachment D: Plan Appendix C: Planned Bicycle Network and Implementation
Attachment E: Plan Appendix D: Planned Pedestrian Network and Implementation
Attachment F: Plan Appendix E: Baseline Report

Attachment A

City of Kirkland

Active Transportation Plan Draft

SPRING 2022

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ACKNOWLEDGMENTS

Adopted at the Kirkland City Council meeting of Month XX, 2022 by Resolution XX.

The City of Kirkland would like to thank and recognize the efforts of all community groups and community members who gave their time and energy to bring this plan to life.

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The safe, convenient and comfortable travel of people of all ages and abilities traveling by any combination of foot, bicycle, transit, or motor vehicle shall be accommodated to the maximum extent practical in the scoping, planning, development, and construction, operation and maintenance of all transportation facilities, including the creation of new transportation linkages in order to create a more connected community-wide transportation network.

Kirkland Complete Streets Ordinance

KMC 19.08.055

INTRODUCTION

The City of Kirkland has been making great strides towards becoming a community where it is safe and desirable for people of all ages and abilities to walk, bike and roll for everyday trips.

Since the last update of the Active Transportation Plan (ATP) in 2009 and the adoption of the Transportation Master Plan (TMP) in 2015, a significant amount of policy, planning, and infrastructure progress has been made:

- Purchase and completion of the Cross Kirkland Corridor (CKC), a 5.75 multi-modal soft surface interim trail which connects parks, neighborhoods, businesses, and schools along its length from the South Kirkland Park & Ride to Totem Lake Park. The CKC was the first complete segment of the broader 42 mile regional trail the Eastside Rail Corridor (Eastrail). Many improvements have been incrementally added to the CKC, including street and neighborhood access points with stair runnels for bicycles, wayfinding, art installations and park amenities. At present, the City is installing the Totem Lake Connector bridge which will provide a seamless connection for the CKC over two major arterials and provide a regonizable landmark.
- Adoption of the first Complete Streets Ordinance in the state, which was amended in 2016 to meet the multimodal transportation goals within the TMP and to reflect more current best practices in Complete Streets policies which include consideration of all transportation modes.
- Installation of pedestrian street crossing improvements including 131 curb extensions, improved lighting at 72 intersections, 63 rapid flashing beacons (RRFBs), and other street calming measures (some of which were completed prior to 2009).
- Completion of sidewalk gaps, with sidewalks present on at least one side of the roadway for 85.78% all principal and arterial streets, and on 99% of school walk-route arterial and collector streets. This includes the 2011 annexed areas of Finn Hill, North Juanita, and Kingsgate which added 7 square miles to the City after the 2009 ATP established goal of completing sidewalks on at least one side for all principal and minor arterial streets by 2016, and completion of walkways on one side of all arterial and collector school walk routes by 2019 (See Figure XX).
- Installation of over 60 miles of bike lanes, buffered bike lanes, and the City's first two neighborhood greenways. Kirkland is the first community on the east side of Lake Washington to install a permanent neighborhood greenway.
- Installation of bicycle wayfinding signs along the regional Lake Washington Loop.
- Creation of the Neighborhood Safety Program (NSP) which provides dedicated funding to empower communities to identify and prioritize transportation or safety projects in their community and work collaboratively with the City to realize pedestrian and bicycle infrastructure across Kirkland.
- Designation as a Bronze Level Bicycle Friendly Community by the League of American Bicyclists in 2017.
- Designation as a Bronze Level Walk Friendly Community in 2018.

This plan update outlines new goals, objectives, and strategies for continuing to improve safety and connectivity for people walking, bicycling and rolling so that active transportation trips are a viable and comfortable option to access key destinations. For a full accounting of progress towards the goals and policies established in both the ATP and TMP that the City has achieved at the time of this plan update, see Baseline Report Appendix E.

PLAN PURPOSE

The purpose of the Active Transportation Plan (ATP) is to reaffirm Kirkland's commitment to a multi-modal system of transportation choices by providing network and infrastructure improvement recommendations to enable of people of all ages and abilities to safely walk, bike, and roll in Kirkland. The implementation of these recommendations is intended to increase the number of people using active modes for transportation. Increased numbers of people using active transportation modes have benefits for public health, the environment and reduces traffic congestion. This also addresses a Council goal for more balanced transportation and to reduce reliance on single occupancy vehicles.

The Active Transportation Plan addresses the City Council goal of **Balanced Transportation**:

Reduce reliance on single occupancy vehicles and improve connectivity and multi-modal mobility in Kirkland in ways that maintain and enhance travel times, safety, health and transportation choices.

As part of the public engagement process for the ATP and the Safer Routes to School Action Plan, the City undertook a survey of people who live, work, learn and play in Kirkland. From the results of the Safe and Active Transportation Survey, many people expressed an interest in walking and biking more often if there were safe and convenient networks to do so. **The perception of safety from other roadway users (or lack thereof) was consistently identified as the primary consideration for deciding to walk or bike for a trip.** Additionally, more connected sidewalks, more protected bicycle lanes, and safer crosswalks were identified as the top three improvements that would incentivize people to walk and bike more. Further insights on what we heard from the community is discussed in Chapter 2.

Given safety improvements represent the largest potential for shifting trips from driving alone to walking and bicycling, this plan has **THREE PRIMARY GOALS**:

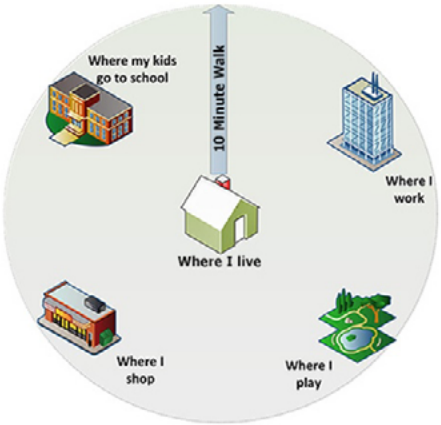
1. Create a safe, connected pedestrian network where walking is a comfortable and intuitive option as the first choice for many trips.
2. Create a connected bicycle network that accommodates people of all ages and abilities to get to destinations such as activity centers, parks, and transit.
3. Encourage and incentivize more people to walk and bike and encourage safe behavior for all users of the transportation system.

These goals are articulated in this plan with clear objectives and achievable strategies in subsequent sections. The overall approach to achieve safe, connected walking and bicycling networks is prioritizing access to key destinations and providing comfortable facilities for the most vulnerable. See Appendix B for a full explanation of the project prioritization.

PEDESTRIAN NETWORK

10-Minute Neighborhoods

A 10-minute neighborhood is a community where residents can walk short distances from home to destinations that meet their daily needs. Ten minutes represents how much time it takes a typical pedestrian to comfortably walk ½ mile, a reasonable distance to obtain goods or services. These walkable communities are comprised of two important characteristics:



The 10 Minute Neighborhood Concept

- Destinations – a walkable community needs places to walk to. Destinations may include places that meet commercial, educational, recreational, or transportation needs; such as grocery stores, convenience retail, clusters of eating & drinking & other specialty retail, schools, and parks.
- Accessibility – the community needs to be able to conveniently get to those destinations. Accessibility includes elements such as the amount and connectivity of sidewalks, along with the location and quality of transit.

The ATP is consistent with the 10-minute neighborhood concept as focus for the pedestrian network is access to destinations including activity centers, transit, parks and schools within a ½ mile or reasonable 10-minute walk.

ALL AGES AND ABILITIES BIKEWAY NETWORK

Bikeway comfort is most commonly defined by cyclist type. The Four Types of Cyclists is a categorization of the general population based on perceived level of safety and interest in cycling which was initially developed by Roger Geller in 2006 for transportation cyclists in Portland, OR, and validated on regional and national levels in 2011 and 2015 through survey research developed by Jennifer Dill and Nathan McNeil. The Four Types of Cyclists include Strong and Fearless, Enthused and Confident, Interested but Concerned, and No Way No How. Each of these categories represent segments of the population and the corresponding level of bikeway infrastructure that the user group would need to feel comfortable cycling, represented in Figure XX.

This plan update places an emphasis on developing a bikeway network designed for "Interested but Concerned" bicyclists, as investments in safe and comfortable bikeway infrastructure encourage a broader segment of the population to consider cycling for everyday trips. By integrating more neighborhood connections using less busy streets, and creating more separation between bicyclists and motor vehicles on busier streets, cycling is less stressful and more inviting for cyclists of **All Ages and Abilities**. This approach directly reflects the community's feedback that safety is a primary consideration for deciding to walk or bike in Kirkland.

OTHER PROGRAMS AND INITIATIVES SUPPORTING ACTIVE TRANSPORTATION IN KIRKLAND

Policies and programs are identified within the goals and objectives this plan to support the active transportation networks. Policies and programs include infrastructure recommendations such as lighting improvements, bicycle parking, and wayfinding as well as systematic coordination opportunities with technology and education and encouragement programs. There are other efforts that the City is working on that benefit people walking, rolling, and bicycling, but are addressed through other plans or programs. The following programs may be referenced in the ATP or have some overlap in the plan.

Transportation Master Plan (TMP)

The Transportation Master Plan (TMP) establishes Citywide transportation goals and policies, identifies priority transportation needs, and defines actionable projects that can be completed over the 20 year planning horizon of the comprehensive plan. The 2015 TMP

Comfort Typology of Bicyclists				
Design User Profile	**Non-Bicyclist**	**Interested but Concerned**	**Somewhat Confident**	**Highly Confident**
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
% of General Public	**31-37%**	**51-56%**	**5-9%**	**4-7%**

Figure 1.1: Comfort Typology of Bicyclists[1]

1 Dill, J. McNeil, N. 'Revisiting the Four Types of Cyclists: Findings from a National Survey' Transportation Research Board 95th Annual Meeting, 2016. Note that children and elderly have not been surveyed as a separate category but are understood to have a very low tolerance of roadway stress.

charted a multimodal approach for the City of Kirkland with a modal hierarchy to guide planning decisions, and established mode share goals for the Totem Lake Urban Center. As Downtown Kirkland was designated as an Urban Center by King County in 2019, and the City is currently updating the Comprehensive Plan and Transportation Master Plan this year, mode share goals will be established through the TMP rather than through the ATP as a citywide multimodal policy.

TMP ANNUAL PROGRESS REPORT

The Transportation Master Plan publishes an **Annual Progress Report** to track progress towards established TMP goals. The progress report notes collision rates, completion of walking and biking networks, transit speed and reliability, and the maintenance of signals and roadways with clear infographics. In 2019, the City also produced the first Kirkland Transportation By the Numbers infographic which noted transit ridership, vehicle travel times and volumes, and commute mode split of people who live and work in Kirkland. The City plans to conduct a comprehensive mode share survey in 2023. As mode share goals will be established in the TMP update, regular updates to the By the Numbers infographic will be a useful monitoring tool.

Parks, Recreation and Open Space (PROS) Plan

The Parks, Recreation and Open Space (PROS) Plan is a six-year guide and strategic plan for managing and enhancing park and recreation services. It provides a vision for Kirkland's park and recreation system and establishes a path forward for providing high quality, community-driven parks, trails, open spaces and recreational opportunities. This plan will address trail access and maintenance through parks and green spaces.

The City is working together to identify how the ATP and PROS plan recommendations create a connected system.

Safer Routes to School (SRTS) Action Plans

Due to regional growth, more traffic is converging on schools at drop-off and pick-up times. This leads to poor traffic circulation, congestion, inadequate parking, and often unsafe conditions. To address these issues, the City worked in partnership with the Lake Washington School District, law enforcement, design professionals, students, parents, and neighborhoods to identify key steps to make walking, rolling, and riding the bus to school safer and more convenient. The outcome of this process was the development of the Safer Routes to School Action Plans (SRTS) for each neighborhood in Kirkland. These plans address education and encouragement, enforcement, evaluation and also identify projects based on equity and engagement that better connect kids to schools such as new sidewalks and enhanced crossings..

The Active Transportation Plan was closely coordinated with the development of the SRTS Action Plans in public outreach and project development. The ATP prioritizes projects that overlap SRTS projects.

Figure 1.2: Bicycles outside of Peter Kirk Elementary (City of Kirkland).

Vision Zero Action Plan

In 2015, Council adopted a Vision Zero policy to reduce serious injuries and fatalities in Kirkland by 2035. The Vision Zero Action Plan is being developed to identify safety improvements the City can make to reduce crashes in the City. There are some overlapping recommendations with the ATP but other actions noted only in the Vision Zero Action Plan that will benefit people walking and bicycling by making our streets and communities safer.

Cross Kirkland Corridor (CKC) Master Plan

The Cross Kirkland Corridor (CKC) Master Plan, adopted by the City Council in June 2014, outlines the community's vision for the corridor and will be used to guide development of the trail as well as transit and utility alignment. The plan includes the location of access points, types and locations of amenities, and how road crossings and mixing zones are handled. While the Active Transportation Plan identifies some strategies for assessing the current status of the CKC Master plan and next steps to push implementation forward, the CKC Master Plan retains its own body of work and recommendations.

Neighborhood Greenways Guidelines

Kirkland's Greenways Guidelines, developed in 2017, provide the City with clear recommendations for building out the neighborhood greenway network using best practices. This document is intended to be updated as new best practices are better understood, including lessons learned as the City begins to build out the greenway network.

Neighborhood Greenways are street corridors, where walking and bicycling for all ages and all abilities are the priority modes of travel and driving a motor vehicle is the alternative mode of travel. These are often streets with low speeds and low traffic-volumes that are comfortable alternative to bike lanes on busy arterials. Greenways often have signs, pavement markings and traffic control measures that enhance the comfort and safety of walking and bicycling. As such, driving an automobile on a greenway, by design, is less convenient than driving on the other streets. Greenways are an important tool for implementation of the Active Transportation Plan.

Figure 1.3: Neighborhood Greenway (City of Kirkland Neighborhood Greenways).

Neighborhood Safety Program

The Neighborhood Safety Program (NSP), authorized by the City Council in 2014, was created to re-energize Neighborhood Associations by empowering them to work collaboratively to identify, prioritize and address pedestrian and bicycle safety issues in Kirkland neighborhoods.

Each year there is a total of $350,000 available for projects citywide under $50,000, including $150,000 funded by the voter approved 2012 Streets Levy. Eligible projects include bike facilities, intersection or crosswalk improvements, traffic calming, trail access or streetlights. Projects are restricted to City owned property, including streets, parks, community facilities, and the Cross Kirkland Corridor.

The SRTS Action Plans and the ATP contribute to this process by providing the neighborhood associations more data driven recommendations at the neighborhood scale.

Figure 1.4: A stairway with bicycle runnel provides access to the CKC. This was completed as part of the Neighborhood Safety Program.

Sustainability Master Plan

While the Sustainability Master Plan was being developed, the update to the Active Transportation Plan had just begun. As a proxy, the City opted to use the League of American Bicyclists – Bicycle Friendly Community rating and the Walk Friendly Communities rating as guides to communicate how the City will address the sustainability goals for active transportation and for the development of the ATP. The Bicycle Friendly Community and the

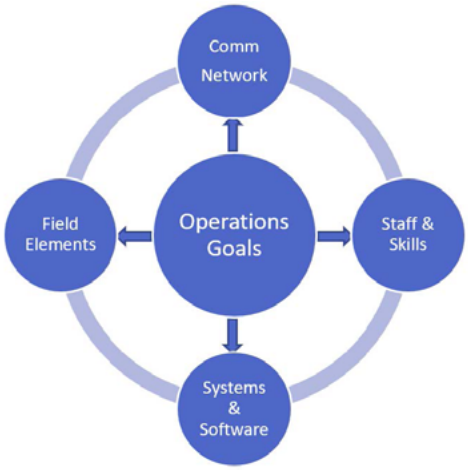
Walk Friendly Communities ratings include aspects of engineering, education, encouragement and evaluation that are addressed in the goals and objectives in the ATP. The ATP goals and strategies are designed to meet the highest standards for the Walk and Bicycle Friendly Communities ratings.

Transportation Demand Management

Kirkland has a Transportation Demand Management (TDM) coordinator who works on programs to encourage more people to take alternatives modes to driving alone such as walking, bicycling, carpooling and taking transit. Kirkland's Green Trip Program provides incentives such as transit passes or gift cards for people to reduce drive-alone trips and try other more sustainable modes of travel. The TDM coordinator also works with major employers to encourage employees to walk, bike and take transit through Commute Trip Reduction (CTR) programs.

Intelligent Transportation Systems (ITS) Plan

The Intelligent Transportation Systems (ITS) Plan establishes operational goals of resiliency, reliability and responsiveness and provides a proposed investment plan for capital and maintenance costs to support these operational goals and multimodal goals within the Transportation Master Plan. The ITS plan identifies modal priority along principal arterials, and noted the improved detection of pedestrians and cyclists at intersections as a priority capital project.



1.

GOALS AND OBJECTIVES

1 GOALS AND OBJECTIVES

This ATP update builds on foundation of the goals, policies, and actions adopted in the 2015 Transportation Master Plan and the 2009 ATP and progress towards those benchmarks.

Refer to the Baseline Report in Appendix E. The following are the goals, objectives and strategies for the 2022 ATP:

Goal 1: Create a safe, connected pedestrian network where walking is a comfortable and intuitive option as the first choice for many trips.

OBJECTIVE 1-1: Prioritize **sidewalk gaps** that connect people to activity centers, transit, parks and the Cross Kirkland Corridor. Include equity measures as part of the prioritization process.

OBJECTIVE 1-2: Complete sidewalk on **both sides** of transit routes and at least one side of all remaining arterials.

OBJECTIVE 1-3: Develop and operationalize a sidewalk repair program that includes periodic inventories to ensure the City maintains current and future sidewalks.

OBJECTIVE 1-4: Increase pedestrian safety at crossings where needed to complete pedestrian networks and provide access to destinations.

Strategy 1-4-1: Assess and prioritize additional crossings or improvements to existing crossings.

Strategy 1-4-2: Continue to utilize a high standard for crossing treatments such as RRFBs or HAWK signals. Explore additional safety measures for crosswalk enhancements.

Strategy 1-4-3: Upgrade crossings to meet accessibility standards such as Americans with Disabilities Act (ADA)-compliant wheelchair ramps, push buttons with auditory or tactile aids for visual and hearing disabilities, or other improvements to accommodate all people.

Strategy 1-4-4: Add sufficient lighting to all remaining light deficient crosswalks and assess any additional lighting needs.

Strategy 1-4-5: Continue to support and monitor the pedestrian flag program.

OBJECTIVE 1-5: Provide additional pedestrian safety improvements at **intersections**.

Strategy 1-5-1: Explore opportunities for raised or painted intersections to increase safety and awareness at intersections with high pedestrian volumes.

Strategy 1-5-2: Identify opportunities to utilize technology and signals to increase pedestrian safety at signalized intersections such as passive detection, leading pedestrian intervals, or pedestrian only "scramble" phases.

Figure 1.5: Pedestrians crossing on Lake St South (City of Kirkland).

OBJECTIVE 1-6: Seek opportunities through tactical urbanism that explore low-cost, creative solutions for providing additional pedestrian safety.

OBJECTIVE 1-7: Improve **lighting** on the CKC, on higher volume streets, and in low light areas or corridors where high pedestrian use is expected.

Figure 1.6: Curb bulbout with delineators and a CKC wayfinding sign at intersection of 114th Ave NE and NE 87th St (City of Kirkland).

OBJECTIVE 1-8: Make getting around on foot intuitive by planning and installing a pedestrian **wayfinding** system to and from the CKC and to other destinations.

OBJECTIVE 1-9: Ensure pedestrian facilities can be maintained over time and repaired as needed.

OBJECTIVE 1-10: Enhance pedestrian and bicycle facilities along **Lake Washington Waterfront** and in **downtown**.

OBJECTIVE 1-11: Achieve a Platinum Walk Friendly Communities rating consistent with the goal in the Sustainability Master Plan.

OBJECTIVE 1-12: Monitor sidewalk **conditions** and repair as needed and ensure major obstructions are addressed. Continue to engage with the community to prevent obstruct sidewalks and pedestrian facilities with parking, trash bins, signs etc.

OBJECTIVE 1-13: Prioritize and implement bicycle and pedestrian safety actions in the special projects section of the ATP.

Goal 2: Create a connected bicycle network that accommodates people of all ages and abilities to get to destinations such activity centers, parks, and transit.

OBJECTIVE 2-1: Complete a connected spine network of safe high comfort cycling facilities such as protected facilities, separated trails or pathways, neighborhood greenways supplemented by a denser network of additional bike lanes or other on-road bike facilities.

Strategy 2-1-1: Seek opportunities to separate existing and future bike facilities on arterials from motor vehicle traffic with buffers or greater protection such as a curb, delineators or other more durable barriers. Use best practices when designing bicycle facilities.

Strategy 2-1-2: Maintain all bike lane symbols, striping, green paint and buffer paint and ensure all bike lanes have standard bike symbols.

Strategy 2-1-3: Continue to identify opportunities to modify channelization markings to provide more street space for people bicycling.

Strategy 2-1-4: Continue to build a network of greenways.

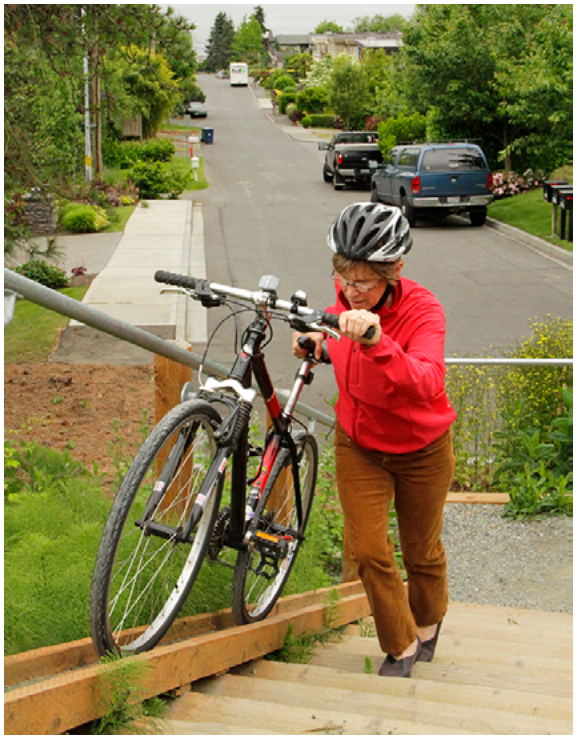


Figure 1.7: A runnel being used by a bicyclist onto the CKC (City of Kirkland)

Strategy 2-1-5: Coordinate with Parks and Community Services, Planning and Building and Public Works to ensure all new outdoor staircases that increase non-motorized connections include runnels (a track for bike wheels). Evaluate opportunities to retrofit existing staircases.

OBJECTIVE 2-2: Improve bicycle safety at controlled and uncontrolled intersections.

Strategy 2-2-1: Connect all bike lanes to and through signalized intersections.

Strategy 2-2-2: Apply green conflict zone markings through controlled and uncontrolled intersections for all bike lanes on arterials.

Strategy 2-2-3: Prioritize protected intersections with major capital improvements.

Strategy 2-2-4: Apply green conflict zone markings where bike lanes cross dedicated right turn lanes.

Strategy 2-2-5: Consider two-stage turn bike boxes where high rates of left turn bike movements are expected.

Strategy 2-2-6: Coordinate with Parks and Community Services to ensure complete connections to city parks.

OBJECTIVE 2-3: Seek opportunities through tactical urbanism that explore low-cost, creative solutions for providing additional bicycle safety.

OBJECTIVE 2-4: Prevent the obstruction of bike facilities and accommodate bike routes through construction zones.

Strategy 2-4-1: Accommodate bicyclists through construction zones by providing appropriate warning and detour signage, and temporary facilities where needed for improved safety for City-managed CIP projects. Work with developers to ensure the same accommodations are made through privately managed construction projects.

Figure 1.12: Loop bicycle detection system in Portland, OR (NACTO).

Strategy 2-4-2: Coordinate with enforcement and communications teams on community outreach to educate the public and bring awareness to bike facilities to prevent the obstruction of bike facilities by parked vehicles, trash bins, signs or other obstructions that would hinder their use or negatively affect cyclist safety.

Figure 1.13: Lake Washington Loop wayfinding signage (City of Kirkland).

OBJECTIVE 2-5: Make bicycling in Kirkland intuitive through maps and wayfinding.

Strategy 2-5-1: Consider additional bicycle oriented wayfinding to help cyclists navigate to nearby neighborhood greenways or other low volume bicycle routes. This would supplement other wayfinding on Greenways and other pedestrian wayfinding to access the CKC and other destinations.

Strategy 2-5-2: Regularly update the bike map and provide the map in a variety of accessible formats.

OBJECTIVE 2-6: Explore opportunities to utilize technology to improve bike safety and accommodation.

Strategy 2-6-1: Upgrade bicycle detection system or other detection options at signalized intersections.

Strategy 2-6-2: Explore signal timing improvements for bicyclists such as leading intervals and bike only phases.

Figure 1.14: 2017 Bike Everywhere Day Celebration Station at Marina Park (City of Kirkland).

OBJECTIVE 2-7: Ensure bicycle infrastructure improvements can be maintained over time such as green striping, maintaining protected facilities and removing debris.

OBJECTIVE 2-7: Continue to monitor the market to seek a bike share program operator for the City.

OBJECTIVE 2-8: Achieve a Platinum Bicycle Friendly Communities rating consistent with the goal in the Sustainability Master Plan.

OBJECTIVE 2-9: Update bicycle parking policy and programs to ensure parking is available at both ends of bike trips.

Strategy 2-9-1: Work with the Planning and Building Department to update bike parking policy for both short term and long term secure parking at transit facilities, multifamily or mixed-use buildings, offices and other appropriate land uses.

Strategy 2-9-2: Assess short-term parking needs within the right-of-way and develop a program to provide short-term bike parking near amenities and at key destinations.

Strategy 2-9-3: Explore opportunities for temporary bike parking at special events.

Strategy 2-9-4: Work with transit agencies to add secure bike parking at transit centers.

Goal 3: Encourage and incentivize more people to walk and bike, encourage safe behavior for all users of the transportation system.

OBJECTIVE 3-1: Encourage and incentivize more people to walk and bike through education and encouragement activities such as special events, Bike Everywhere Month, and social media campaigns.

Strategy 3-1-1: Conduct outreach with community groups, colleges in the City to develop and implement encouragement and incentive programs.

Strategy 3-1-2: Continue to promote and grow the Kirkland Green Trip program.

OBJECTIVE 3-2: Coordinate with the Lake Washington School District (LWSD) and with the objectives in the Safer Routes to School Action Plans on communication, education, encouragement and activities focused on children taking active transportation to school and for other trips.

Figure 1.15: LWSD Walk to School Day (City of Kirkland).

Strategy 3-2-1: Participate in walk and bike to school month/days.

Strategy 3-2-2: Coordinate with school resource officers by supporting pedestrian and bike safety curriculum that they can bring into the classrooms.

Strategy 3-2-3: Utilize the bike trailer received by Lake Washington School District (in coordination with the City of Kirkland) for special events and bike training education for kids.

OBJECTIVE 3-3: Provide travel information about how people can get to downtown, special events and other activities through alternatives to driving.

OBJECTIVE 3-4: Coordinate with the Parks and Community Services Department on opportunities for increased bike and pedestrian education such as a bicycle traffic garden for youth education.

OBJECTIVE 3-5: Coordinate with the communications team on public messaging related to pedestrian and bicycle safety education, sharing the road, and safe travel behavior as well as encouragement and travel information.

OBJECTIVE 3-6: Coordinate with the Parks and Community Services Department, Planning and Building Department and neighborhoods to ensure active transportation supports local neighborhood destinations.

SUPPORTIVE GOALS

In addition to the three primary goals of the ATP, there are several supporting goals that supplement the primary goal objectives through specific initiatives as follows:

Supportive Goal S1: Achieve the Master Plan Vision of the Cross Kirkland Corridor.

The Cross Kirkland Corridor Master Plan, adopted by the City Council in June 2014, outlines the community's vision for the corridor and will be used to guide development of the trail as well as transit and utility alignment. The plan includes the location of access points, types and locations of amenities, and how road crossings and mixing zones are handled. While the Active Transportation Plan identifies some strategies for assessing the current status of the CKC Master plan and next steps to push implementation forward, the CKC Master Plan retains its own body of work and recommendations. The City will continue to monitor development along the corridor to leverage opportunities to further develop the trail when new development occurs, and will begin to identify the next stages for capital project development.

OBJECTIVE S1-1: Create a Cross Kirkland Corridor Implementation/Action Plan that addresses the remaining unfinished investments noted in the CKC Master Plan.

Figure 1.16: Cross Kirkland Corridor (CKC) (City of Kirkland).

Strategy S1-1-1: Identify unfinished connections and prioritize for future investments.

Strategy S1-1-2: Upgrade maps and other signs on the trail to encourage safe behavior and facilitate wayfinding to make access to destinations intuitive.

Strategy S1-1-3: In coordination with Parks and Community Services, identify additional opportunities to develop linear parks along the CKC that enhances the trail and bicycle network.

Supportive Goal S2: Implement the recommendations in the Vision Zero Action Plan.

In 2015, Council adopted a Vision Zero policy to reduce serious injuries and fatalities in Kirkland by 2035. The Vision Zero Action Plan is being developed to identify strategies for how the City can reduce crashes in the City. There are some overlapping recommendations with the ATP but other actions noted only in the Vision Zero Action Plan that will have benefit people walking and bicycling by making our streets and communities safer. Specific strategies related to the Vision Zero objectives are found in other goals in the ATP framework. The following objectives mirror the Vision Zero Action Plan framework:

OBJECTIVE S2-1: Prioritize Safe Street Design and Investments.

OBJECTIVE S2-2: Operate Safe Streets.

OBJECTIVE S2-3: Promote and Institutionalize a Culture of Safety.

OBJECTIVE S2-4: Build a Robust and Transparent Data Framework.

Supportive Goal S3: Utilize technology to support safety measures and supplement safe networks.

Technology can play a significant role in making transportation efficient and effective. For example, technology can help reduce the number of interactions people walking and bicycling have with drivers at signalized intersections. In addition, better understanding the number of people walking and bicycling in the City as well as where crashes occur can better facilitate decisions for where the needs are greatest.

This information also helps the City make the case for new infrastructure through current programs or when seeking outside grant funds.

OBJECTIVE S3-1: Utilize opportunities with Intelligent Transportation Systems (ITS) infrastructure to facilitate safety improvements at signalized intersections.

Strategy S3-1-1: Explore opportunities to improve pedestrian and bicycle safety with leading pedestrian/bike intervals, or pedestrian/bike only signal phases.

Strategy S3-1-2: Explore technology that can better detect people bicycling on the roadway or pedestrians at crosswalks.

Strategy S3-1-3: Consider advances in technology that better accommodate people with disabilities.

OBJECTIVE S3-2: Develop a program to gather bicycle volume at key points in the City in a manner that is meaningful for measuring safety and ridership trends.

Strategy S3-2-1: Invest in permanent counters at various locations along the Cross Kirkland Corridor.

Strategy S3-2-2: Upgrade signalized intersection counts to improve data analytics of pedestrian and bicycle volumes.

Strategy S3-2-3: Expand current count program to better measure other areas of the City not currently covered by existing count programs, and to faciliate before/after counts of projects.

Figure 1.17: Bicycle counter on Seattle's Fremont Bridge (Puget Sound Business Journal).

OBJECTIVE S3-3: Build a Robust and Transparent Data Framework.

Strategy S3-3-1: Develop a dashboard on the City website to better communicate pedestrian and bicycle volumes, trends, and crash data.

Supportive Goal S4: Implement the recommendations in the Safer Routes to School Action Plans.

The City worked in partnership with the Lake Washington School District, law enforcement, design professionals, students, parents, and neighborhoods to identify key steps to make walking, rolling, and riding the bus to school safer and more convenient. The outcome of this process was the development of the Safer Routes to School Action Plans (SRTS) for each neighborhood in Kirkland. These plans address education and encouragement, enforcement, evaluation and also identify projects based on equity and engagement that better connect kids to schools.

The development of the Active Transportation Plan was coordinated with the SRTS Action Plan development in terms of outreach and project development. While there is significant overlap, the ATP does not focus on school access because of this specific body of work. However, the ATP does prioritize projects that overlap SRTS projects in order understand multiple benefits.

Figure 1.18: Sixth Street improvements, which included water, sewer, storm, sidewalk, overlay and reconstruction and traffic signals (City of Kirkland)

2.

COMMUNITY VOICES- PUBLIC ENGAGEMENT SUMMARY

2 COMMUNITY VOICES - PUBLIC ENGAGEMENT SUMMARY

Community engagement was a key component in this ATP update to understand baseline interest in walking and bicycling, as well as barriers that currently keep people from walking and bicycling more.

The update to the Active Transportation Plan began in 2019 with some initial engagement activities such as community meetings and an on-line survey. Due to COVID-19 pandemic related delays, the timeline for the plan update was extended. Staff restarted an extensive public outreach schedule in 2021 that included over 20 meetings with various groups throughout the year. In total, these engagement efforts included:

- Neighborhood association meetings
- Interest group meetings
- Community meeting at City Hall (pre-pandemic)
- City Hall for All event (2021)
- Virtual community meetings
- Online public comment form
- Story Map and interactive Web Map

The virtual community meetings, survey, and opportunities to comment on the webpage were advertised using social media, email lists and through This Week in Kirkland publication. The Transportation Commission was also briefed six times throughout the process prior to the release of the draft plan and staff engaged with the City Council at their April 20, 2021 and March 15, 2022 study sessions.

Figure 1.19: ATP community meeting leveraged on Kirkland's twitter page (City of Kirkland).

SAFE AND ACTIVE TRANSPORTATION SURVEY

Between November 2019 and January 2020, the City conducted a Safe and Active Transportation survey to inform both the Active Transportation Plan and the Safer Routes to School Action Plans. This survey received 1,278 responses.

Figure 1.21: Community engagement in 2019 - early 2020 for safe and active transportation (City of Kirkland).

KEY TAKEAWAYS

Most comments from the public engagement process were safety related concerns. The substance of the comments varied, but many recurring topics included:

- Need to lower vehicle speeds
- Desire for greater pedestrian connectivity and noted lack of or disconnected sidewalks in some areas
- Need for greater separation of modes such as protected bike lanes
- Need for improved roadway crossings
- Problematic human behavior such as cars failing to yield to pedestrians

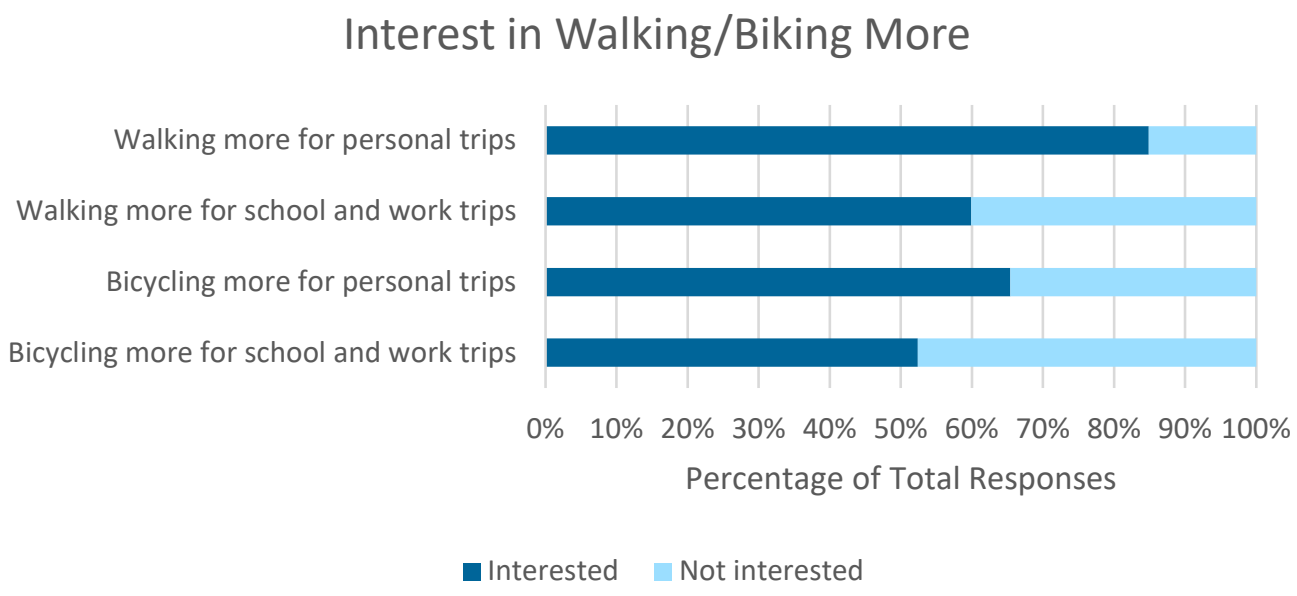
The City also received many location specific comments, and several general questions. Some general questions/ comments included:

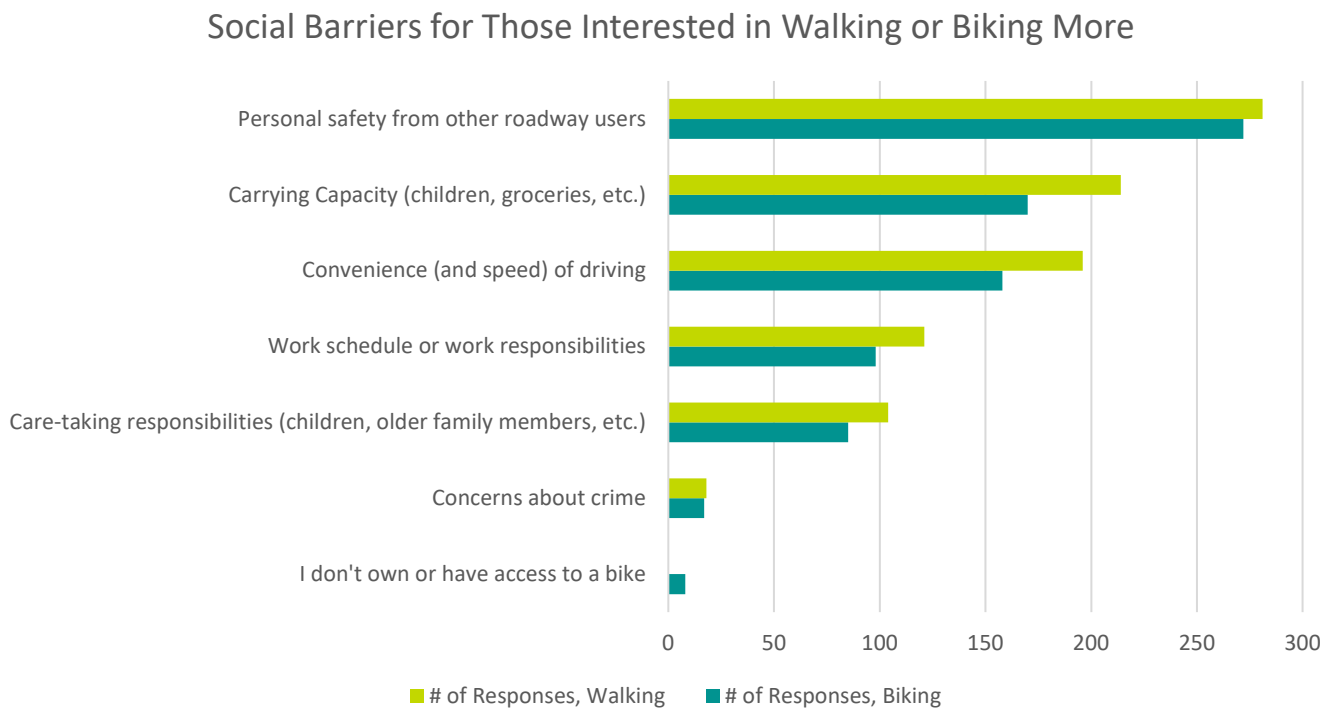
- Appropriate use of electric bikes and scooters in bike lanes and on sidewalks
- Trade-offs between parking and other uses of right-of-way (people suggested to remove parking in lieu of bike lanes , others expressed concern about parking availability)
- Need to ensure bike lanes and sidewalks are not blocked by cars, trash bins or debris

The results of this engagement process, combined with needs and network analysis, were used to inform the program and policy recommendations as well as the bicycle and pedestrian network and facility recommendations within this plan.

The chart on the following page shows what the City heard from people who are interested in walking or bicycling more. See **Appendix A** for more information about the public engagement process, detailed survey results and specific comments received.

Figure 1.20: Walk to School Day Community Engagement (City of Kirkland).


Interest in Walking/Biking More
Walking more for personal trips
Walking more for school and work trips
Bicycling more for personal trips
Bicycling more for school and work trips
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Percentage of Total Responses
Interested
Not interested


Social Barriers for Those Interested in Walking or Biking More
Personal safety from other roadway users
Carrying Capacity (children, groceries, etc.)
Convenience (and speed) of driving
Work schedule or work responsibilities
Care-taking responsibilities (children, older family members, etc.)
Concerns about crime
I don't own or have access to a bike
0
50
100
150
200
250
300
# of Responses, Walking
# of Responses, Biking

3.

WALKING AND BICYCLING IN KIRKLAND TODAY

3 WALKING AND BICYCLING IN KIRKLAND TODAY

As Kirkland continues to grow, it will be increasingly important to provide a range of safe and convenient transportation options, including safe and comfortable walking and biking networks to get to destinations.

There simply is not enough space within the public right-of-way to accommodate a growing number of automobile trips without resulting in severe congestion. Since the Active Transportation Plan was adopted in 2009, the City annexed three previously unincorporated districts north of the City: Finn Hill, North Juanita, and Kingsgate. The annexation added 33,000 residents and nearly 7 square miles to Kirkland in 2011. The City has also seen unprecedented growth and development, particularly in Totem Lake, Juanita, and Downtown. Future development is currently being planned by upzoning the station area adjacent to the I-405/ NE 85th St interchange in anticipation of future Sound Transit Stride Bus Rapid Transit service along I-405, which is anticipated to bring over 6,000 new households and nearly 18,000 new jobs above existing levels by 2044.

WHAT IS IT LIKE TO WALK IN KIRKLAND TODAY?

Currently, almost 86% of Kirkland's arterials and 81% of collectors have sidewalks on at least one side of the street. In some instances, extruded curbs have been used to define walkways on the roadway as an interim treatment where no sidewalk currently exists. Many of these temporary walkways are located on school walk routes.

When the 2009 ATP was adopted, a stated plan goal was to complete sidewalks on one side of all arterials. At that time, the City had not yet annexed Finn Hill, North Juanita, and Kingsgate. As the City evaluates how well this objective has been met, these annexed areas are included in this evaluation. Of the remaining sidewalk gaps on one side of arterials, 42% of those gaps are located in the annexed areas. See Figure XX.

Figure 1.22: Extruded curb utilized by pedestrians (City of Kirkland).

The City has also installed 63 Rectangular Rapid Flashing Beacons (RRFBs), three overhead crosswalk flashers (two of which are funded to be upgraded) and two in-pavement crosswalk flashers. The overhead and in-pavement flashers are identified to be upgraded.

In addition to sidewalk network and crossing treatments, the City has a number of paved and unpaved pathways that connect through neighborhoods and break-up long blocks. Many of these pathways include public access points to the Lake Washington waterfront.

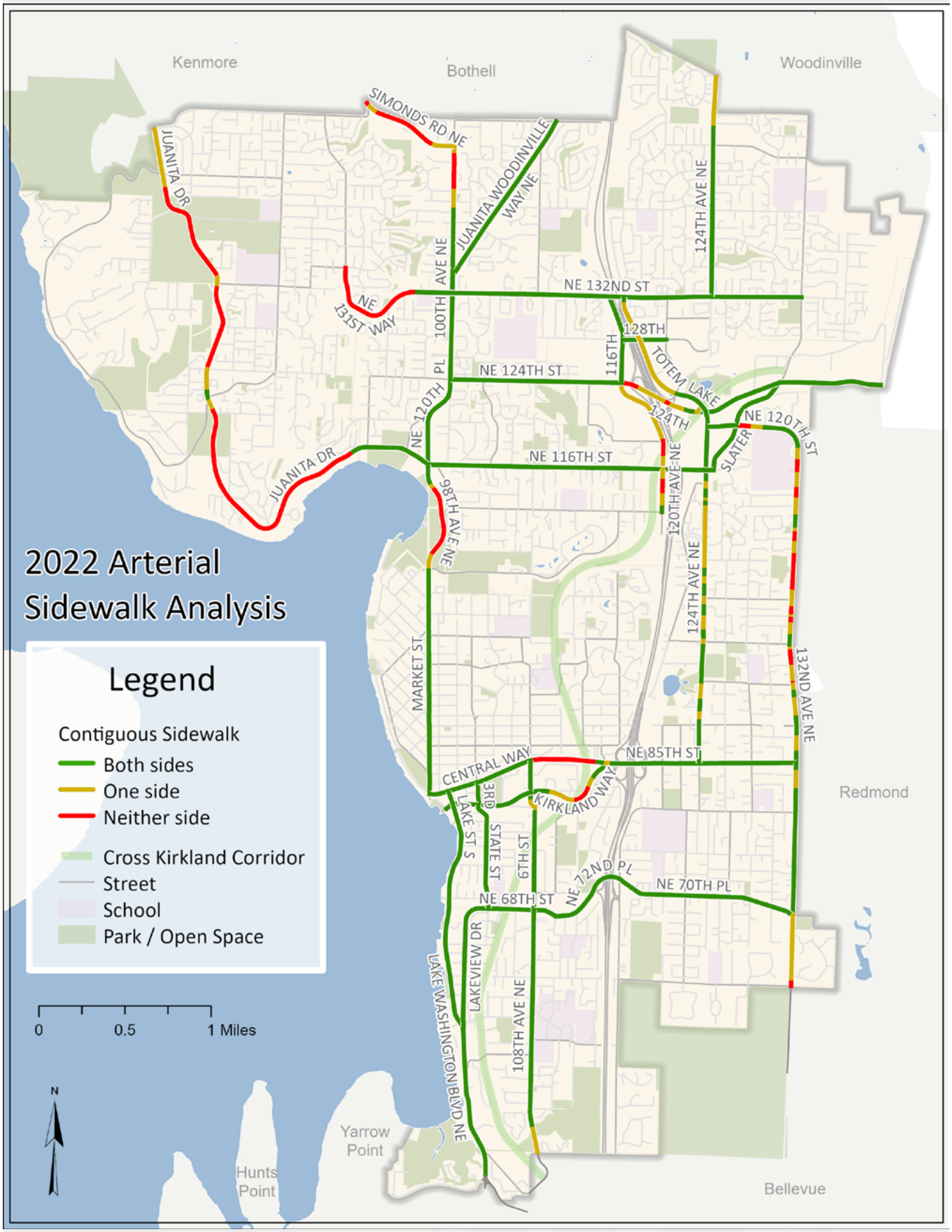


Figure 1.23: Remaining Arterial Sidewalk Gaps

As future development occurs, Kirkland's Citywide Connections Map identifies additional neighborhood connections that will be added to this system.

PEDESTRIAN NETWORK ANALYSIS

The pedestrian network in Kirkland is comprised of sidewalks, trails, short neighborhood connections, curb ramps and other roadway crossing infrastructure, as well as the numerous destinations that people access by foot. A key focus of this plan is to identify both sidewalk and crossing improvements to increase safe and convenient pedestrian access to destinations including transit, activity centers, parks, and the Cross Kirkland Corridor.

SIDEWALK GAPS

Kirkland has made significant progress in meeting its policy goals focused on building out the sidewalk network along arterial streets, but there are still some important gaps to be filled, see Figure 1.21.

In addition to sidewalk gaps on arterial streets, this plan identified all remaining sidewalk gaps, which are shown in Figure 1.24. Many remaining sidewalk gaps are on neighborhood streets that don't provide through block connections or access to community destinations. Still others are along major streets with transit, within activity centers, or along other streets that provide direct access to these destinations, as well as parks.

STREET CROSSINGS

Being able to cross major streets without having to go too far out of direction and with confidence that drivers will stop are two important factors that support walking. Kirkland has been a model for making street crossings safer and more convenient for people walking with its pedestrian flag program and widespread deployment of safety treatments such as median refuge islands and rectangular rapid flashing beacons (RRFBs) but there is still work to be done. This plan identifies where additional street crossing enhancements are needed to improve access to high frequency transit, activity centers, and parks. Similar to sidewalk gaps, there are street crossing enhancements identified in the Safer Routes to School Action Plans which also provide broader pedestrian network benefits and improve community access and safety.

Figure 1.24: RRFBs on 6th St in Kirkland (City of Kirkland).

Figure 1.25: RRFB crossing with median refuge island at NE 116th St near Alexander Graham Bell Elementary School

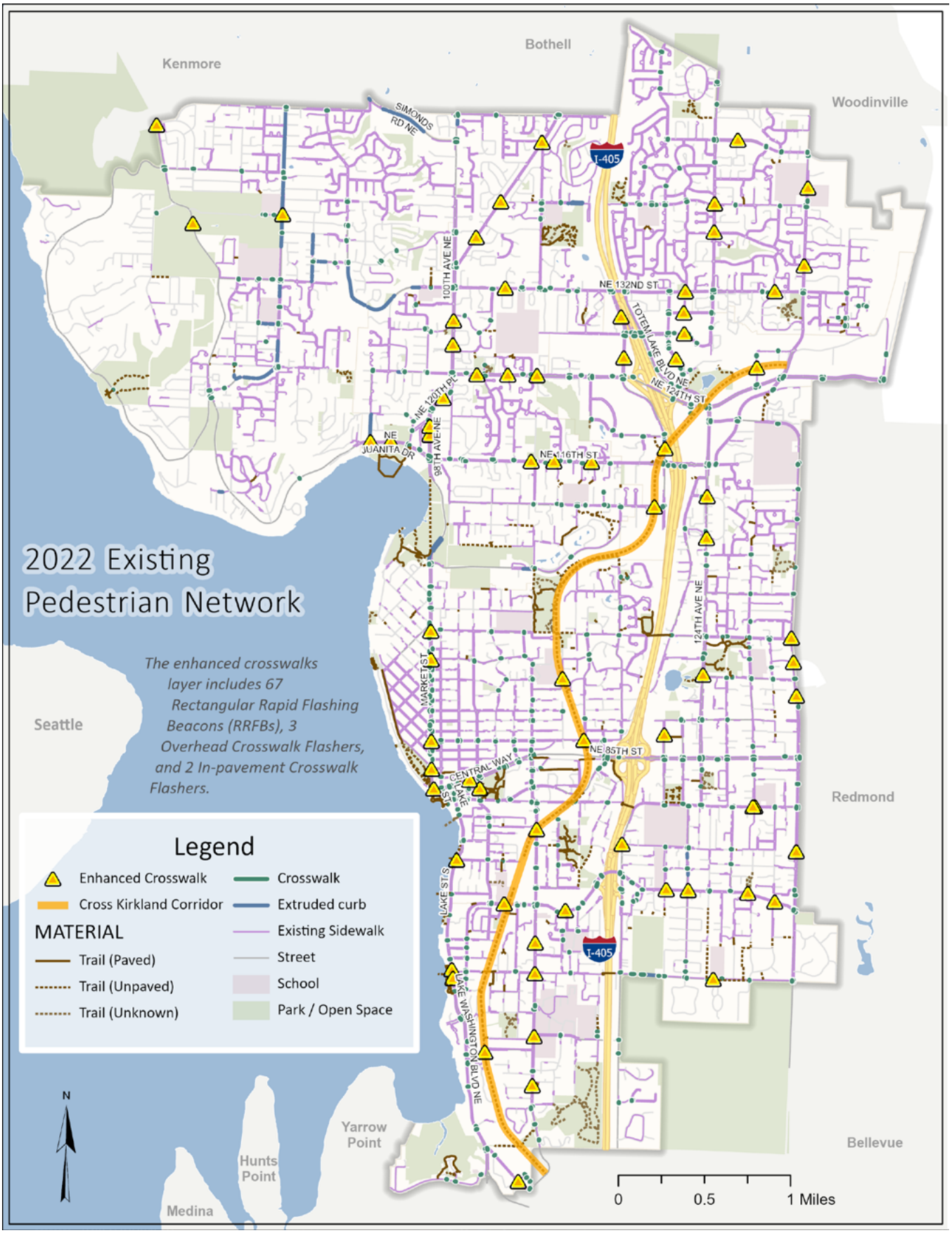


Figure 1.26: 2022 Existing Pedestrian Network.

WHAT IS IT LIKE TO BICYCLE IN KIRKLAND TODAY?

Kirkland has a growing bikeway network consisting primarily of bike lanes. Over time, the City has worked to add buffers to many bike lanes and green conflict zone markings at intersections.

The City has recently implemented its first two neighborhood greenways – NE 75th St and 128th Ave NE. Taken together, these two greenways greatly improve all ages and abilities accessibility in the Rose Hill neighborhood. Neighborhood greenways prioritize a select network of residential streets for people of all ages and abilities to feel safe to walk and ride bicycles. These are often streets with low speeds and volumes that can provide a comfortable environment for walking and bicycling as opposed to bike lanes on busy arterials.

The Cross Kirkland Corridor (CKC) is a wildly popular soft surface multimodal trail that attracts mainly recreational walking and biking. As the CKC becomes more integrated with the on-street bicycle network through neighborhood and street connections and eventually is paved, it will play an increasingly important role in Kirkland's bicycle network.

Figure XX shows Kirkland's existing bicycle network. Table XX summarizes the mileage of the various bikeway types that comprise Kirkland's bicycle network.

Figure 1.28: Bike lane on Lake Washington Blvd

Figure 1.27: Buffered bike lane on 84th Ave NE (City of Kirkland).

Facility Type	Miles
Bike Lane	55.97
Buffered Bike Lane	8.62
Protected Bike Lane	0.19
Shared Lane Markings	2.08
Total	**66.86**

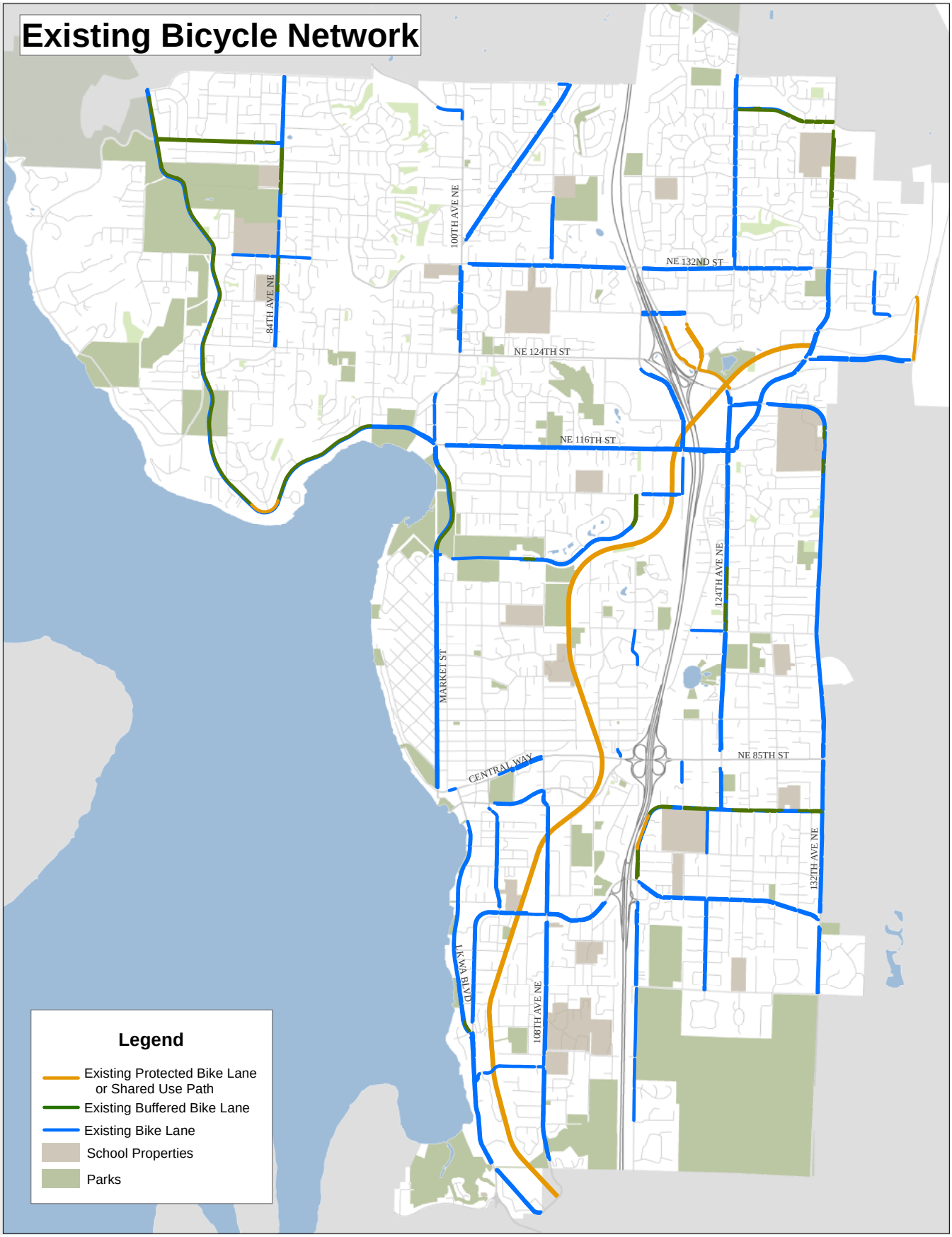


Figure 1.29: 2022 Existing Bicycle Network.

BICYCLE NETWORK ANALYSIS

A network analysis was conducted to determine how well the existing and planned network from the 2015 TMP provide connections to community destinations using "low-stress" bikeways, i.e., bikeways that less confident and more cautious "interested but concerned" bicyclists would feel comfortable using. An example of a low-stress bikeway would be a buffered bike lane on a street with a 25 MPH speed limit and not large amounts of traffic.

This analysis begins by assessing the level of traffic stress (LTS) that takes into account the speed and volume of the roadway as well as existing bicycle facilities. Then, connectivity is assessed to see how well the existing bikeway network connects to destinations through unbroken low-stress routes. This is called the Bicycle Network Analysis (BNA). This process identified areas of Kirkland that are not well-served by low-stress bicycle connections. Areas with a low BNA score were assessed to determine what bicycle facility improvements are needed to create a low-stress connection, which informed the network recommendations presented in the next chapter.

KEY TAKEAWAYS FROM THE BICYCLE NETWORK ANALYSIS

There are several areas where existing and planned bicycle facilities (per the 2015 TMP) still result in a low BNA score i.e., are not well-connected with low-stress bicycle facilities. These include:

- Totem Lake area
- Highlands neighborhood
- Finn Hill
- Portions of the Moss Bay, Everest, Market and South Juanita neighborhoods

Level of Stress in denser areas:

It is important to note that the level of stress is high in some areas that have or are experiencing significant growth such as in the downtown core, Juanita and the 85th Station Area, Totem Lake area is also another area where getting through the urban center is improving but connecting to it can be stressful. These are areas that the city will focus on creating connections to and through that are less stressful for people to walk and bike.

This low connectivity is a result of one or more high-stress streets that provide critical connections to and from the neighborhood (e.g., NE 124th St, Market St, 116th Ave NE) or need to be crossed. In some cases, there are alternative connections within a reasonable distance of these high-stress corridors where it may be difficult to implement low-stress bikeways given space constraints, while in other cases there are no good route alternatives. For example, providing a low-stress bicycle connection on NE 124th St would greatly improve connectivity to the Totem Lake area for many people. However, it would be challenging to install a low-stress bikeway on NE 124th St in the near-term given the volumes of traffic on that street and limited space. NE 116th St and NE 128th St offer alternative east-west routes that would greatly improve the Totem Lake area's overall connectivity to the citywide network and are more feasible to implement low-stress bikeways.

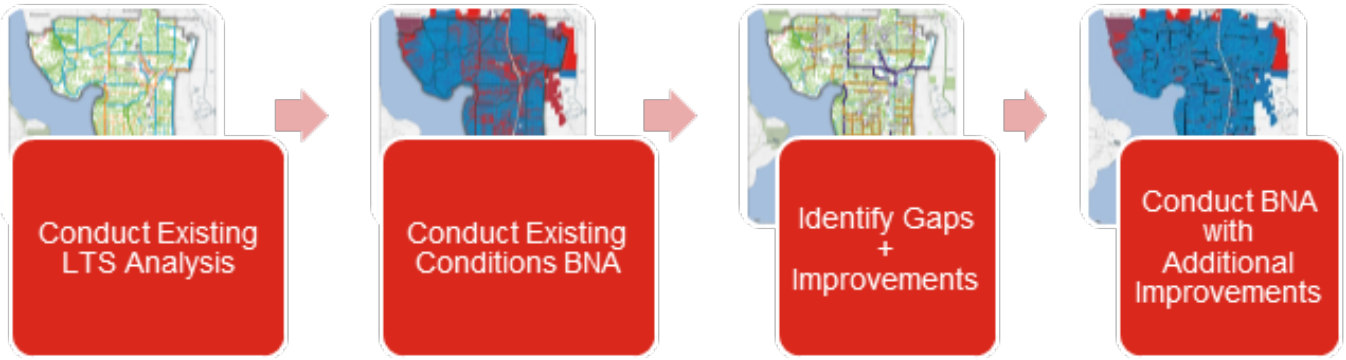
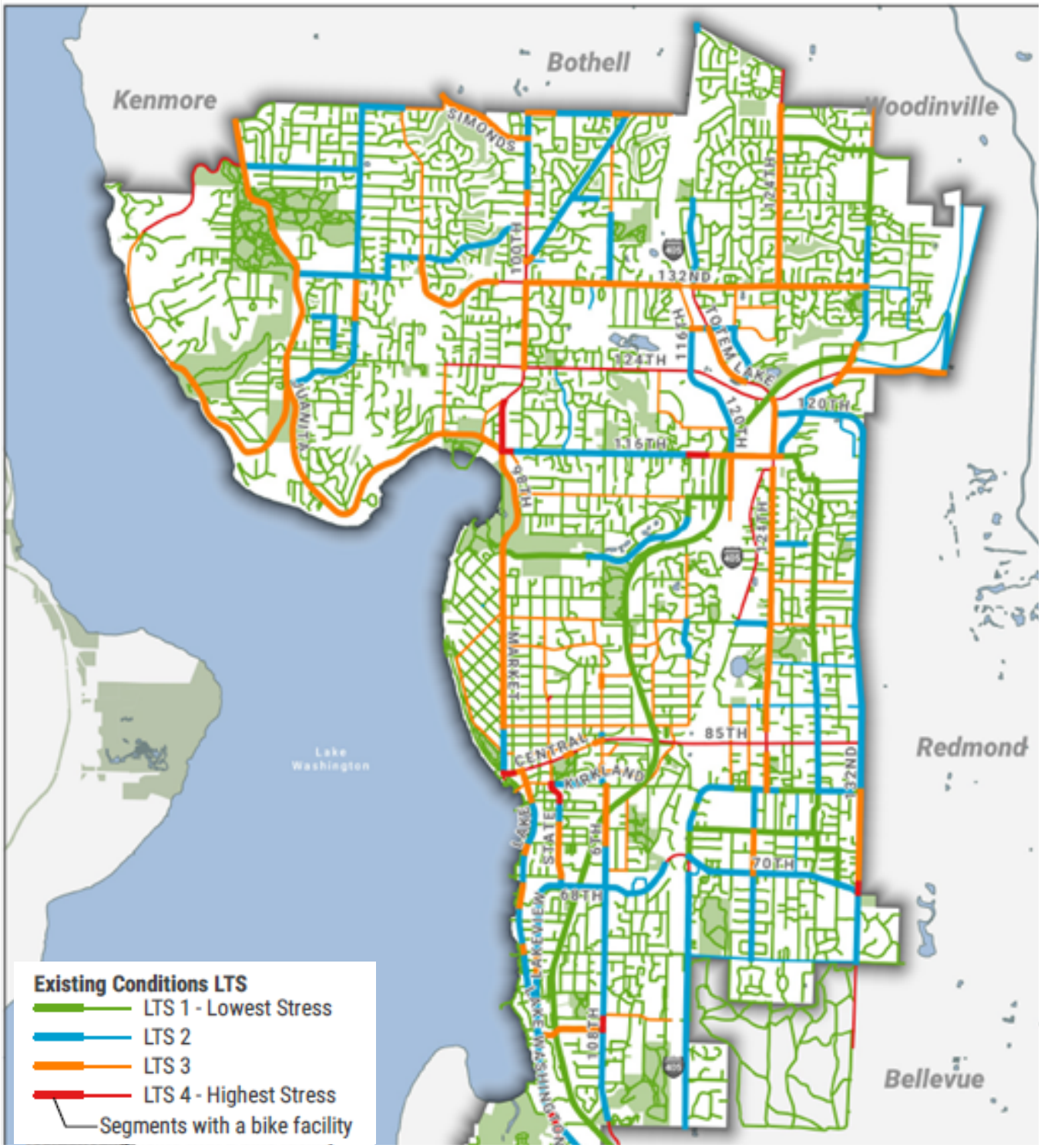


Figure 1.30: Bicycle Network Analysis process.

Level of Traffic Stress on Existing Network



TOOLE DESIGN

Figure 1.31: Level of Traffic Stress on Existing Network.

KIRKLAND'S EXISTING BICYCLE NETWORK IS MOSTLY FOR "ENTHUSED AND CONFIDENT" BICYCLISTS

Currently, the majority of Kirkland's neighborhood street network provides low-stress conditions; meaning they are streets with low vehicle speeds or volumes. However, many of these streets are discontinuous, do not offer direct connections, or have steep grades that present challenges for the casual cyclists or families within the "interested but concerned" demographic. Many of Kirkland's existing bike lanes do not offer a low-stress riding experience primarily because they do not provide sufficient separation to adjacent motor vehicle traffic on roadways with higher vehicle speed and volumes. These "higher stress" bikeways are displayed as orange and red in Figure XX. There are existing bike lanes (blue lines) that offer sufficient comfort for many adults, but these mostly occur as isolated segments, which can create stressful conditions for less confident bicyclists. The Cross Kirkland Corridor and new neighborhood greenways offer the lowest stress riding experience and are considered appropriate for people of all ages and abilities.

CRASHES INVOLVING PEOPLE WALKING AND BIKING

Every year dozens of people walking and bicycling in Kirkland are involved in collisions. Fortunately, many of these collisions don't result in injury, but far too many do. Three people who were walking were killed and another 25 were seriously injured in traffic collisions between 2015 and 2019. During the same period, 11 bicyclists were seriously injured in traffic collisions. Figure XX shows the total number of collisions involving people walking and bicycling.

On average there are nearly 60 collisions per year involving people walking or bicycling. Over a five- year period bicycle and pedestrian collisions comprise 18% of all collisions, yet represent a small fraction of all trips taken in Kirkland. Figure XX shows the disproportionate share of serious and fatal injuries among people walking and bicycling.

People of all ages and abilities are making trips on foot or with mobility assistance devices in Kirkland. While the majority of people walking involved in traffic collisions are in the 21 to 60-year-old range, about one-third are children or older adults. Figure XX shows the distribution of pedestrian collisions by age.

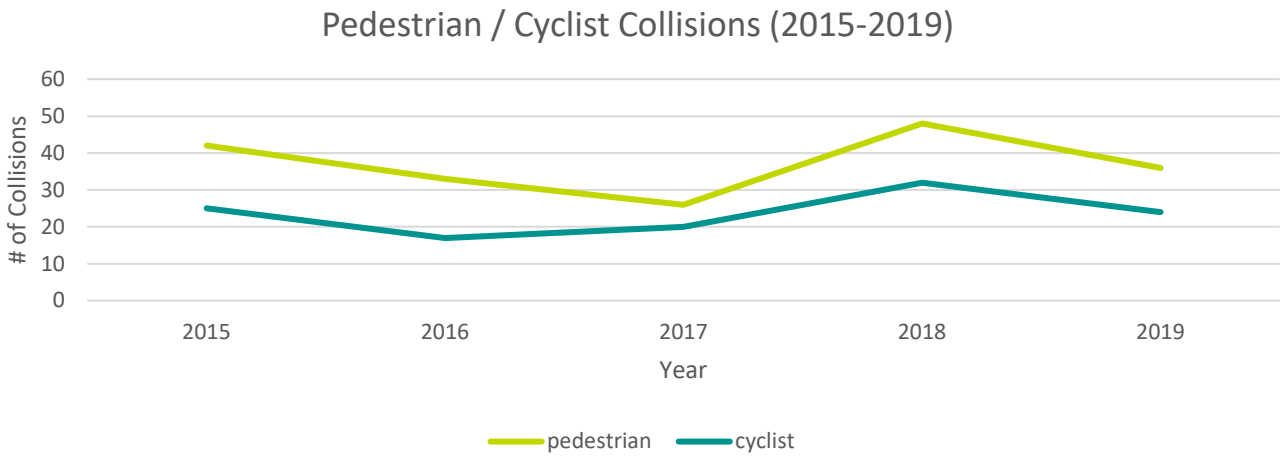


Figure 1.32: Pedestrian and Cyclist Collisions by Year (2015-2019)

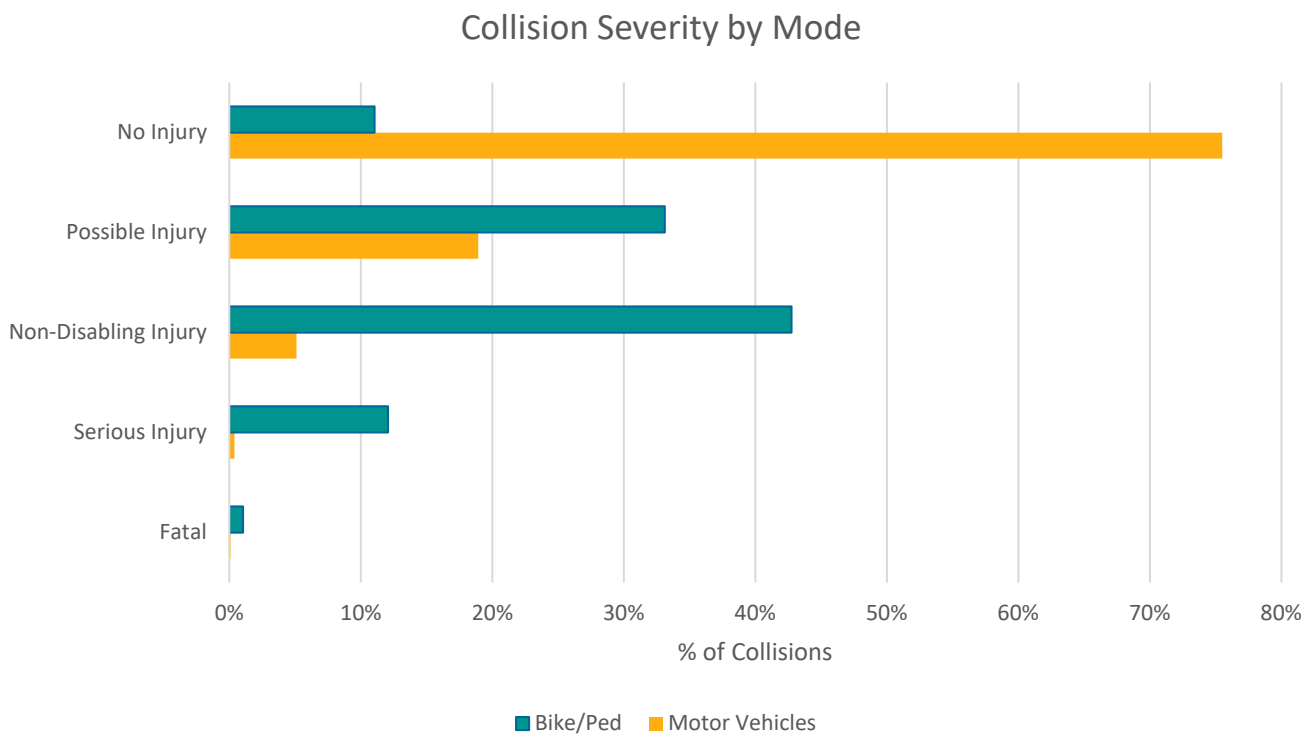


Figure 1.33: Collision Severity by Mode

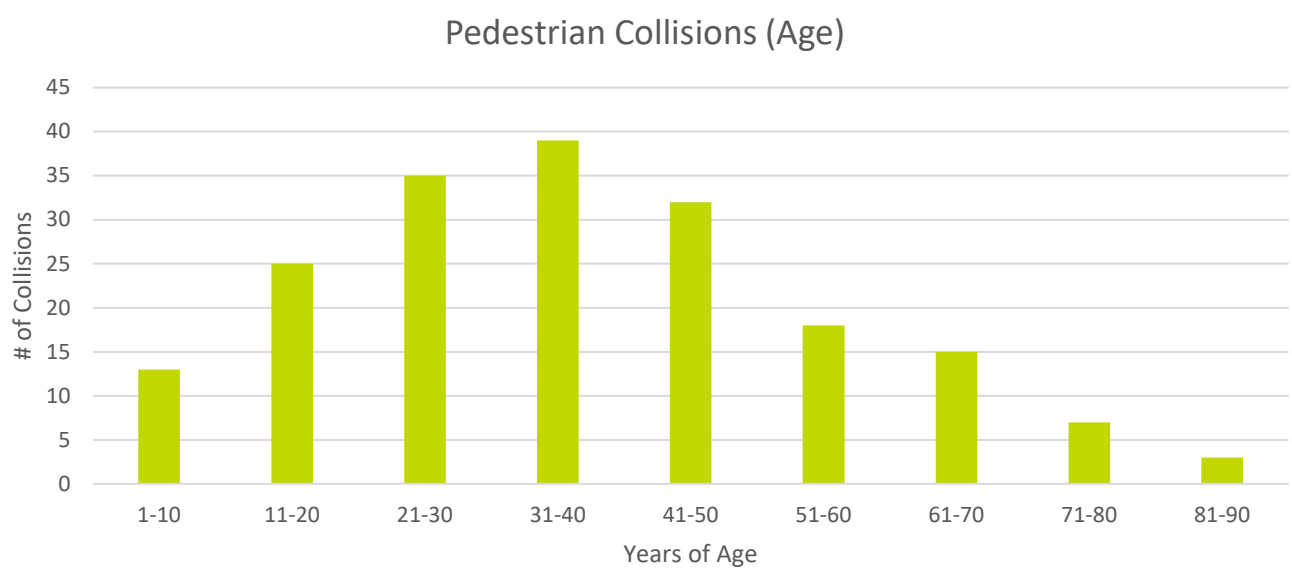


Figure 1.34: Pedestrian Collisions by age (2015-2019).

4.

THE FUTURE OF WALKING AND BICYCLING IN KIRKLAND

4 THE FUTURE OF WALKING AND BICYCLING IN KIRKLAND

This plan envisions safe, complete, connected pedestrian and bicycle networks in Kirkland and identifies and prioritizes infrastructure projects to realize this vision.

The ATP network recommendations are solely within the public right-of-way and focus on access to activity centers, transit, parks, and the Cross Kirkland Corridor. Other City plans including the PROS Plan and SRTS Action Plans focus on walking and bicycling access to and through parks, green spaces, and school properties. The pedestrian network analysis and the bicycle network analysis described in the previous chapter identified where the gaps exist in the walking and bicycling networks. Based on that network analysis, this chapter outlines a vision for a full build out of pedestrian and bicycle networks, and identifies a prioritized list of infrastructure projects for implementing improvements.

Figure 1.35: Community members walking and biking on the Cross Kirkland Corridor (City of Kirkland).

PROJECT PRIORITIZATION

Prioritizing projects help guide investments over time. The prioritization process can identify projects and their applicability to various grant and funding opportunities, and strategically allocate City resources towards projects that will provide the greatest benefit to the network and community. Both the pedestrian and bicycle network recommendations were prioritized by access to key destinations, safety, and equity. Bicycle projects were also evaluated for comfort and connectivity through level of traffic stress, described in Chapter 2.

Addressing Equity

Equity is a key component of the prioritization process for the pedestrian and bicycle project recommendations. This evaluated areas with higher concentration of people of color, people with low-incomes, people with disabilities were prioritized. It is important to note that the overall recommendations in this plan support equity in other ways. Some people have no choice but to walk or bike to transit or destinations. This plan prioritizes connections to transit and recommends greater separation from motor vehicle traffic. This benefits people of all-ages and abilities that may be less comfortable in more exposed environments.

Key destinations include activity centers, which are areas zoned for commercial and mixed-use land uses, parks, transit stops, and the Cross Kirkland Corridor. Schools were included as access points for the bike network prioritization, and pedestrian projects received a higher score when overlapping with a Safer Routes to School Action Plan recommended projects.

Note that access to transit stops with more frequent service were prioritized higher than other transit stops.

Safety was the highest weighted criteria, and evaluated on crashes per mile separately for both the walking and bicying networks.

More detailed information about the prioritization process can be found in **Appendix B**.

Figure 1.36: Visualization for the Totem Lake Connector Bridge. Construction to be completed by the end of 2022.

Electric Bikes and other ways people 'roll'

Electric bikes are becoming increasingly popular and accessible to more people. These bikes are allowed in bike lanes and on the Cross Kirkland Corridor just as with any other bike, as long as speed limits are observed. Similarly, people who rollerblade or skateboard use sidewalks in a similar fashion. With the capability for increased speeds, public outreach will encourage people to share our trails, bike facilities and sidewalks as well as roadways with all users and to be aware and courteous of others.

PLANNED PEDESTRIAN NETWORK

The planned pedestrian network aims to fill critical sidewalk gaps and strategically enhance street crossings that currently impede access to destinations, or otherwise disrupt safe and comfortable pedestrian travel. There are other infrastructure components that comprise the pedestrian network, including accessibility and trail connections, which are a detailed focus for the City through other initiatives:

Accessiblity improvements including curb ramps, accessible pedestrian signals and push buttons as well as other essential infrastructure that improves access for persons with disabilities are acknowledged in the City's Pathway to Transition, a document which summarizes the compliance requirements of Title II of the Americans with Disabilities Act (ADA), outlines actions needed to meet those requirements, and the City's self-assessment results. The City's Transition Plan illustrates how and when the City plans to correct identified deficiencies. The Safer Routes to School Action Plans identify safety improvements specifically for improving walking and bicycling access to schools, such as sidewalks, crossing improvements, and lighting improvents. Many of these projects also also improve access to other nearby destinations.

Pathway and trail connections are identified in the Parks, Recreation and Open Space Plan, which is a six year guide and strategic plan for managing and enhancing park and recreation services, including a vision for shared-use trail connections and signature trails throughout the city. The City has also developed a Citywide Transportation Connections Map that identifies potential street and pathway connections through public and private property to improve overall network connectivity. The Cross Kirkland Corridor, a regional multimodal trail that contributes significantly to Kirkland's pedestrian network, has its own master plan document with a vision for access points, amenities, cross sections, and character zones. More work is being done by the City and its partners to improve connectivity to the trail such as the Totem Lake Connector and more localized neighborhood improvements such as artwork, stair connections, and wayfinding signage.

PEDESTRIAN PROJECT PRIORITIZATION AND RECOMMENDATIONS

The plan includes two objectives to address sidewalk gaps. Objective 1-1 prioritizes gaps based on access to amenities and Objective 1-2 addresses the need to complete sidewalks on both sides of all remaining arterials as well as both sides of the street on transit routes. Projects identified through these objectives have equal weight in this plan in terms of opportunity for implementation, although projects that have a higher prioritization score for Objective 1-1 will be considered before lower scoring projects.

OBJECTIVE 1-1: Prioritize **sidewalk gaps** that connect people to activity centers, transit, parks and the Cross Kirkland Corridor.

OBJECTIVE 1-2: Complete sidewalk on **both sides** of principal and minor arterials on transit routes. Complete at least one side of all remaining arterials.

To address Objective 1-1, sidewalk gaps were analyzed to determine which gaps, if filled, would provide the greatest benefits in terms of providing access to activity centers, parks, transit stops, and the Cross Kirkland Corridor, see Figure XX. These high benefit sidewalks were grouped into logical extents as projects and prioritized based on walk distances to destinations identified above, see Figure XX. This prioritization process resulted in both a set of prioritized sidewalk gap segments and a set of roadway crossing locations that need improvements or are new crossing locations necessary to complete the pedestrian network, see Figure XX. The top priority sidewalk segments and crossings are listed in Tables XX and XX, respectively.

Note the crossings of the Cross Kirkland Corridor (CKC) were not included in this analysis. However, there are two crossings of the CKC that the City will be working on as near term projects: the crossing at 132nd Ave NE/Slater Ave NE, and the crossing at 139th Ave NE/Willows Road.

2022 Remaining Sidewalk Gaps

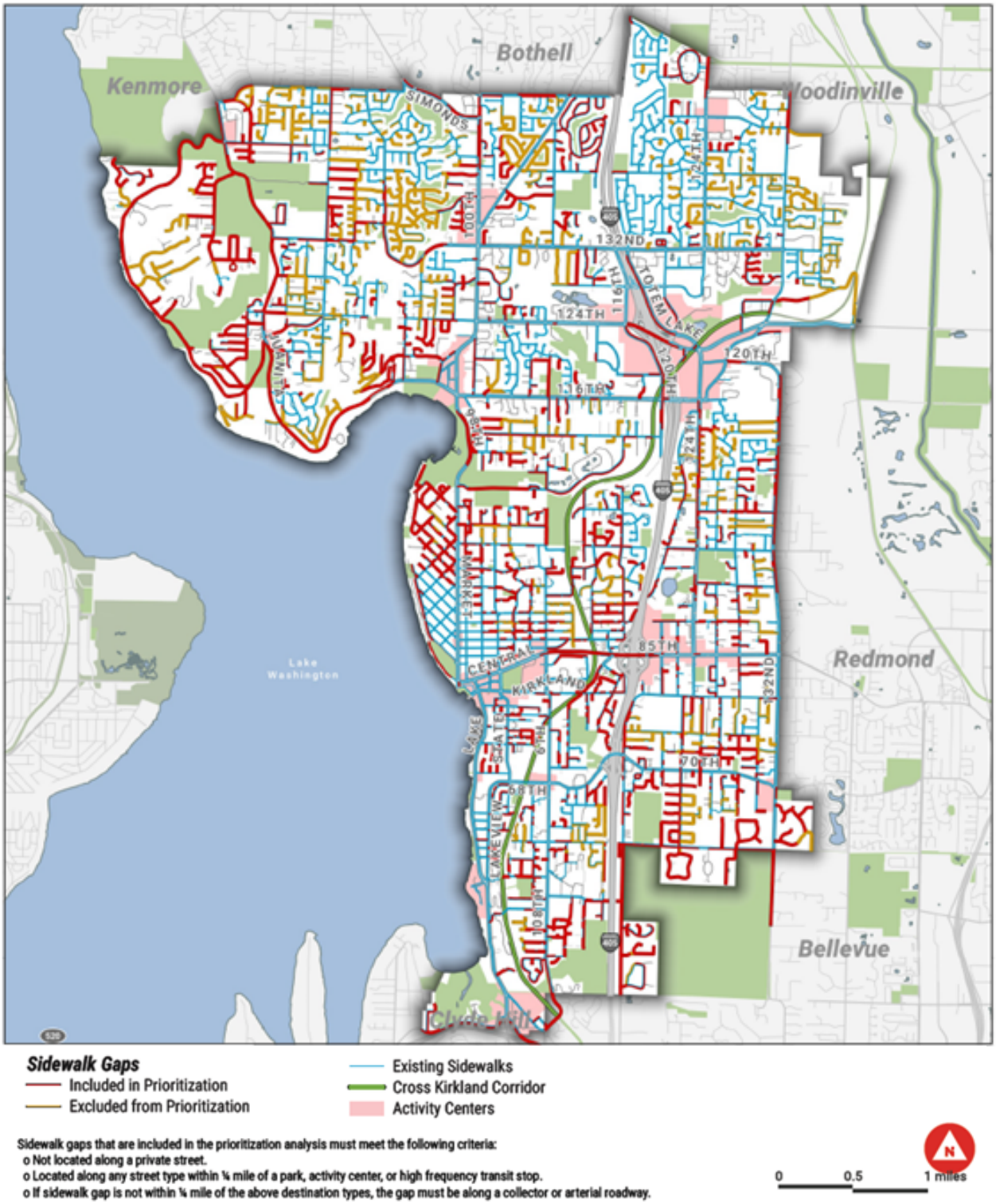


Figure 1.39: Remaining Sidewalk Gaps

Planned Pedestrian Crossing and Sidewalk Network Improvements - Prioritization Scores

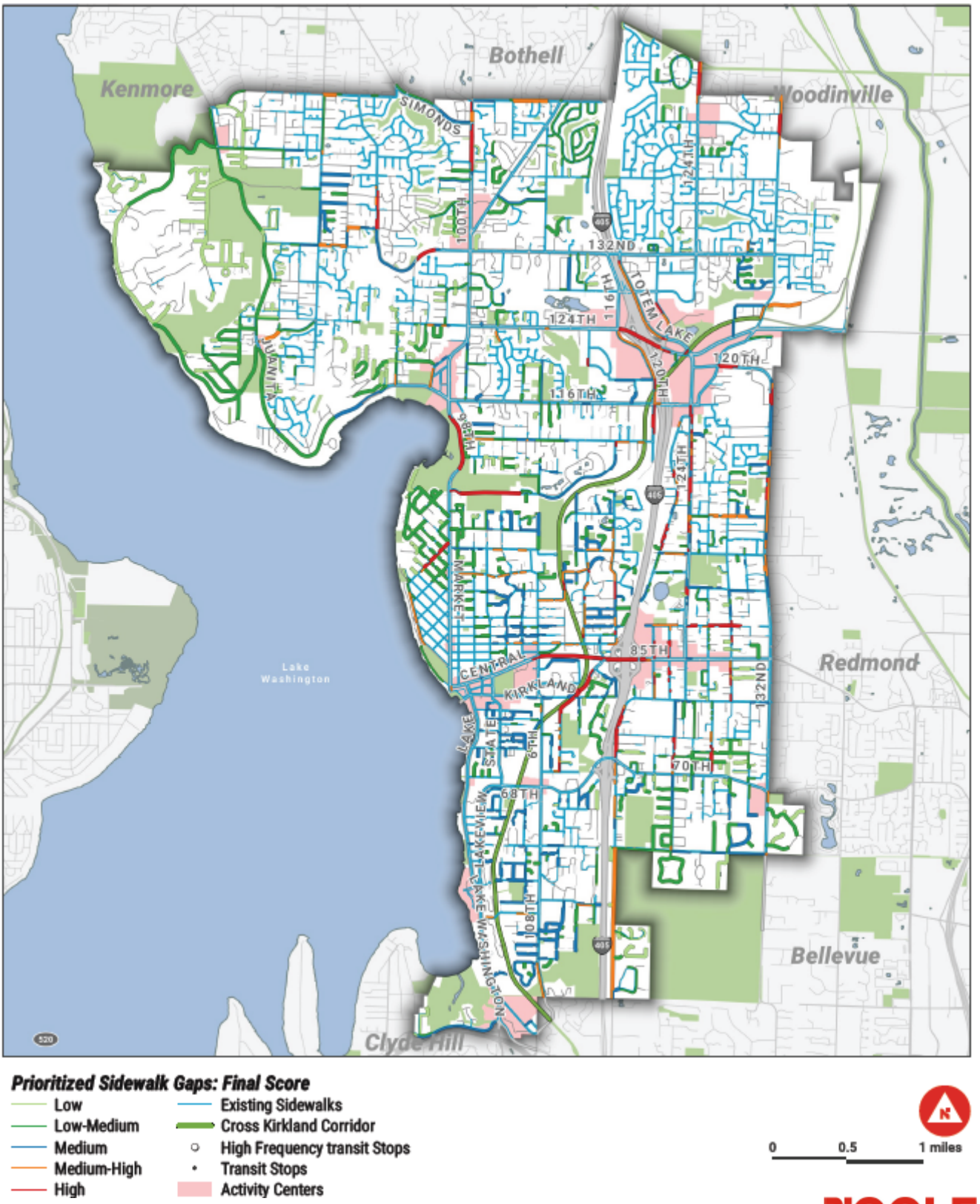


Figure 1.40: Planned Pedestrian Crossing and Sidewalk Network Improvements - Prioritization Scores

Planned Pedestrian Crossing and Sidewalk Network Improvements

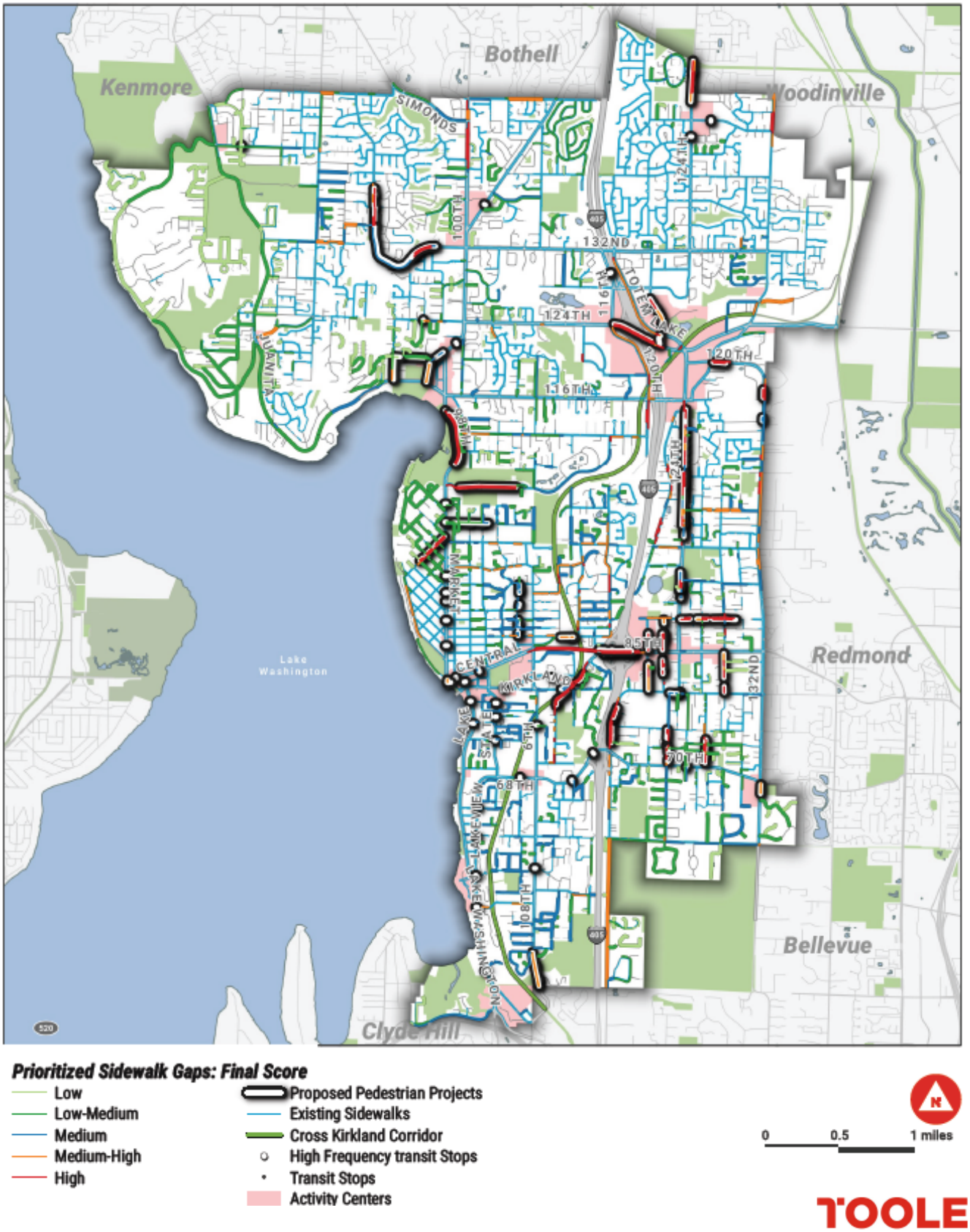


Figure 1.41: Planned Pedestrian Crossing and Sidewalk Network Improvements

These crossing projects will coincide with the completion of the interim trail between 132nd Ave NE and Willows Road by King County, expected to be complete in 2022.

SIDEWALK GAPS ON ARTERIALS AND TRANSIT ROUTES

Objective 1-2 expands on the goal stated in the 2009 Active Transportation Plan for completing sidewalks on one side of all arterials. The City has completed 85.78% (including annexed area) of this goal. To advance further walkability in Kirkland, this plan expands this objective to include sidewalk completion on both sides of all transit routes, and at least one side of all remaining arterials. While many of these gaps overlap sidewalk segments that were prioritized for Objective 1-1, this folds in some key arterials such as Simonds Road and Juanita Drive.

Figure 1.43: Bus stop for the 234 and 255 lines (City of Kirkland).

The plan identified 44 high priority **crossings**. The table below highlights the top 14 highest scoring crossings:

Crossing Name	New or Upgrade	Notes
Lake St - 2nd Ave S	Upgrade	RRFB*, restripe and add stop bars
Lake St - 5th Ave S	Upgrade	Curb extension, RRFB, restripe and add stop bards, improvements from Lake Washington Promenade Study
Central Way - Main St	Upgrade	RRFB, refuge island
Lake Wash Blvd - North of NE 52nd St	Upgrade	RRFB, restripe and add stop bars, improvements from Lake Washington Promenade Study
NE 131st Way - 94th Ave NE	New	Create bike/ pedestrian connection to proposed shared use path on north side of street

Crossing Name	New or Upgrade	Notes
Kirkland Ave - Kirkland Performance Center	Upgrade	RRFB
2nd Ave S - State St	Upgrade	Add lighting, curb extension
NE 124th St - 105th Pl NE	Upgrade	Restripe, add raised pavement markers, ADA ramps
NE 124th St - 108th Ct NE	Upgrade	Restripe, add raised pavement markers
Central Way - 1st St	Upgrade	Restriping, median refuge extension and curb extension
State St S - 7th Ave S	New	South side of intersection, add curb extension and crosswalk
NE 68th St - 106th Ave NE	Upgrade	Restripe, add raised pavement markers, RRFB, ADA curb ramps
Lake Washington - NE 43rd St	Upgrade	South of intersection, add RRFB, add stop bars

Table 1.1: Prioiritized Crossings

The plan also identified 46 **sidewalk segments** that were prioritized using the framework described above. The top 20 are listed below:

On	From	To
124th Ave NE	NE 145th St	City Limits
NE 124th St	116th Ave NE	120th Ave NE
120th Ave NE	Totem Lake Blvd NE	NE 124th St
116th Ave NE	NE 73rd St	NE 75th St
116th Ave NE	NE 75th St	NE 75th Pl
Kirkland Way	East of CKC Bridge	W/O 2nd Ave
NE 90th St	124th Ave NE	128th Way NE
6th St W	13th Ave W	Market St
Railroad St	8th St S	Kirkland Ave
116th Ave NE	South of NE 75th Pl	North of 75th Pl

On	From	To
Forbes Creek Dr	NE 107th Pl	Market St
98th Ave NE	Forbes Creek Dr	Old Market St Trail
120th Ave NE	N 85th St	NE 90th St
96th Ave NE	Old Market Street Trail	Forbes Creek Dr
126th Ave NE	NE 70th St	North of NE 73rd St
124th Ave NE	Slater Ave NE	NE 110th Pl
90th Ave NE	NE 134th St	North of NE 137th Pl
NE 120th St	93rd Pl NE	NE 120th Pl
122nd Ave NE	NE 73rd St	NE 70th St
90th Ave NE/131St Way/NE 132nd St	9600 Block	NE 134th Street

Table 1.2: Prioiritized Sidewalk Segments

MAINTAINING SIDEWALKS

As the City grows and expands sidewalk infrastructure, it is important to ensure those sidewalks are consistently maintained and repaired. The City conducted a sidewalk condition assessment in 2015 which identified approximately $23 million in needed investments. These needs were prioritized for highly-walkable areas, and thus far the City has progressed about 20% toward addressing these high-priority area repairs and investments. Note additional sidewalk repairs and replacements have also occurred through private development.

The objective in this plan aims to operationalize sidewalk repair and ensure that the City can continue to track this inventory and progress made.

OBJECTIVE 1-3: Develop and operationalize a sidewalk repair program that includes periodic inventories to ensure the city maintains current and future sidewalks.

Figure 1.44: Sidewalk construction project on NE 85th St (City of Kirkland)

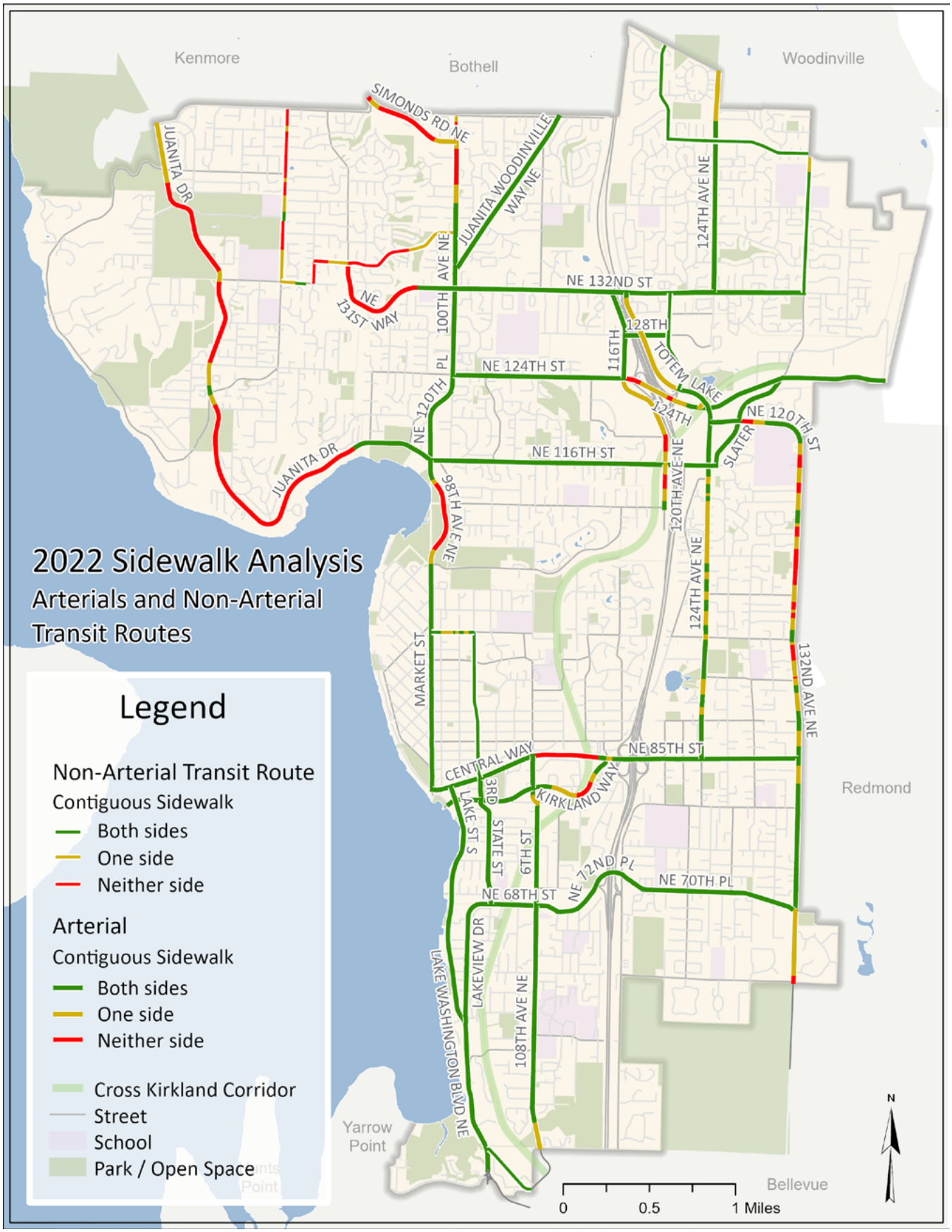


Figure 1.45: Arterials and Non-Arterial Transit Routes 2022 Analysis

Figure 1.47: Helen Keller Elementary School Walk your Child to School Day 2019 (City of Kirkland).

NEIGHBORHOOD HIGHLIGHT: FINN HILL PROJECTS

Finn Hill is a unique neighborhood in Kirkland accessed by roadways with sometimes steep grades. This map shows the planned project investments for the Finn Hill neighborhood to improve walking and bicycling, both on the hill and access to other neighborhoods and activity centers. This includes projects in the adopted Safer Routes to School Action Plan for the neighborhood.

The project on NE 131st Way/ 90th Avenue NE is a 'Catalyst' project in the ATP meaning that it will be prioritized as one of the next candidates for inclusion in the Capital Improvement Program (CIP).

The recommendations for this project include a protected shared use path that is the result of the NE 131st Way / 90th Ave NE Multimodal Corridor Study. Also, the Holmes Point Street Design Standards and Corridor Study identified specific improvements along various segments of the Holmes Point corridor. In addition, schools zones along 84th Ave NE are next to receive additional safety improvement such as automatic traffic safety cameras.

This highlight of planned active transportation and safety investments for Finn Hill demonstrate a multi-tiered and coordinated approach the City is taking to invest in and implement walk, bike and safety improvements throughout the City.

Finn Hill Existing Bicycle and Pedestrian Network & Recommended Improvements

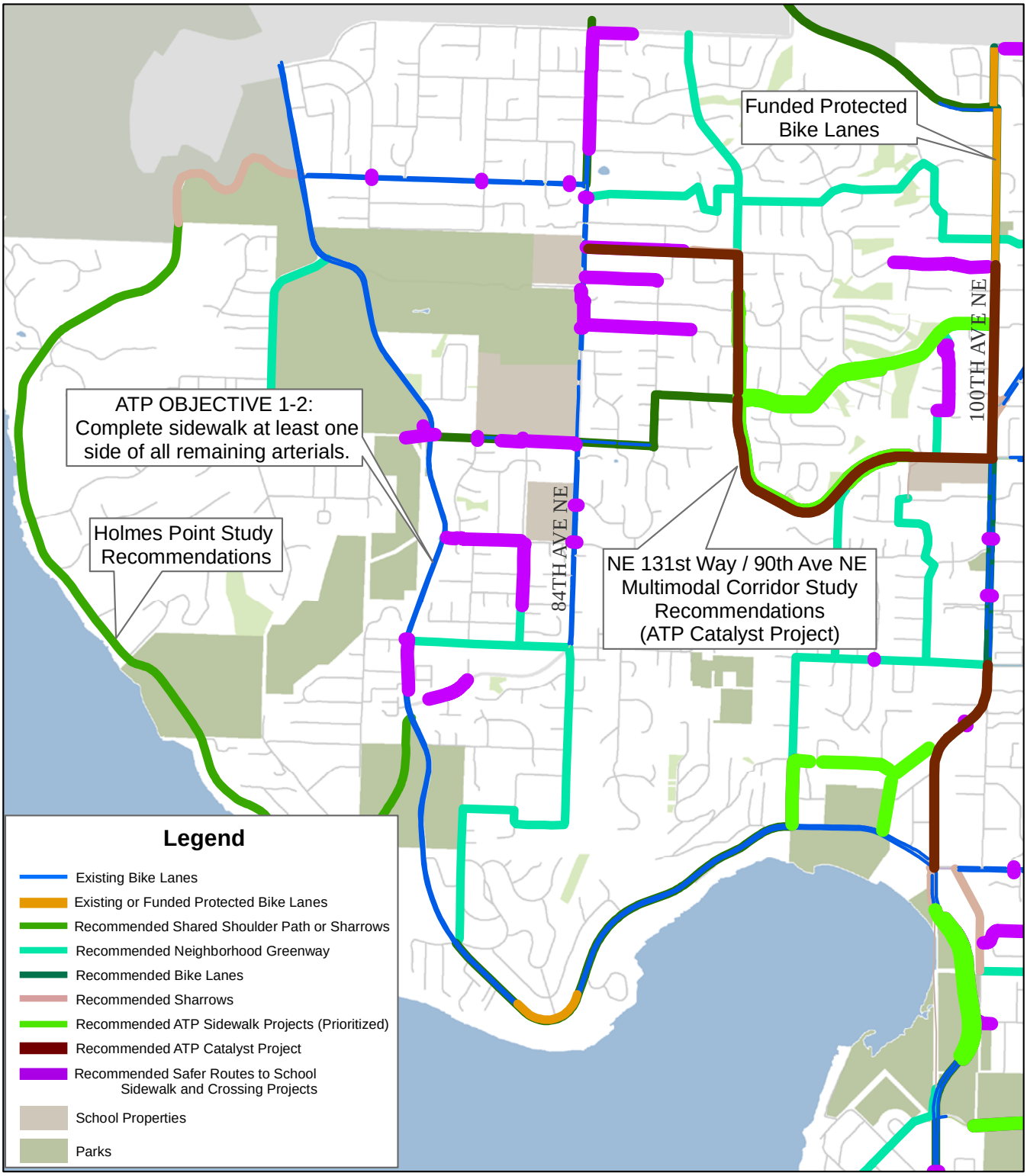


Figure 1.48: Finn Hill Existing Bicycle and Pedestrian Network & Recommended Improvements

PLANNED BICYCLE NETWORK

There is much support among the Kirkland community for creating a bicycle network that people of all ages and abilities would feel comfortable using. The planned bicycle network includes low-stress facilities such as neighborhood greenways, protected bike lanes, and buffered or conventional bike lanes on lower speed streets. Where there is sufficient right-of-way space, this plan also recommends upgrading an existing bike lane to a buffered or protected bike lane. These facility types are briefly described below.

A neighborhood greenway is a low speed, low vehicle volume residential street with traffic calming features, roadway markings, and signage that provides a safe and comfortable environment for people of all ages and abilities to walk or bike. **Neighborhood greenways** will play an important role in Kirkland's low stress bicycle network, as they often provide a parallel, alternative route to a busier street where it would be difficult to implement a low-stress bikeway. Many of the neighborhood greenways in the planned bicycle network will require speed or volume modifications to the streets, including traffic calming, traffic diversion, removal of parking to improve visibility at street corners, or upgraded crossings of major streets where needed for safety and convenience. These design tools are detailed in Kirkland's Greenways Guidelines.

Figure 1.49: Greenway wayfinding signage, raised intersection, and new crosswalk and school crossing signs on the NE 75th St Greenway in South Rose Hill. (City of Kirkland).

On high speed, high volume streets such as arterials where bikeway connections are critical to link the network or reach key destinations, protected bike lanes provide physical separation and protective barriers from vehicle traffic for all ages and abilities bicycle travel. **Protected bike lanes** may be configured as raised above the roadway at the sidewalk level, or at the roadway level with in-street barriers such as parallel parking, planter boxes, extruded curbs, or striped buffer with delineator posts. It is important to note that with all protected facilities, maintenance will be a key factor in ensuring the facilities remain free of debris and the separation mechanism can be replaced or repaired if needed. This comes with additional, and sometimes unforeseen, costs. Protected bike lanes may also be configured as a one-way facility on either side of the roadway, following the direction of the vehicle travel lanes, or may be configured as a two-way facility on one side of the roadway. Protected bike lanes are distinct from trails or sidewalks as they are exclusively designated for bicycle travel.

Figure 1.50: Protected bike lanes (Kirkland Design Guidelines)

A smaller portion of the planned network includes **buffered bike lanes**, and where there are severe space constraints, **conventional bike lanes** and **sharrows** (bike symbol pavement markings). The City will evaluate these corridors over time, taking into account shifts in travel patterns or other opportunities that may make it more feasible to implement a higher comfort bikeway through future rechannelization or right of way acquisition. As an

action item from the Vision Zero Action Plan, the City also plans to explore a speed limit policy and introducing traffic calming measures throughout its network, which would make corridors with in-street facilities more comfortable for more people.

PROTECTED INTERSECTIONS

As projects are implemented, connections to and through intersections are critical to ensure a safe and comfortable bicycle trip. These are spaces where there is greater interaction between bicyclists and other modes, where most crashes occur and have the benefit of opportunity for low-cost treatments.

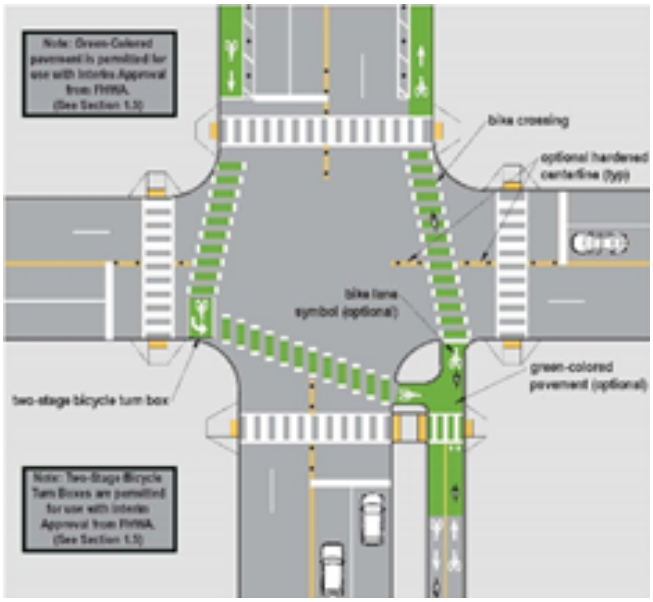


Figure 1.51: Mockup protected intersection (Source)

Figure 1.52: Example protected intersection (Source)

BICYCLE PROJECT PRIORITIZATION

The prioritization process was used as a tool to identify the highest priority investments to inform an implementation strategy. Bicycle projects were prioritized based three categories that are tied to the goals of the Plan:

- Connectivity – Does the bikeway support connectivity to transit and to/from areas where people are most likely to bike?
- Safety and Comfort – Does the bikeway address a location with a past collision(s) or improve comfort for bicyclists?
- Equity – Does the bikeway serve underserved neighborhoods?

Figure XX shows the prioritized bicycle network. The higher a project scores for any given criteria, the greater benefit the project is likely to deliver. Project benefits need to be weighed with project costs and the most likely mechanisms by which a project would be funded and constructed.

BICYCLE PROJECT RECOMMENDATIONS

Both the existing and planned bicycle network were reviewed to assess the most appropriate implementation strategy. Existing bike facilities have identified improvements if needed and gaps in the planned network have proposed improvements. These improvements are organized in three different categories: 'Full Build Out', Catalyst projects and "Quick Win" improvements.

These investments can be viewed in an interactive map.

"FULL BUILD OUT" PLANNED INVESTMENTS

The Full Build Out bicycle network improvements map outlines the vision for the future bicycle network as the City grows and changes. Many of these improvements will require additional right-of-way and are not necessarily tied to a specific implementation time frame. However,

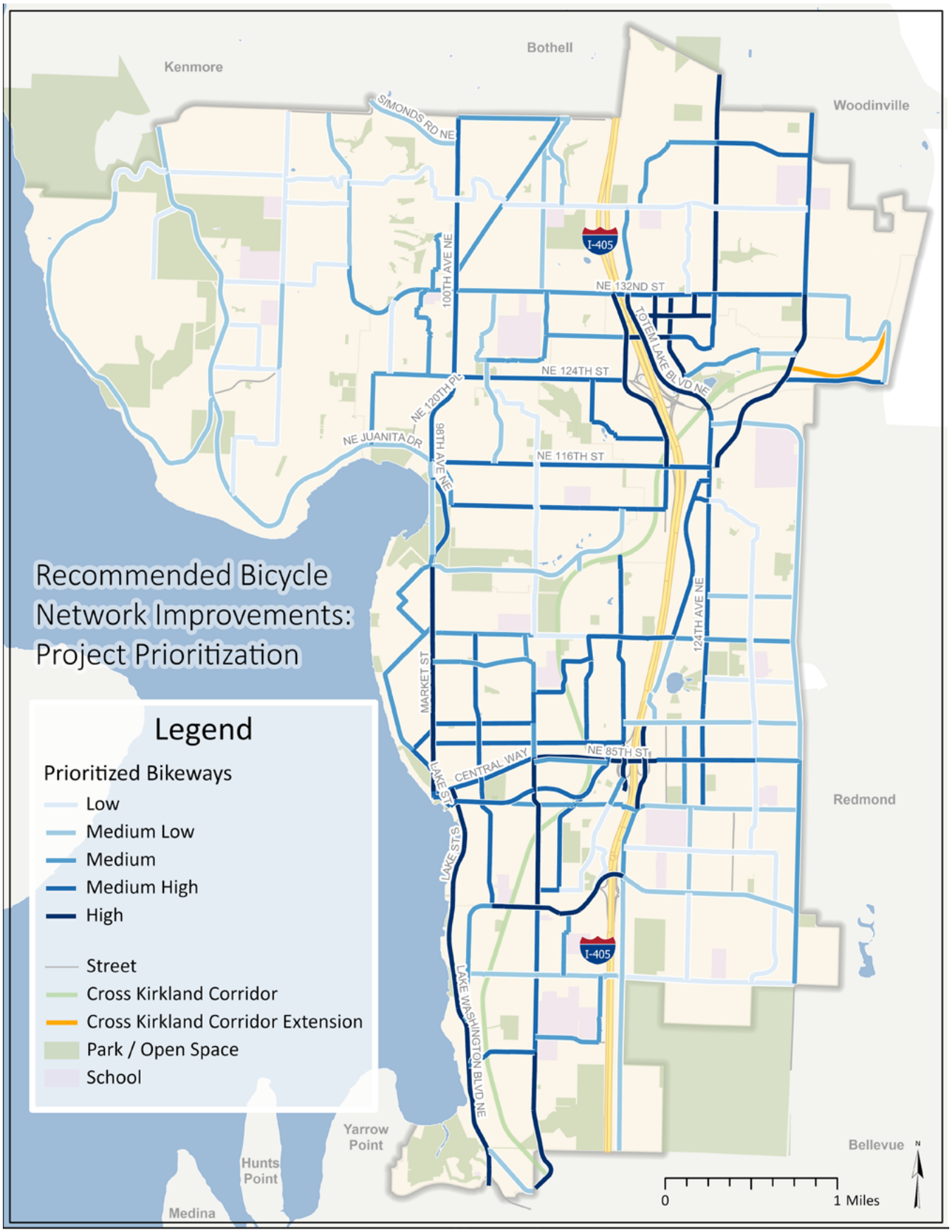


Figure 1.53: Recommended Bicycle Network Improvements: Project Prioritization

the City is fortunate to anticipate future development in many neighborhoods. The benefit of having these strategies specifically outlined in the Active Transportation Plan is right of way needs are identified for future project implementation, so there are no lost opportunities as new developments and roadway improvements occur. For instance, the full build out map can be utilized as a tool by planning and development when communicating street frontage requirements as new development occurs. It can also be used as a coordination tool when streets are repaved or impacted by other public works projects such as stormwater improvements.

Street Name	From	To	Full Build Out
NE 128th St	116th Way NE	120th Ave NE	Add green conflict zone markings. Move EB bike lane to south curb. (116th Ave NE to Totem Lake Blvd) Add raised protected bike lane at curbside level on north side, in-street with delineators on south side (Totem Lake Blvd to 120th Ave NE)
NE 85th St	6th St	I-405/ 85th Station	Shared-Use Path
120th Ave NE	NE 128th St	NE 132nd St	Protected Bike Lanes
85th interchange area connections	All four quadrants		Shared Use Paths connecting to I-405 / 85th Station
Lakeshore Plaza and Kirkland Ave	Market St	Lake St	Shared Use Path or two-way protected bike lanes (with some mixing zones)
7th Ave	Market St	116th Ave NE	Buffered or Protected Bike Lanes, may require neighborhood greenway style implementation at west end of corridor.
Kirkland Ave/ Way	Lake St	NE 85th St	Add buffered or protected bike lanes. Requires right-of-way in some sections and widening of the CKC Bridge.
Railroad Ave, 8th St S, 9th Ave S	Kirkland Way	6th St S	Recommend Bike Lanes in some sections. Neighborhood Greenway passing Everest Park
98th Ave NE	NE 116th St	NE 124th St	Add buffered or protected bike lanes (both sides)
100th Ave NE	NE 132nd St	NE 139th St	Protected Bike Lanes
NE 132nd St, 131st Way, 90th Ave	100th Ave NE	NE 139th St	Shared-Use Path on west side. Downhill bike sharrow. Bike lanes connecting to 100th.
NE 139th St	90th Ave NE	84th Ave NE	Bike Lanes or Neighborhood Greenway

Table 1.3: Recommended Bicycle Catalyst Projects

CATALYST PROJECTS

Catalyst projects are larger projects that may require additional right-of-way or greater investment as a City sponsored Capital Improvement Project. These are recommended projects that score high or medium in the prioritization process and provide great benefit for the city-wide bicycle network meeting the prioritization goals. Most of these recommendations indicate the 'full build out' but are recommended for a capital improvement project in the next six-year CIP and recommend the full build out strategy. These support connections to the NE 85th Station Area where significant growth is planned, connections into downtown, into the Totem Lake area and connecting from neighborhoods into denser areas.

Table XX (accompanied by Figure XX) presents a list of recommended bicycle catalyst projects that show examples of **gaps** in the bike network that are scoring highest for future improvements while also providing the greatest benefit to existing and planned development and connectivity. More detail can be found in **Appendix C** including proposed implementation strategies.

"QUICK WIN" PLANNED IMPROVEMENTS

For the most part, quick win strategies involve filling gaps in the planned bicycle network or improving existing bike facilities. Most of these strategies involve improvements that can be made within existing City right-of-way, either the existing paved roadway right-of-way or unpaved/ undeveloped areas within City-owned property.

For example, improvements to existing bike facilities could include extending existing bike lanes to intersections, adding green conflict zone markings through intersections or along intersecting streets, and buffering or protecting existing bike facilities if space can be made available through restriping or re-channelization, or completing missing gaps in the system. Neighborhood greenways are also considered 'quick win' planned improvements as they do not require acquisition of additional property and primarily involve lower cost infrastructure investments such as signing and striping. High scoring quick win projects are also candidates to be in the next 6-year Capital Improvement Program but can also be addressed through other programs such as the annual striping program or the Neighborhood Safety Program.

These strategies inform the development of the City's Capital Improvement Program over the first six-years of the plan horizon and/or inclusion into implementation programs such as the annual striping program. Many segments in the Recommended Bicycle Network have both an identified 'Quick Win' Improvement and a recommendation for a more robust, 'full build out' design.

Street Name	From	To	Quick Win Strategy
Lake St - Lake Wa Blvd	Lakeview Dr	Central Way	Promendade Study
124th Ave NE (North)	NE 132nd St	North City limits	Add pavement markings to existing bike lanes and extend bike lanes where they currently do not exist. Buffer where there is room.
113th Ave to 120th/ 118th St	NE 124th St	120th Ave NE	Restripe to add bike lane or neighborhood greenway. Would need comprehensive review to bike lanes.
6th St S	NE 68th St	Kirkland Way	Add green conflict zone markings, protected bike lanes around curve.
NE 68th St	State St	108th Ave NE	Rechannel to extend existing bike lanes, add green conflict zone markings.

Table 1.4: Recommended Bicycle Quick Win Projects

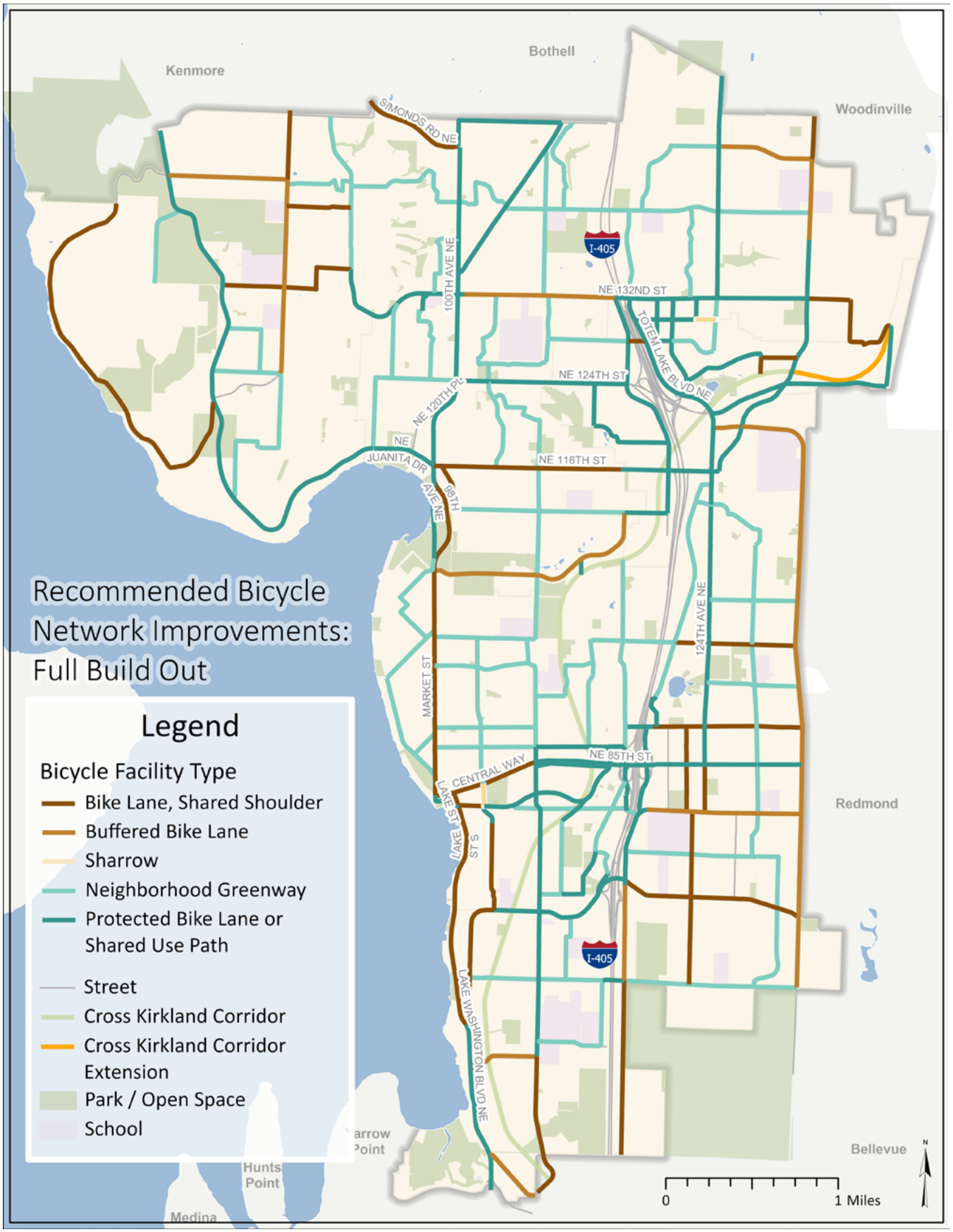


Figure 1.54: Recommended Bicycle Network Improvements: Full Build Out NOTE: The City has received many comments regarding improvements to Lake Washington Boulevard/Lake Street and Market Street. Both of these corridors have recommendations for further study in the near-term plan to help the City better identify the longer-term strategy.

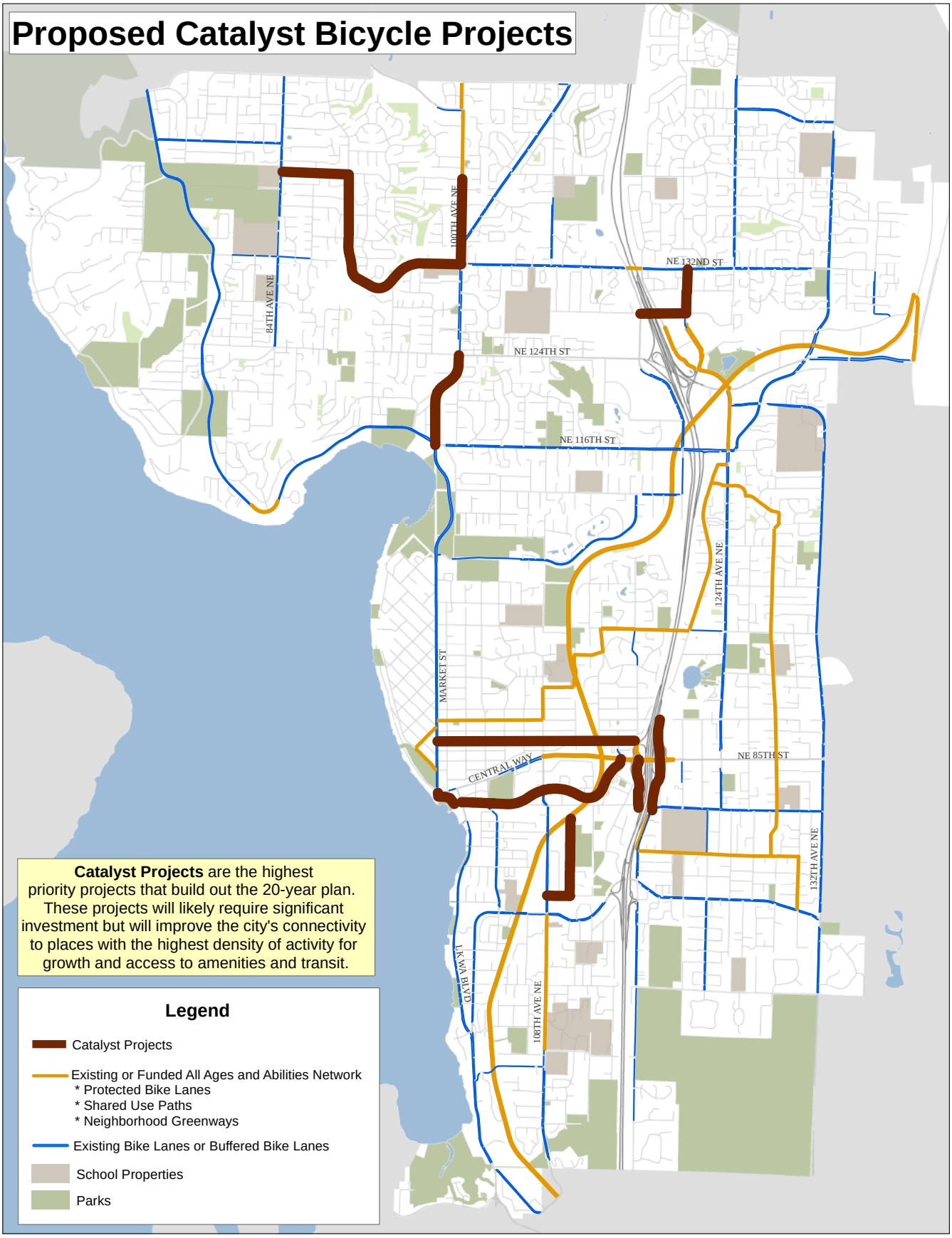


Figure 1.55: Proposed Catalyst Bicycle Projects

Figure 1.56: Recommended Bicycle Network Improvements: Quick Wins

SPECIAL PROJECTS

Evenings on Park Lane

Park Lane in Downtown Kirkland was originally designed to be a “flexible street” and has previously been closed to vehicles during special events. In coordination with the downtown community during the summer and fall in 2020 and 2021, the City started “Evenings on Park Lane” where the street was closed to vehicle traffic and opened to people walking and wheeling beginning at 6 PM. Restaurants expanded outdoor seating into parking spaces, and overall the evening closure to vehicles was well received by the community.

City Council will continue to evaluate future closure of Park Lane to vehicles, whether that continue to remain in the evenings and for special events, for longer periods of time or permanently.

Figure 1.58: Park Lane in Downtown Kirkland (Source).

85th Station Area Plan

The NE 85th Street Station Area Plan is envisioning bold multimodal transportation network improvements to make it easier to walk and bike to the future Sound Transit Stride bus rapid transit (BRT) station from the City’s neighborhoods and destinations. This network vision correlates with the full build out recommendations in the ATP, and includes projects that will require redevelopment or property acquisition, projects fully within the public ROW, and projects that will require coordination with Parks. Many of these projects will require longer timelines for completion, while others are currently underway such as the multimodal paths on both sides of NE 85th Street as part of the WSDOT I-405/NE 85th Street Interchange and ST Inline BRT Station Project.

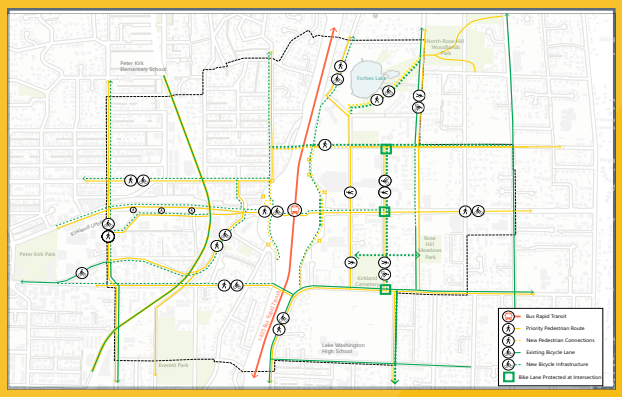


Figure 1.59: 85th Station Area preliminary plans (Source).

Lake Washington Boulevard Promenade Study

The City is currently undertaking a technical data collection and design study of Lake Street South/Lake Washington Boulevard to understand how people are currently using the corridor and develop preliminary design concepts to address the mobility issues and needs in the corridor. The results of this study will be shared with Council for further direction by the end of 2022.

Figure 1.60: Lake Washington Boulevard (City of Kirkland).

SHARED SIDEWALKS AND TRAILS

It will take time for the City to implement the strategies identified in this plan and continue to expand and improve Kirkland's bicycle network for people of all-ages and abilities to be better protected and more comfortable. In the interim, the existing sidewalk network is often utilized by less confident riders. Although sidewalks are narrower and shared with pedestrians, a sidewalk is perceived as a safer facility than in the roadway with high-speed vehicles. A primary goal of this plan is to encourage more people to walk and bike and for those less confident riders, sidewalks may bridge some gaps in the network before more protected facilities are feasible to be implemented. The City will continue to evaluate opportunities to widen existing curb ramps or sidewalk facilities where practical for shared use conditions in limited rights of way.

Likewise, the City has an abundance of paved and unpaved trails and pathways that connect through neighborhoods. These also add to the bicycling network by creating connections and filling in short gaps. As with sidewalks, riders are encouraged to be courteous of others, be cautious of pedestrians in these shared spaces and ride slowly.

Figure 1.62: Green conflict zone markings extend the bike lane on Market St through the Juanita Bay Park intersection (City of Kirkland).

OBJECTIVE 1-4: Increase safety at **crossings** for pedestrians needed to complete pedestrian networks and access to destinations

OBJECTIVE 1-5: Provide additional pedestrian safety improvements at **intersections**

OBJECTIVE 2-2: Make bicycling safer at controlled and uncontrolled intersections

DOING BETTER AT INTERSECTIONS

Intersections are often the most challenging locations to create bicycling conditions that are comfortable and safe for people of all ages and abilities. Existing bike lanes frequently end before the intersection and are not carried through to the other side, causing confusion and stress for bicyclists as well as drivers.

Figure 1.61: Bicycle queue box near Juanita Village (City of Kirkland).

Spot treatments that enhance safety and comfort at intersections can significantly improve the riding experience throughout the network. Intersection spot treatments could include low-cost changes such as painted pavement markings that continue the bikeway through the intersection or queue boxes which are a visible, designated space for bicyclists to wait at a red light. Other intersection enhancements that can improve the bicycling experience in Kirkland include better signal detection and signal modifications to reduce delay, or geometric changes to create more space for bicyclists or reduce vehicle turning speeds.

In places where spaces are more constrained, intersection treatments go a long way toward improving safety and comfort for people bicycling and reduce interaction between people bicycling and motor vehicle through and turning movements. NACTO has also developed a menu of intersection strategies in its "Don't Give Up at the Intersection" guide.

EDUCATION AND ENCOURAGEMENT

In addition to looking at implementation of networks and physical infrastructure, encouraging more people to walk and bike moves the City toward achieving sustainability and climate change goals but also increases public health and reduces congestion.

Goal 3: Encourage and incentivize more people to walk and bike, encourage safe behavior for all users of the transportation system.

There is a lot more the City can do to incentivize and encourage more people to walk and bike. The City already incentivizes walk and bike trips through Kirkland Green Trip but more can be done. Providing wayfinding, maps and more information for how people can access destinations without driving can help encourage more people to walk and bike. Education efforts about behavior and interactions on our roadways can also benefit safety, both for kid and adults.

Technology can also play a significant role in making transportation efficient and effective. For example, technology can help ensure people walking and bicycling have fewer interactions with drivers at signalized intersections. In addition, better understanding the number of people walking and bicycling in the City as well as where crashes occur can better facilitate decisions for where the needs are greatest. This information also helps the City make the case for new infrastructure through current programs or when seeking outside grant funds.

Supportive Goal S3: Utilize technology to support safety measures and supplement safe networks.

5. IMPLEMENTATION STRATEGY

5 IMPLEMENTATION STRATEGY

The next stage of the ATP process is to work with City Council and leadership to identify sustainable funding sources to be able to build and maintain new or improved walking and bicycling infrastructure.

This chapter outlines an implementation strategy for the City to organize, fund, and build the projects and programs presented in the goals and objectives in Chapter 1 and planned networks in Chapter 4. While all the projects and programs recommended in this plan are important to improving Kirkland's pedestrian and bicycle network connectivity, safety, and access; realistically, the City of Kirkland has limits to its financial resources and staff capacity, so it will be necessary to implement projects gradually over time. The implementation strategy for the ATP is as follows:

- Utilize the prioritization process to identify CIP projects
- Identify candidate projects for future grant applications
- Leverage funding and construction opportunities through existing City programs
- Opportunistically implement projects through private development requirements

HOW WILL PROJECTS GET BUILT?

CAPITAL IMPROVEMENT PROGRAM (CIP)

The prioritization process outlines top priority projects for sidewalks, crossings and bike facilities. These top priority projects are the primary candidates for inclusion into the next Capital Improvement Program. Sources of funding in the CIP that are eligible for transportation include 2012 Street levy funds which include pedestrian safety, maintenance and school access projects.

The real estate excise tax is also another major funding source for transportation while other portions include funds from the gas tax, impact fees, business license fees, etc.

GRANT PROGRAMS

In addition to locally sourced funds, the City continually seeks additional funds through grants or through the State legislative process. The prioritization process outlined in this plan can clearly communicate the City's priorities as well as how well projects meet City goals and needs.

OTHER PROGRAMS

There are several other programs that can fund smaller projects that don't require a project to be explicitly listed as part of the capital improvement program.

Annual Striping and Paving Programs

Projects identified to add striping or bike symbol pavement markings can be added to the **annual striping program**. However, the more striping that occurs, particularly through additional green conflict zones, using thermoplastic and added symbols can add significant maintenance costs to this program. Small incremental improvements could be folded into the existing programs but major additions such as significant increases to green conflict zone markings will require this program to be supplemented with additional funds for added striping and on-going maintenance.

Other programs such as the **annual paving program** are opportunities to achieve some of the recommendations outlined in this plan. This relies less on the prioritization process but segment by segment recommendations in this plan, specifically for the bike network, provide a tool for the City to use as new streets are paved and subsequently restriped. This is where segment by segment recommendations become useful.

Figure 1.63: Newly striped bicycle lanes on 84th Ave NE (City of Kirkland).

Neighborhood Safety Program (NSP)

The recommendations in this plan can provide neighborhoods a tool for evaluating local improvements through the NSP where communities are encouraged to collaborate and decide on projects that benefit their neighborhoods. The analysis provided in this plan can assist that process for proposals through this program.

School Zone safety cameras

School zone safety cameras provide additional funds for the City to implement safety projects in school zones. While most of these funds will support projects identified in the Safer Routes to School Action Plans, there are many overlaps with the recommendations in this plan for projects to be funded near schools.

Partner Agencies

The City works closely with King County Metro and Sound Transit on future projects coming to Kirkland, specifically Sound Transit's I-405 Bus Rapid Transit routes (STRIDE) and the future King County Metro K-line Rapid Ride Transit line. These projects in addition to other coordination efforts with Metro look at access as well as speed and reliability for transit. These access funds provide an additional opportunity for coordination with transit agencies to fund capital projects in Kirkland that provide access to transit.

Private Development

Kirkland is very fortunate to anticipate future development in many neighborhoods which is critical to providing much of the infrastructure and investment needed to support population growth. As development occurs, sidewalks and other street frontage improvements such as bike facilities are a permitting requirement. The benefit of having these strategies specifically outlined in the Active Transportation Plan is so the City can be clear about future project needs so there are no lost opportunities as future development and improvements occur.

For instance, this list is intended to be utilized as a tool by the Planning and Development Department when communicating street frontage zones as new development occurs. This also helps to ensure the City can preserve and/or acquire the right-of-way needed to achieve the long-term vision for a more protected and comfortable bicycle network outlined in this plan.

Estimated costs are high level as of 2022 and would need to be adjusted for inflation in the CIP as they are programmed. Costs associated with project investments include costs for design/permitting and construction (paint, installation, materials, etc.). Additional costs such as stormwater impacts identified in permitting and coordination with other (utility projects) may need to be added to the estimates on a case-by-case basis:

Program or Project Category	Estimated Costs
High Priority Sidewalks	$45.7 M
High Priority Crossings	$4.0 M
Catalyst Bicycle Projects	$52.0 M
High Priority 'Quick Win' bicycle projects	TBD
Next High Priority Neighborhood Greenways	$9.5 M
Sidewalk Repair Program	$3.2 M
Other Maintenance Costs (wheelchair ramps)	$45.5 M

CITY OF KIRKLAND
WASHINGTON

Appendix A. Public Engagement

Engagement Summary

The update to the Active Transportation Plan (ATP) began in 2019 with some initial engagement activities such as community meetings and an on-line survey. Timeline for this update was extended due to COVID-19 pandemic related delays. In 2021, staff restarted an extensive public outreach schedule that included over 20 meetings with various groups throughout the year. These engagement efforts included:

- Neighborhood association meetings
- Interest group meetings
- Community meeting at City Hall (pre-pandemic)
- City Hall for All event (2021)
- Virtual community meetings
- Online public comment form
- Story Map and interactive Web Map

The virtual community meetings, survey and opportunities to comment on the webpage were advertised using social media, email lists and through This Week in Kirkland publication. Individual comments received through the public comment form are all noted below.

The Transportation Commission was also briefed nine times throughout the process. Those discussions helped to shape the plan as it was being developed. In addition, Kirkland City Council was also briefed at their April 20, 2021 study session and at the March 15, 2022 study sessions.

Key take-aways

The City heard the most from the public regarding concerns about safety. These comments were varied but may of them included concerns related to:

- lowering speeds
- greater pedestrian connectivity and lack of or disconnected sidewalks in some areas
- separation of modes such as the greater need for protected bike lanes
- need for improved crossings
- human behavior such as cars failing to yield to pedestrians

The City also received many project / location specific comments and quite a few questions. Some questions/ general comments included:

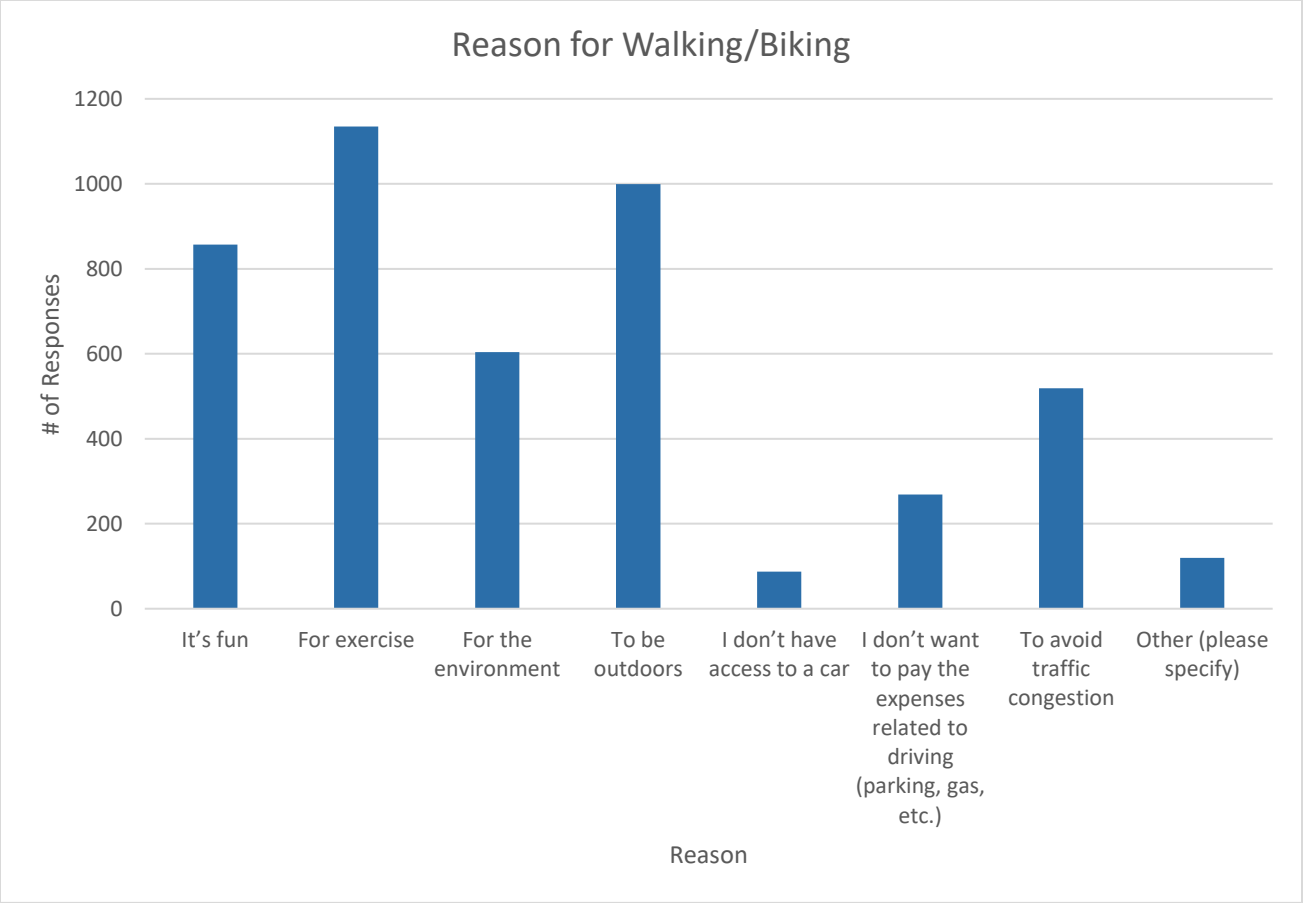
- appropriate use electric bikes and scooters in bike lanes and on sidewalks
- trade-offs between parking and other uses of right-of-way (people suggested to remove parking in lieu of bike lanes, others expressed concern about parking availability)
- need to ensure bike lanes and sidewalks are not blocked by cars, trash bins or debris

Safe and Active Transportation Survey

Between November 2019 and January 2020, the city conducted a Safe and Active Transportation survey to inform both the Active Transportation Plan and the Safer Routes to School Action Plans. This survey received 1,278 responses. The graphs and charts below show each question and responses (questions 1-24) and then includes some focused cross comparisons. Those cross comparisons look at specific responses from people who expressed an interested in walking more, bicycling more and also pulled out some questions based on specific demographics.

Survey Questions

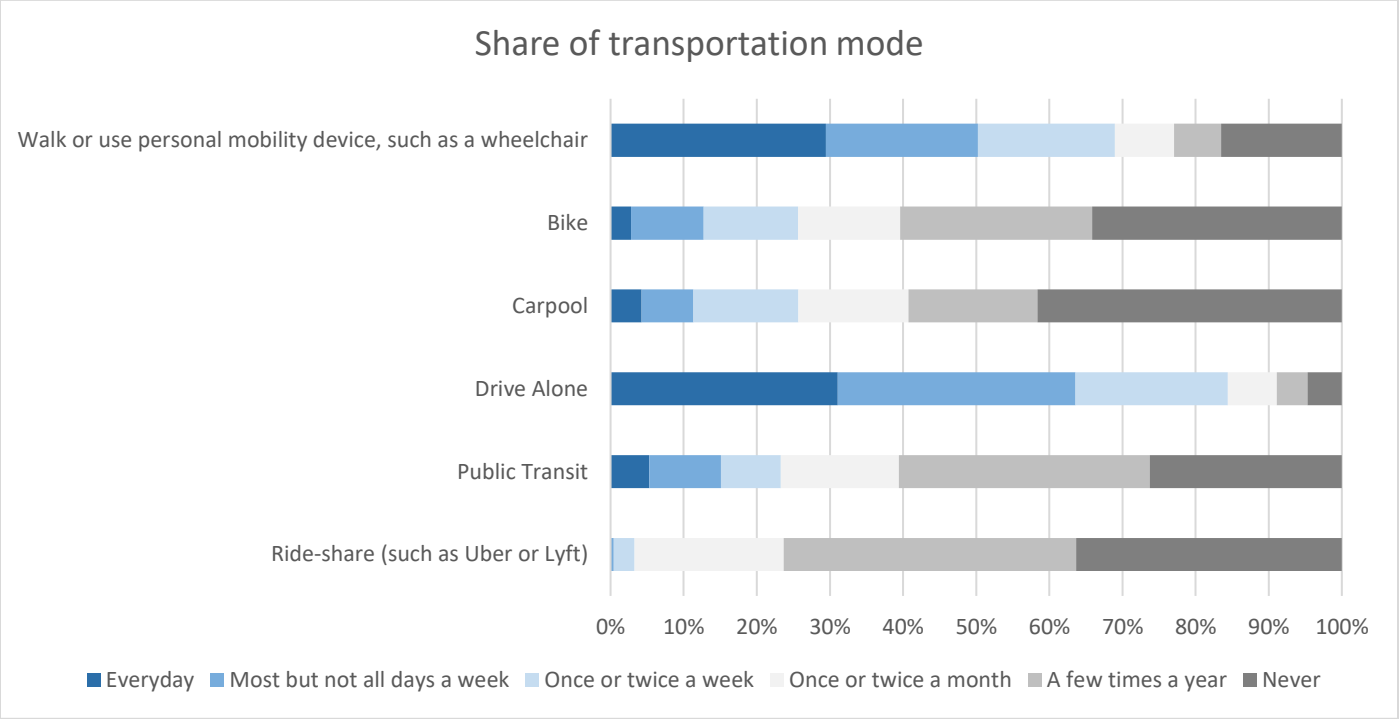
Q1. When I choose to walk and/or bike, I do it because (check all that apply)



Answer	Responses	# of Responses
It's fun	67.48%	857
For exercise	89.37%	1,135
For the environment	47.56%	604
To be outdoors	78.66%	999
I don't have access to a car	6.85%	87
I don't want to pay the expenses related to driving (parking, gas, etc.)	21.18%	269
To avoid traffic congestion	40.87%	519

Other (please specify)	9.45%	120
Total		**1,270**

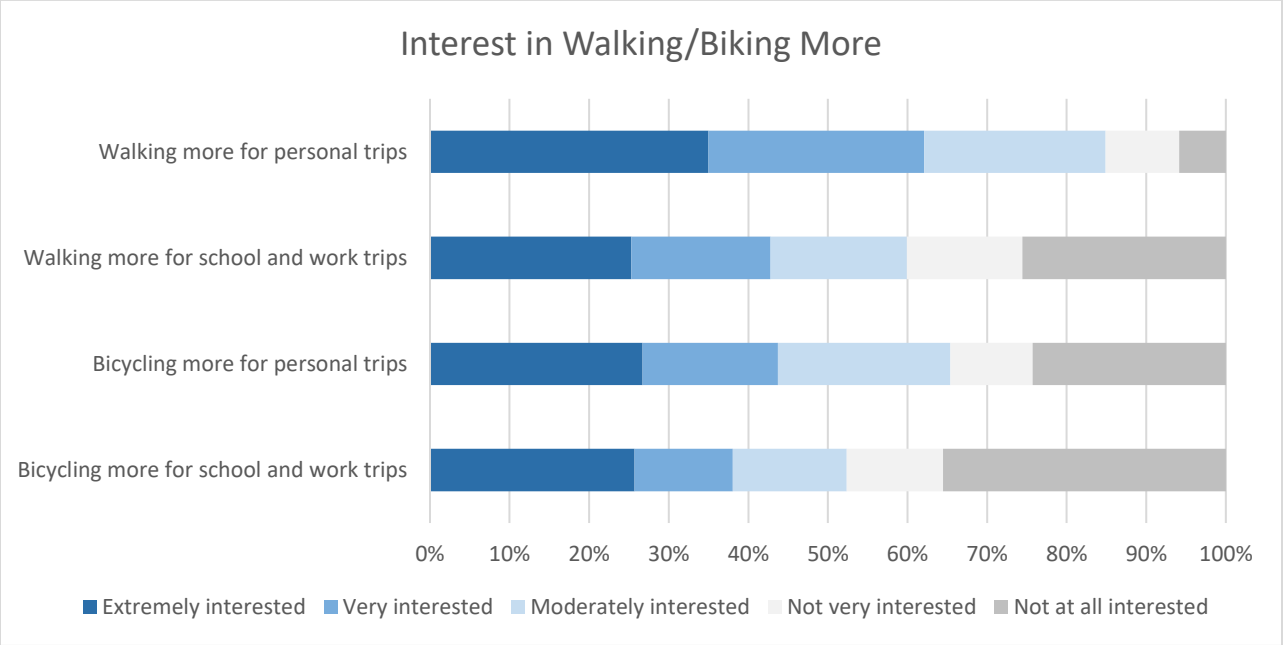
Q2. In a typical month, which of the following transportation options do you use? Include all types used during your trips (e.g. walking to a bus stop would be both a walking trip and a transit trip).



	Everyday	Most but not all days a week	Once or twice a week	Once or twice a month	A few times a year	Never	Total
Walk or use personal mobility device, such as a wheelchair	29.44% 348	20.81% 246	18.70% 221	8.12% 96	6.43% 76	16.50% 195	**1,182**
Bike	2.82% 33	9.92% 116	12.92% 151	13.94% 163	26.26% 307	34.13% 399	**1,169**
Public Transit	5.29% 62	9.81% 115	8.19% 96	16.13% 189	34.30% 402	26.28% 308	**1,172**
Carpool	4.25% 48	7.09% 80	14.35% 162	15.06% 170	17.63% 199	41.63% 470	**1,129**
Drive Alone	31.07% 385	32.53% 403	20.82% 258	6.70% 83	4.20% 52	4.68% 58	**1,239**
Ride-share (such as	0.00% 0	0.45% 5	2.86% 32	20.36% 228	40.00% 448	36.34% 407	**1,120**

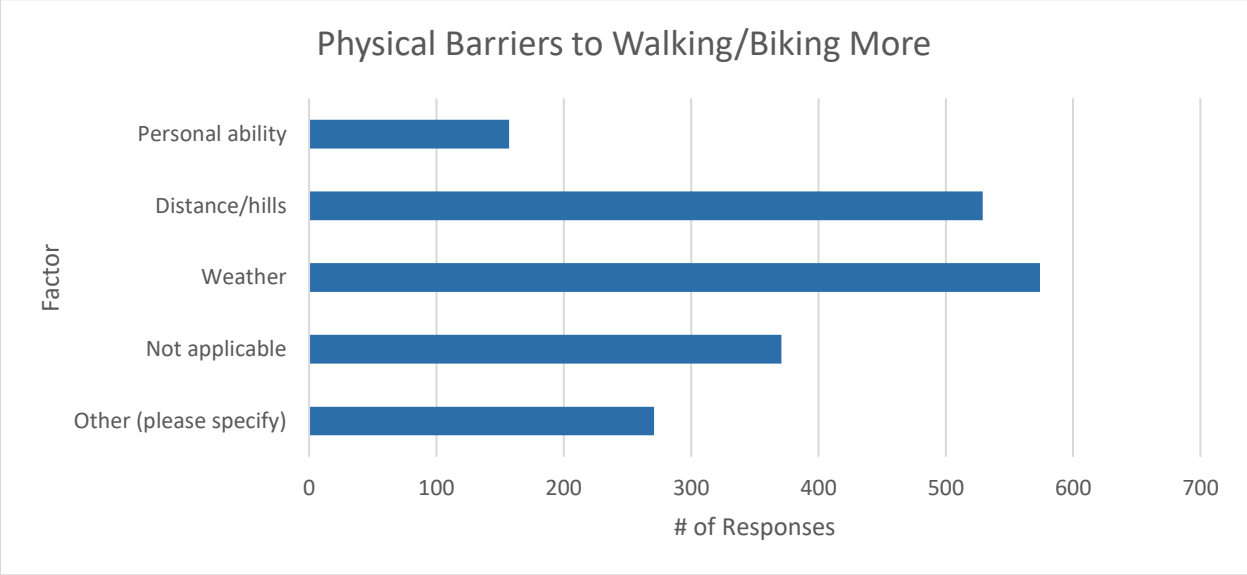
Uber or Lyft)	

Q3. How interested are you in _____?



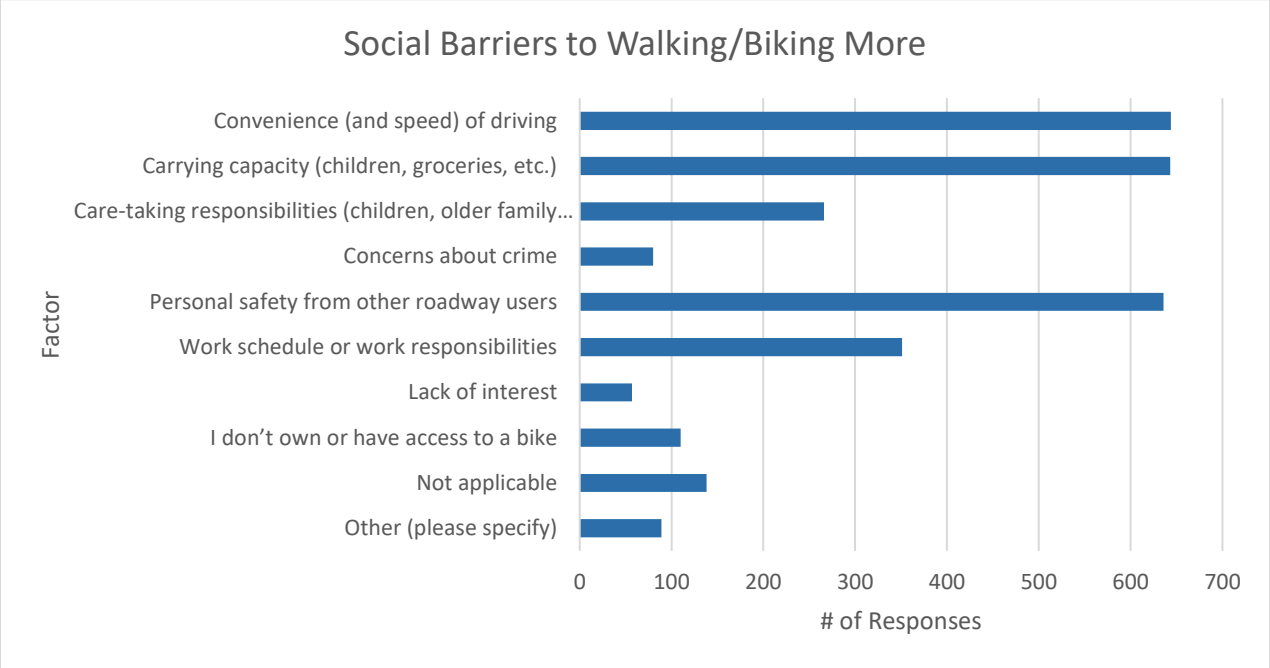
	Extremely interested	Very interested	Moderately interested	Not very interested	Not at all interested	Total
Walking more for personal trips	35.00% 435	27.11% 337	22.77% 283	9.25% 115	5.87% 73	**1,243**
Walking more for school and work trips	25.32% 300	17.47% 207	17.13% 203	14.51% 172	25.57% 303	**1,185**
Bicycling more for personal trips	26.73% 329	16.98% 209	21.69% 267	10.32% 127	24.29% 299	**1,231**
Bicycling more for school and work trips	25.69% 308	12.34% 148	14.35% 172	12.09% 145	35.53% 426	**1,199**

Q4. If physical factors keep you from walking or biking more, which of the following best describes the reason? (check all that apply)



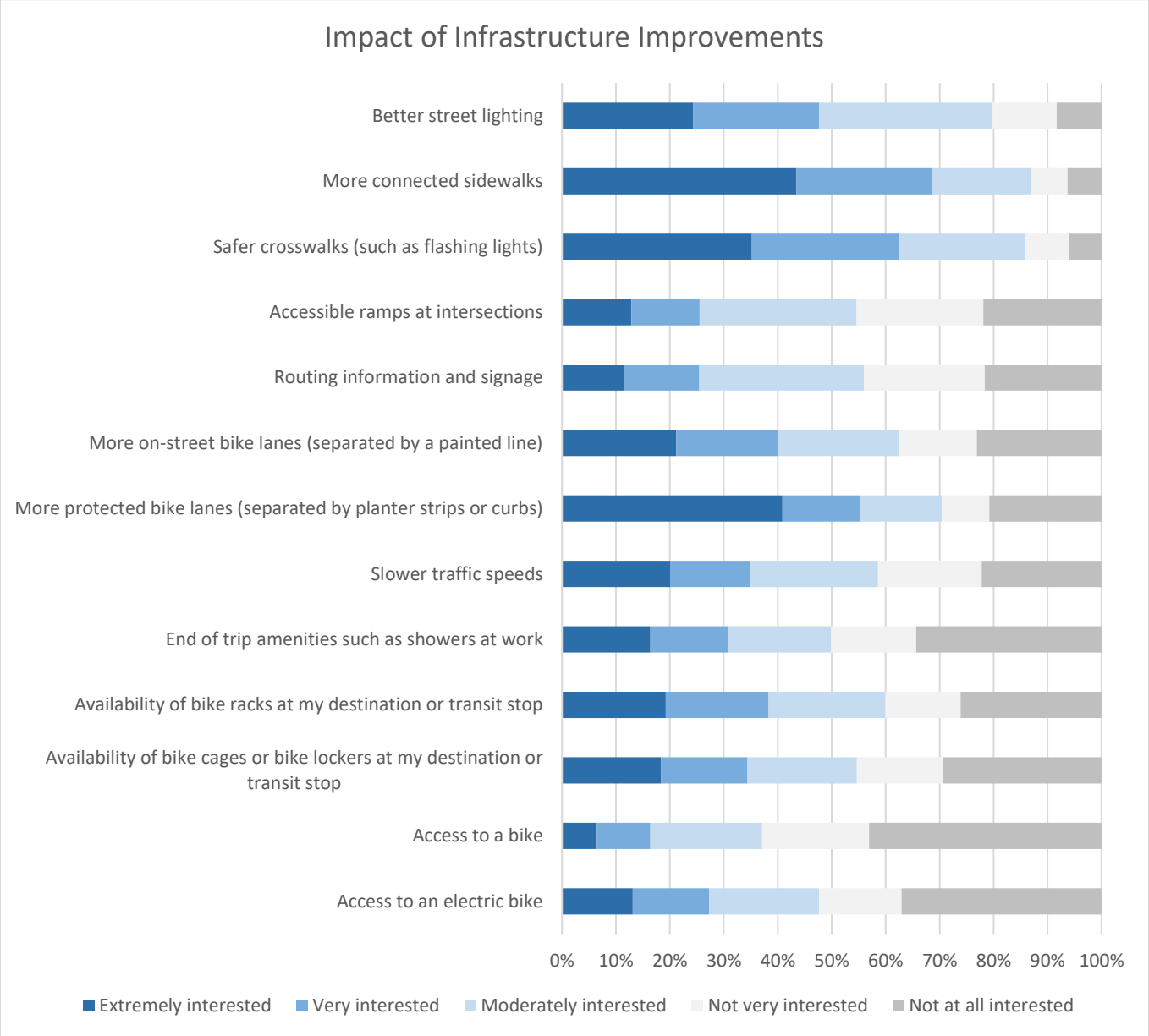
Answer	Responses	# of Responses
Personal ability	12.45%	157
Distance/hills	41.95%	529
Weather	45.52%	574
Not applicable	29.42%	371
Other (please specify)	21.49%	271
Total		**1,261**

Q5. If social reasons keep you from walking or biking more, which of the following best describes the reason? (check all that apply)



Answer	Responses	# of Responses
Convenience (and speed) of driving	50.99%	644
Carrying capacity (children, groceries, etc.)	50.91%	643
Care-taking responsibilities (children, older family members, etc.)	21.06%	266
Concerns about crime	6.33%	80
Personal safety from other roadway users	50.36%	636
Work schedule or work responsibilities	27.79%	351
Lack of interest	4.51%	57
I don't own or have access to a bike	8.71%	110
Not applicable	10.93%	138
Other (please specify)	7.05%	89
Total		**1,263**

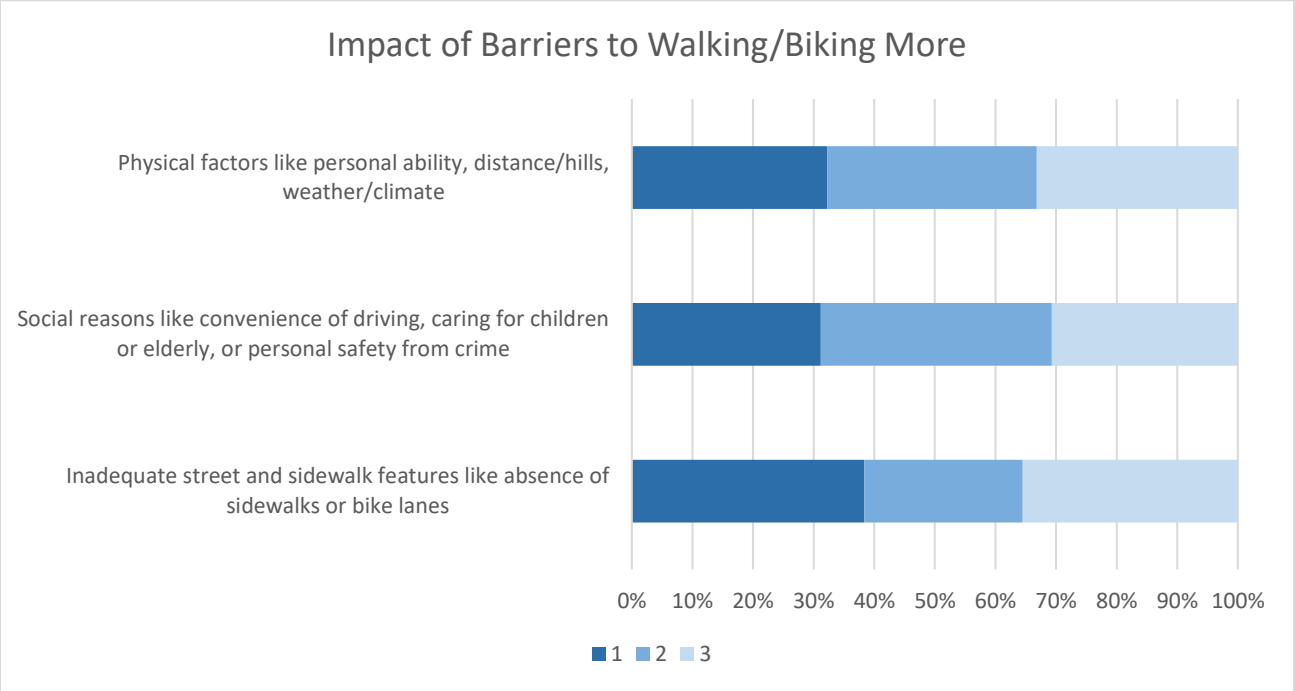
Q6. If the following street and sidewalk features were improved, how interested would you be in walking or biking more?



	Extremely interested	Very interested	Moderately interested	Not very interested	Not at all interested	Total
Better street lighting	24.36% 293	23.28% 280	32.17% 387	11.89% 143	8.31% 100	**1,203**
More connected sidewalks	43.50% 532	25.10% 307	18.40% 225	6.70% 82	6.30% 77	**1,223**
Safer crosswalks (such as	35.21% 432	27.38% 336	23.23% 285	8.15% 100	6.03% 74	**1,227**

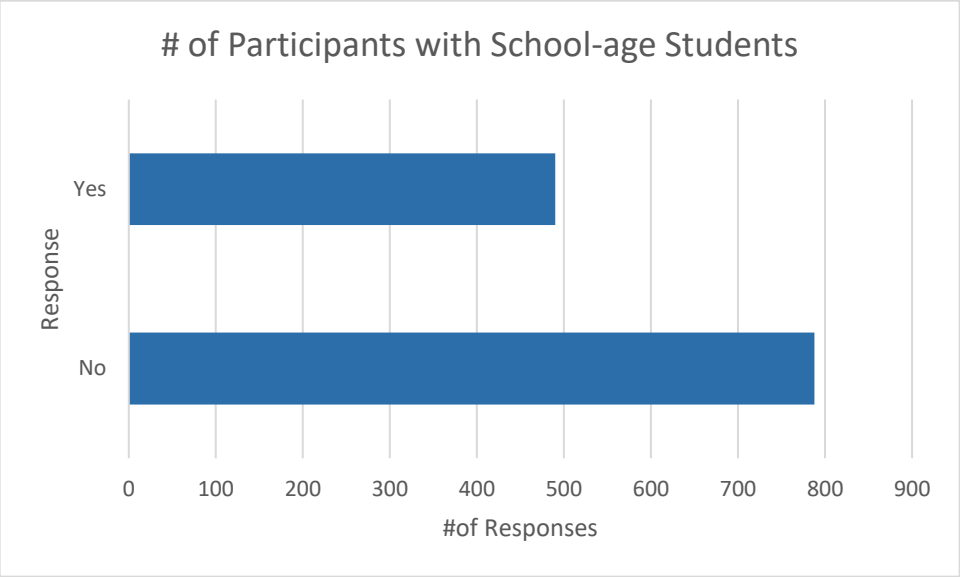
flashing lights)						
Accessible ramps at intersections	12.85% 151	12.68% 149	29.11% 342	23.49% 276	21.87% 257	**1,175**
Routing information and signage	11.45% 135	13.99% 165	30.53% 360	22.39% 264	21.63% 255	**1,179**
More on-street bike lanes (separated by a painted line)	21.20% 257	18.89% 229	22.36% 271	14.44% 175	23.10% 280	**1,212**
More protected bike lanes (separated by planter strips or curbs)	40.88% 500	14.31% 175	15.21% 186	8.83% 108	20.77% 254	**1,223**
Slower traffic speeds	20.05% 241	14.89% 179	23.63% 284	19.22% 231	22.21% 267	**1,202**
End of trip amenities such as showers at work	16.35% 190	14.37% 167	19.10% 222	15.83% 184	34.34% 399	**1,162**
Availability of bike racks at my destination or transit stop	19.24% 227	19.07% 225	21.61% 255	13.98% 165	26.10% 308	**1,180**
Availability of bike cages or bike lockers at my destination or transit stop	18.39% 215	16.00% 187	20.27% 237	15.91% 186	29.43% 344	**1,169**
Access to a bike	6.43% 72	9.92% 111	20.73% 232	19.84% 222	43.07% 482	**1,119**
Access to an electric bike	13.12% 149	14.17% 161	20.33% 231	15.32% 174	37.06% 421	**1,136**

Q7. Rank the following factors from highest to lowest impact on what is keeping you from walking or biking more (1 is highest impact).



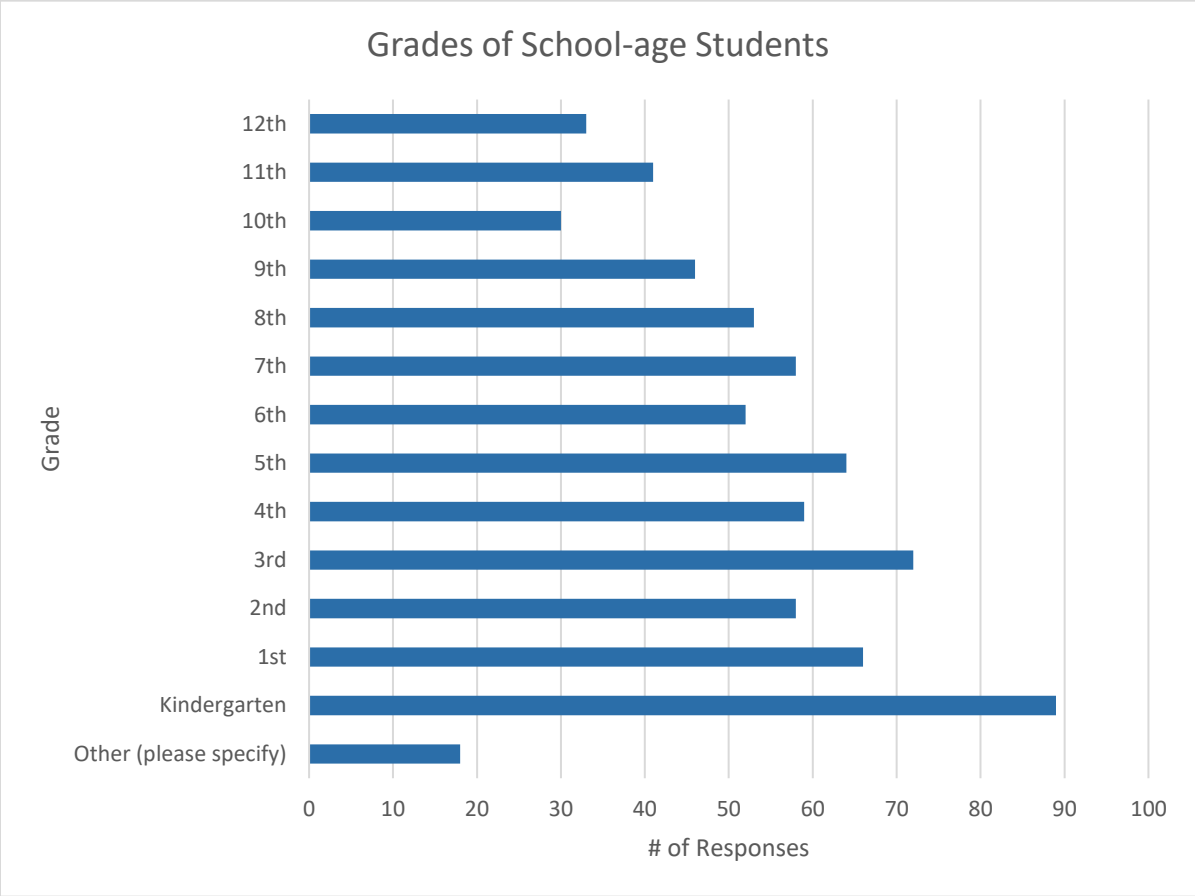
	1	2	3	Total	Score
Physical factors like personal ability, distance/hills, weather/climate	32.22% 375	34.62% 403	33.16% 386	**1,164**	**1.99**
Social reasons like convenience of driving, caring for children or elderly, or personal safety from crime	31.20% 365	38.12% 446	30.68% 359	**1,170**	**2.01**
Inadequate street and sidewalk features like absence of sidewalks or bike lanes	38.37% 465	26.16% 317	35.48% 430	**1,212**	**2.03**

Q8. Do you have or currently care for school-age (Kindergarten – Grade 12) students?



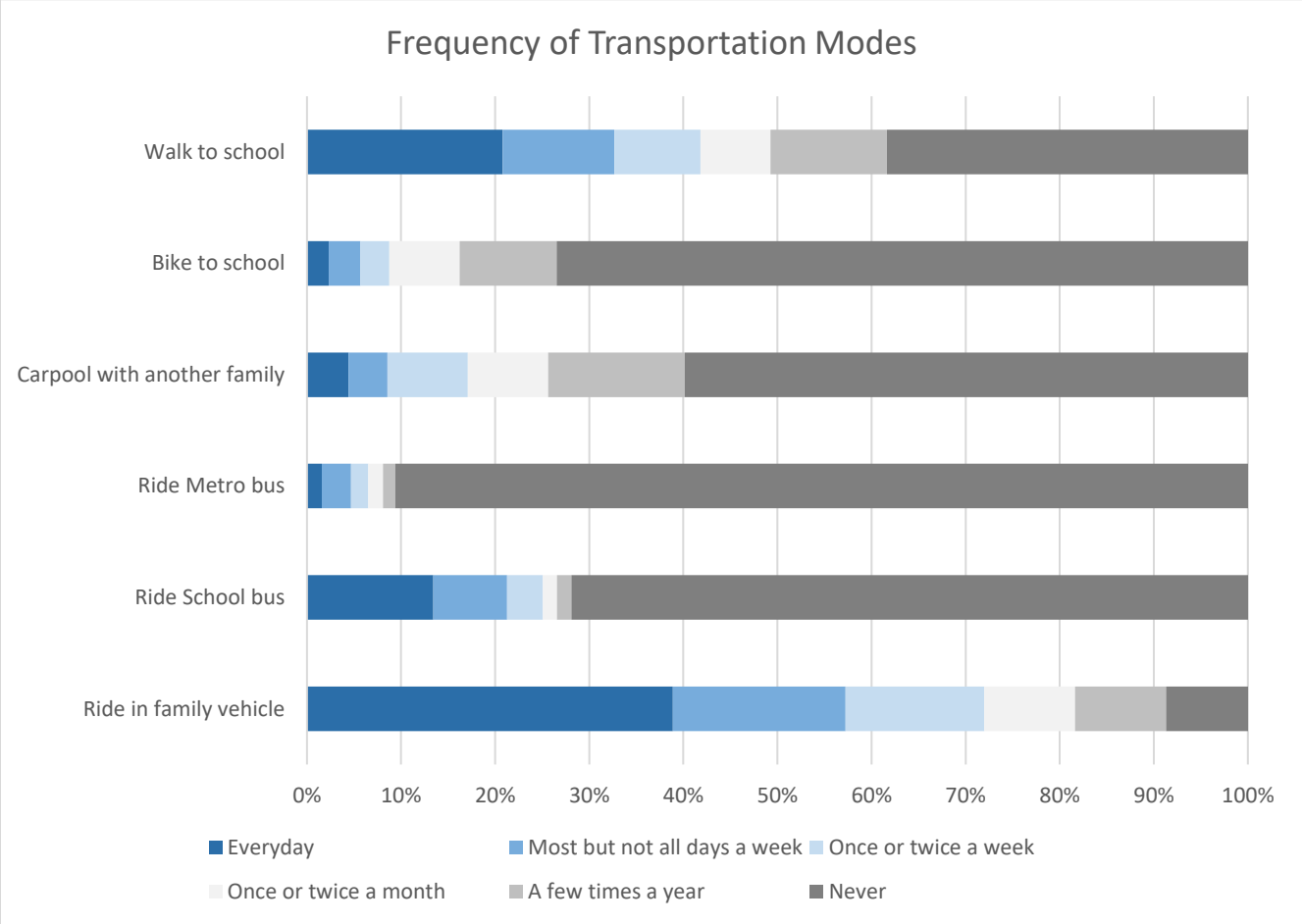
Answer	Responses	# of Responses
Yes	38.34%	490
No	61.66%	788
Other (please specify)	0.00%	0
Total		**1,278**

Q9. What are the grades of your school-age students? (check all that apply)



Answer	Responses	# of Responses
Kindergarten	20.32%	89
1st	15.07%	66
2nd	13.24%	58
3rd	16.44%	72
4th	13.47%	59
5th	14.61%	64
6th	11.87%	52
7th	13.24%	58
8th	12.10%	53
9th	10.50%	46
10th	6.85%	30
11th	9.36%	41
12th	7.53%	33
Other (please specify)	4.11%	18
Total		**438**

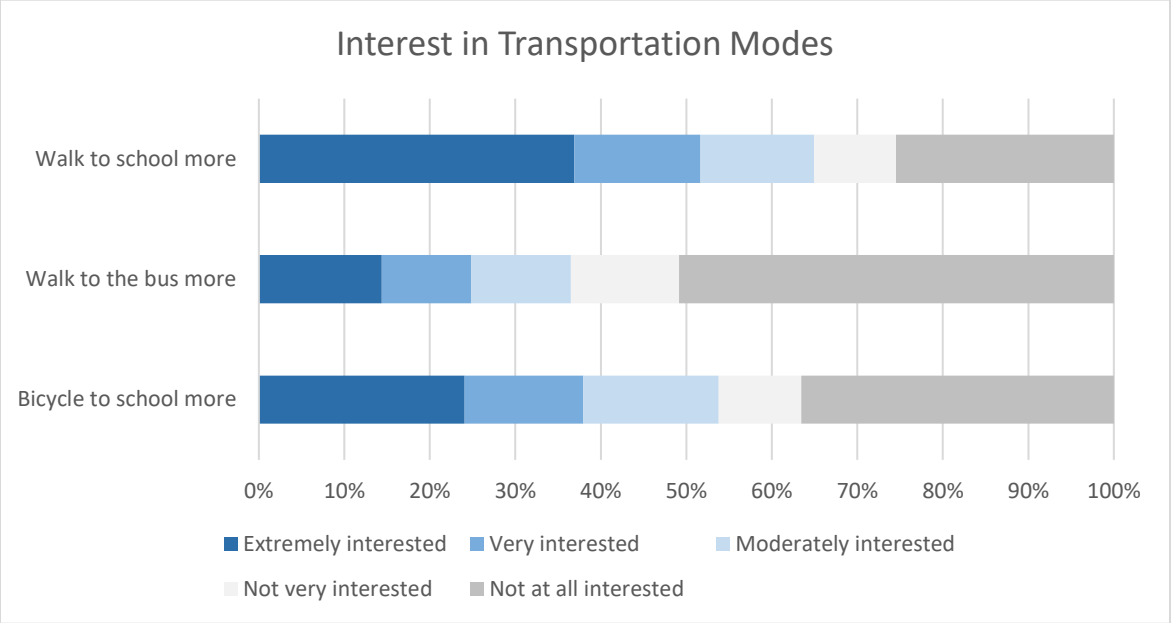
Q10. In a typical month, how often does your youngest student use the following transportation options to get to/from school?



	Everyday	Most but not all days a week	Once or twice a week	Once or twice a month	A few times a year	Never	Total
Walk to school	20.79% 84	11.88% 48	9.16% 37	7.43% 30	12.38% 50	38.37% 155	**404**
Bike to school	2.32% 9	3.35% 13	3.09% 12	7.47% 29	10.31% 40	73.45% 285	**388**
Carpool with another family	4.40% 17	4.15% 16	8.55% 33	8.55% 33	14.51% 56	59.84% 231	**386**
Ride Metro bus	1.56% 6	3.13% 12	1.82% 7	1.56% 6	1.30% 5	90.63% 348	**384**
Ride School bus	13.42% 53	7.85% 31	3.80% 15	1.52% 6	1.52% 6	71.90% 284	**395**

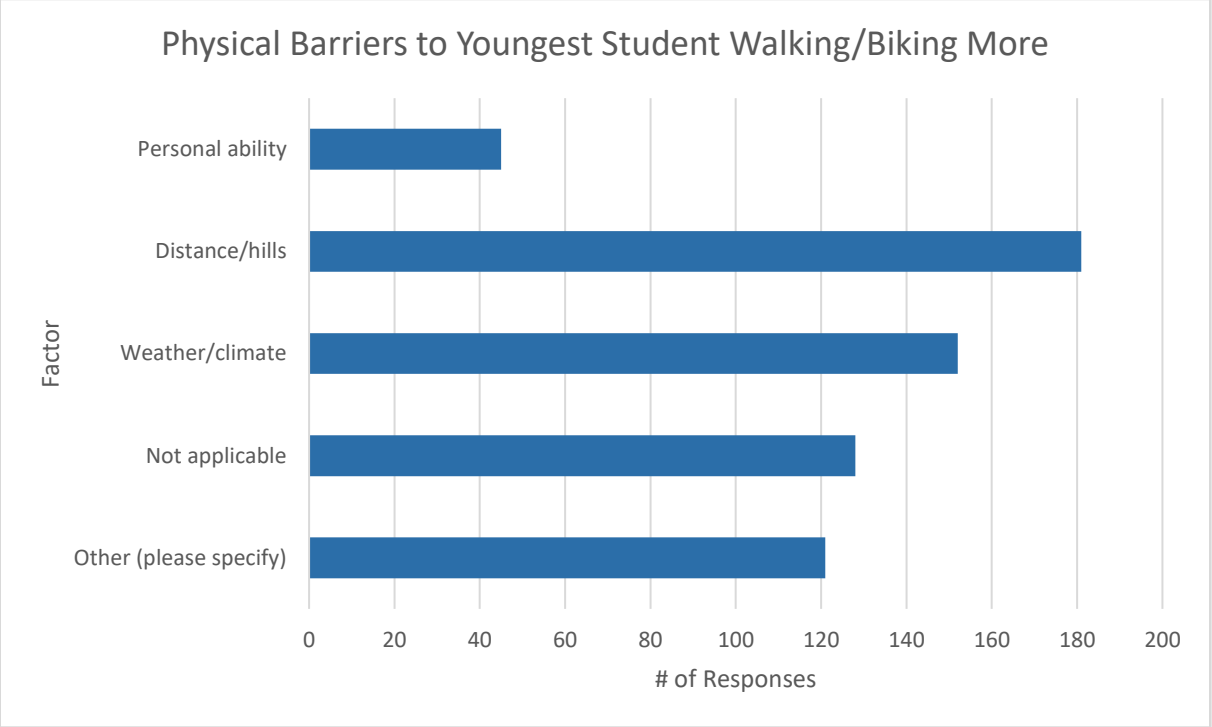
Ride in family vehicle	38.89% 161	18.36% 76	14.73% 61	9.66% 40	9.66% 40	8.70% 36	**414**

Q11. How interested are you in having your youngest student _____?



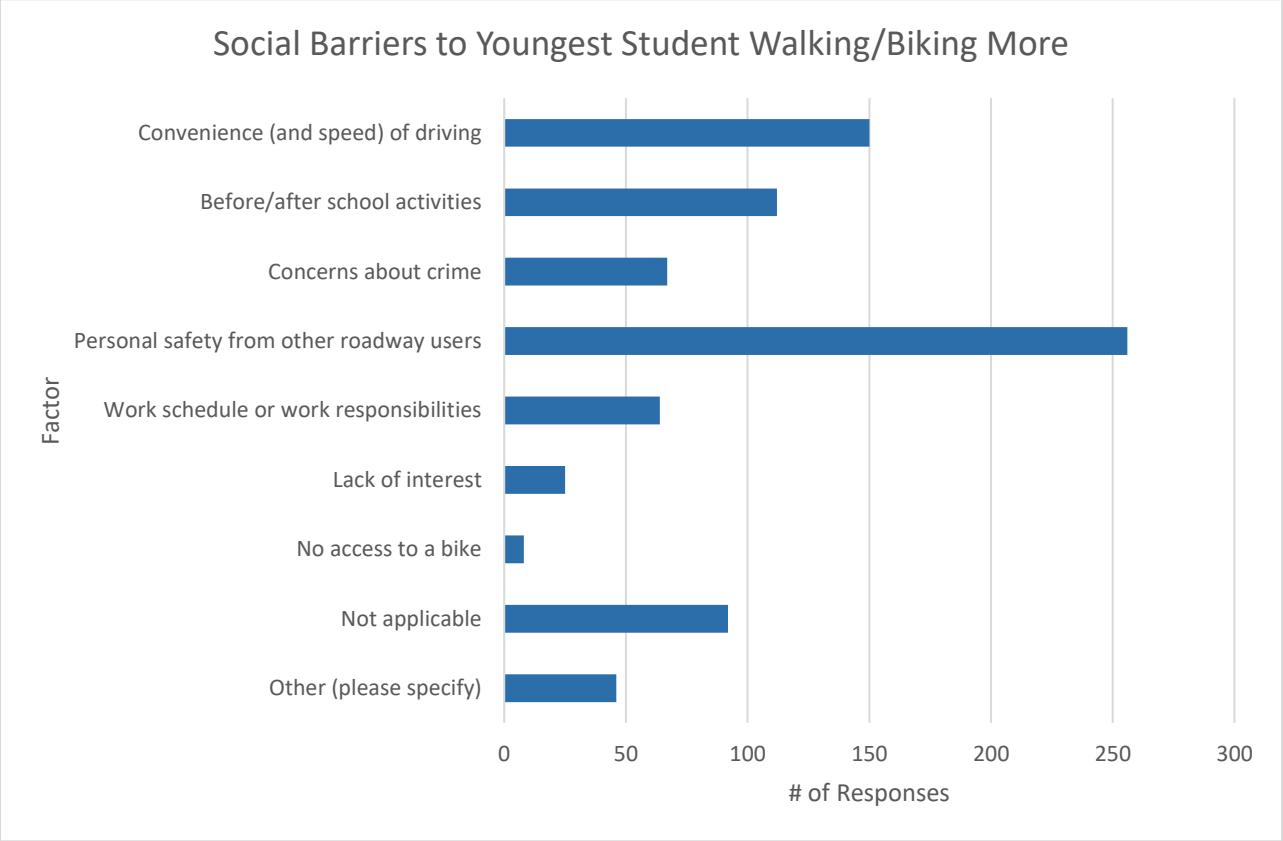
	Extremely interested	Very interested	Moderately interested	Not very interested	Not at all interested	Total
Walk to school more	36.92% 158	14.72% 63	13.32% 57	9.58% 41	25.47% 109	**428**
Walk to the bus more	14.39% 58	10.42% 42	11.66% 47	12.66% 51	50.87% 205	**403**
Bicycle to school more	24.06% 102	13.92% 59	15.80% 67	9.67% 41	36.56% 155	**424**

Q12. If physical factors keep your youngest student from walking or biking to/from school, which of the following best describes the reason? (check all that apply)



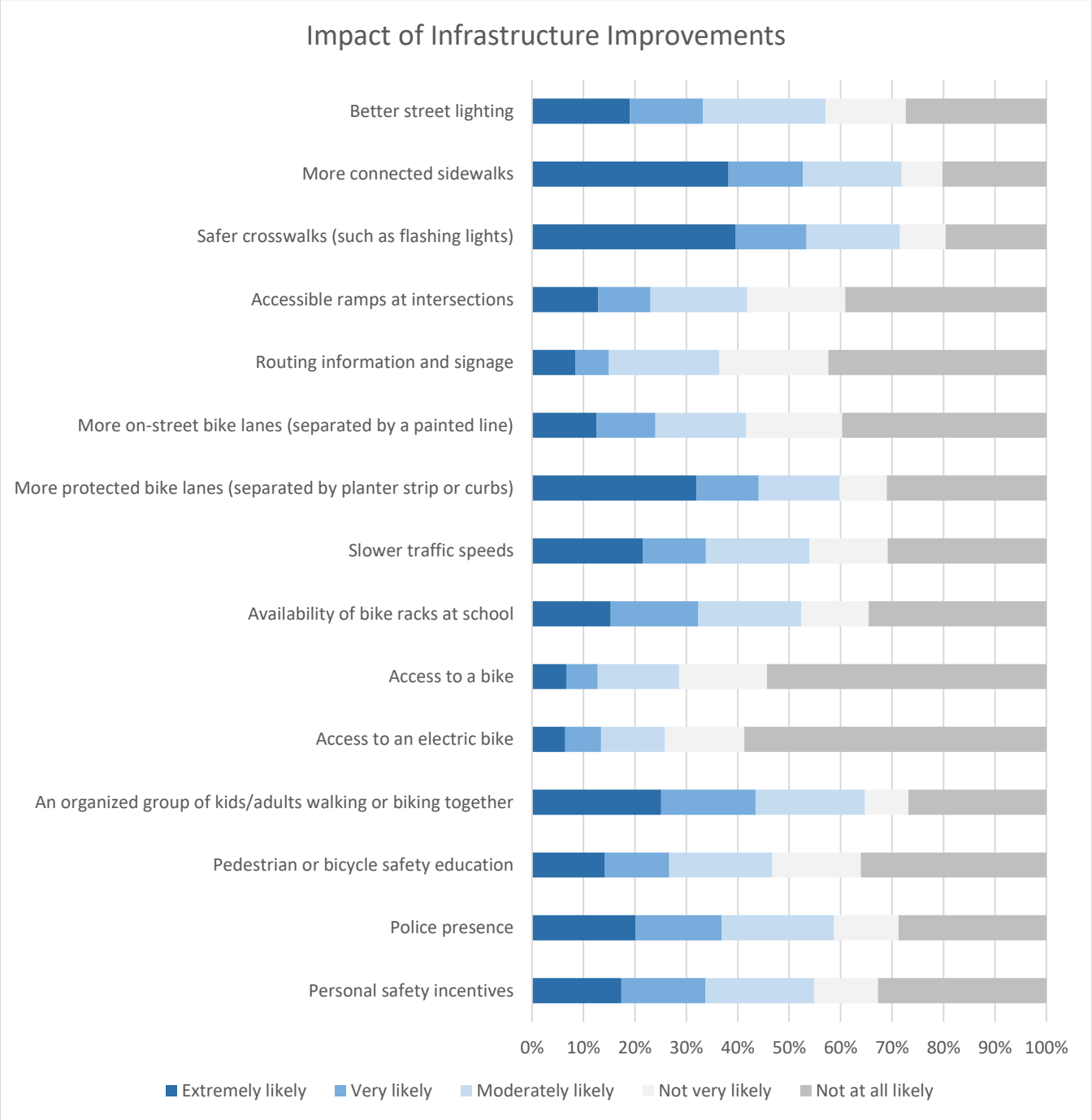
Answer	Responses	# of Responses
Personal ability	10.32%	45
Distance/hills	41.51%	181
Weather/climate	34.86%	152
Not applicable	29.36%	128
Other (please specify)	27.75%	121
Total		**436**

Q13. If social reasons keep your youngest student from walking or biking to/from school, which of the following best describes the reason? (check all that apply)



Answer	Responses	# of Responses
Convenience (and speed) of driving	34.32%	150
Before/after school activities	25.63%	112
Concerns about crime	15.33%	67
Personal safety from other roadway users	58.58%	256
Work schedule or work responsibilities	14.65%	64
Lack of interest	5.72%	25
No access to a bike	1.83%	8
Not applicable	21.05%	92
Other (please specify)	10.53%	46
Total		**437**

Q14. If the following street and sidewalk features were improved, how likely would your youngest student walk or bike to/ from school more?

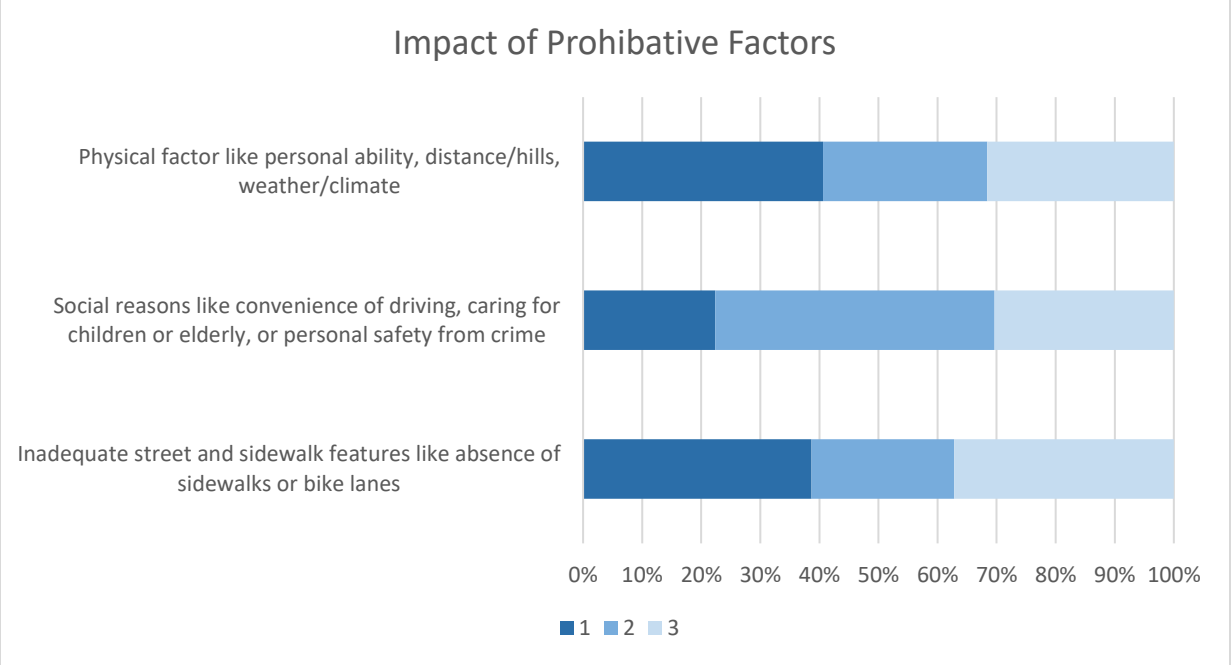


	Extremely likely	Very likely	Moderately likely	Not very likely	Not at all likely	Total
Better street lighting	19.02% 78	14.15% 58	23.90% 98	15.61% 64	27.32% 112	**410**

More connected sidewalks	38.22% 159	14.42% 60	19.23% 80	7.93% 33	20.19% 84	**416**
Safer crosswalks (such as flashing lights)	39.61% 164	13.77% 57	18.12% 75	8.94% 37	19.57% 81	**414**
Accessible ramps at intersections	12.87% 52	10.15% 41	18.81% 76	19.06% 77	39.11% 158	**404**
Routing information and signage	8.48% 34	6.48% 26	21.45% 86	21.20% 85	42.39% 170	**401**
More on-street bike lanes (separated by a painted line)	12.59% 52	11.38% 47	17.68% 73	18.64% 77	39.71% 164	**413**
More protected bike lanes (separated by planter strip or curbs)	31.96% 132	12.11% 50	15.74% 65	9.20% 38	30.99% 128	**413**
Slower traffic speeds	21.57% 88	12.25% 50	20.10% 82	15.20% 62	30.88% 126	**408**
Availability of bike racks at school	15.31% 62	17.04% 69	20.00% 81	13.09% 53	34.57% 140	**405**
Access to a bike	6.63% 26	6.12% 24	15.82% 62	17.09% 67	54.34% 213	**392**
Access to an electric bike	6.47% 26	6.97% 28	12.44% 50	15.42% 62	58.71% 236	**402**
An organized group of kids/adults walking or biking together	25.12% 104	18.36% 76	21.26% 88	8.45% 35	26.81% 111	**414**
Pedestrian or bicycle	14.07% 57	12.59% 51	20.00% 81	17.28% 70	36.05% 146	**405**

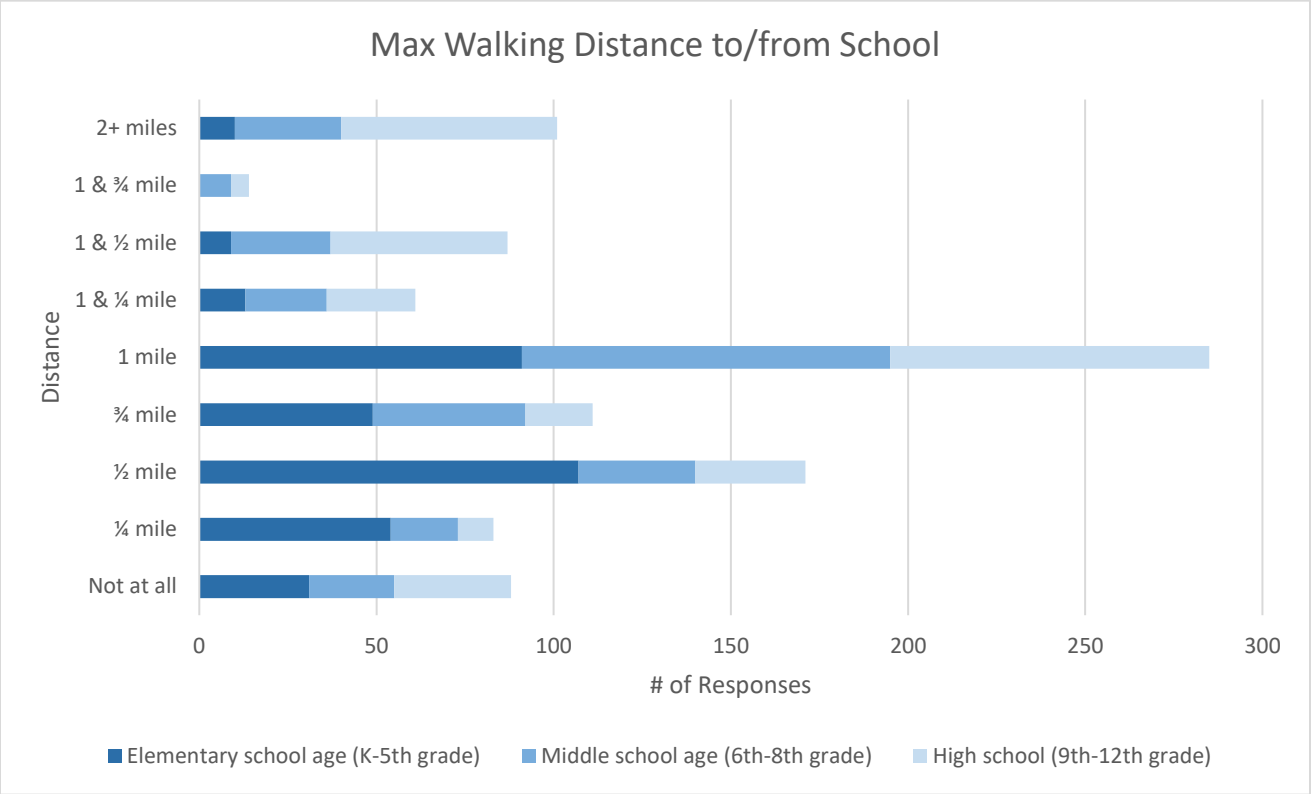
safety education						
Police presence	20.15% 82	16.71% 68	21.87% 89	12.53% 51	28.75% 117	**407**
Personal safety incentives	17.37% 70	16.38% 66	21.09% 85	12.41% 50	32.75% 132	**403**

Q15. Rank the following factors from highest to lowest impact on what is keeping your youngest student from walking or biking to/from school more? (1 is highest impact)



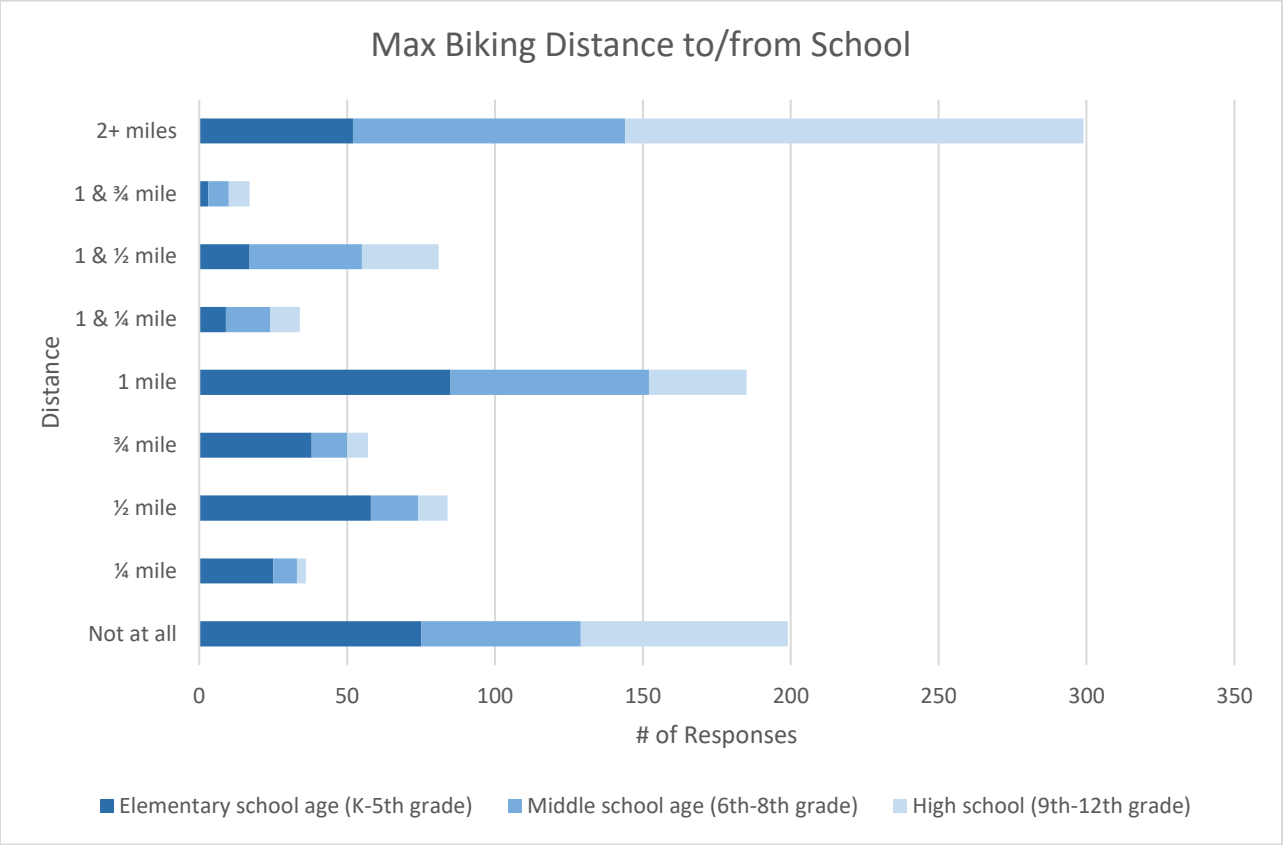
	1	2	3	Total	Score
Physical factor like personal ability, distance/hills, weather/climate	40.60% 162	27.82% 111	31.58% 126	**399**	**2.09**
Social reasons like convenience of driving, caring for children or elderly, or personal safety from crime	22.39% 90	47.26% 190	30.35% 122	**402**	**1.92**
Inadequate street and sidewalk features like absence of sidewalks or bike lanes	38.65% 160	24.15% 100	37.20% 154	**414**	**2.01**

Q16. What is the farthest your youngest student would walk to/from school?



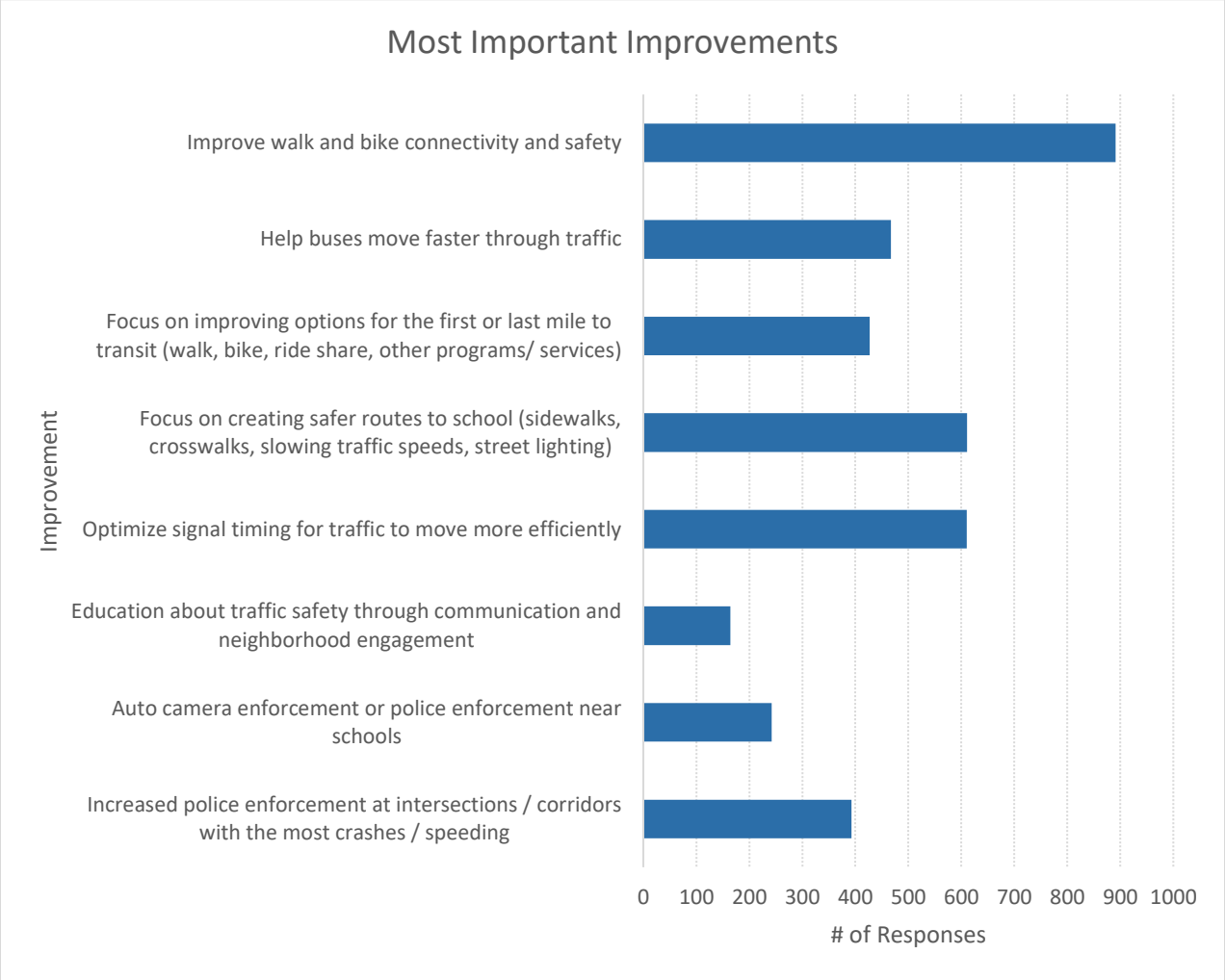
	Not at all	¼ mile	½ mile	¾ mile	1 mile	1 & ¼ mile	1 & ½ mile	1 & ¾ mile	2+ miles	Total
Elementary school age (K-5th grade)	8.52% 31	14.84% 54	29.40% 107	13.46% 49	25.00% 91	3.57% 13	2.47% 9	0.00% 0	2.75% 10	**364**
Middle school age (6th-8th grade)	7.67% 24	6.07% 19	10.54% 33	13.74% 43	33.23% 104	7.35% 23	8.95% 28	2.88% 9	9.58% 30	**313**
High school (9th-12th grade)	10.19% 33	3.09% 10	9.57% 31	5.86% 19	27.78% 90	7.72% 25	15.43% 50	1.54% 5	18.83% 61	**324**

Q17. What is the farthest your youngest student would bike to/from school?



	Not at all	¼ mile	½ mile	¾ mile	1 mile	1 & ¼ mile	1 & ½ mile	1 & ¾ mile	2+ miles	Total
Elementary school age (K-5th grade)	20.72% 75	6.91% 25	16.02% 58	10.50% 38	23.48% 85	2.49% 9	4.70% 17	0.83% 3	14.36% 52	**362**
Middle school age (6th-8th grade)	17.48% 54	2.59% 8	5.18% 16	3.88% 12	21.68% 67	4.85% 15	12.30% 38	2.27% 7	29.77% 92	**309**
High school (9th-12th grade)	21.81% 70	0.93% 3	3.12% 10	2.18% 7	10.28% 33	3.12% 10	8.10% 26	2.18% 7	48.29% 155	**321**

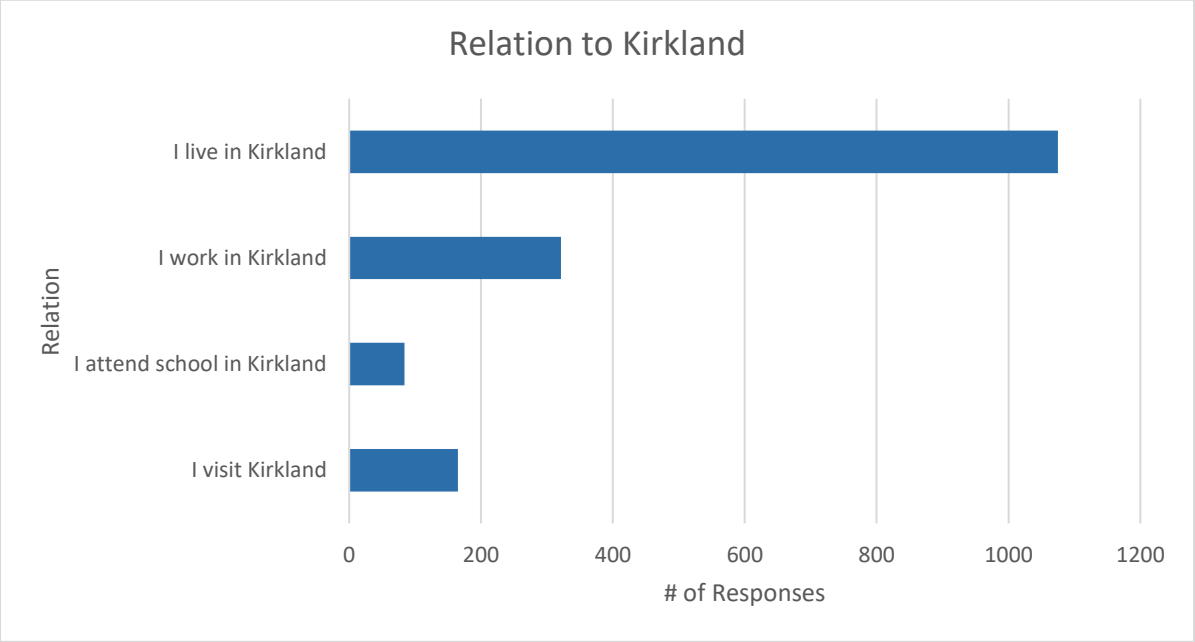
Q18. Please identify the following transportation improvements you think are most important for the City to focus on. (check all that apply)



Answer	Responses	# of Responses
Improve walk and bike connectivity and safety	74.56%	891
Help buses move faster through traffic	39.08%	467
Focus on improving options for the first or last mile to transit (walk, bike, ride share, other programs/ services)	35.73%	427
Focus on creating safer routes to school (sidewalks, crosswalks, slowing traffic speeds, street lighting)	51.13%	611
Optimize signal timing for traffic to move more efficiently	51.05%	610
Education about traffic safety through communication and neighborhood engagement	13.72%	164

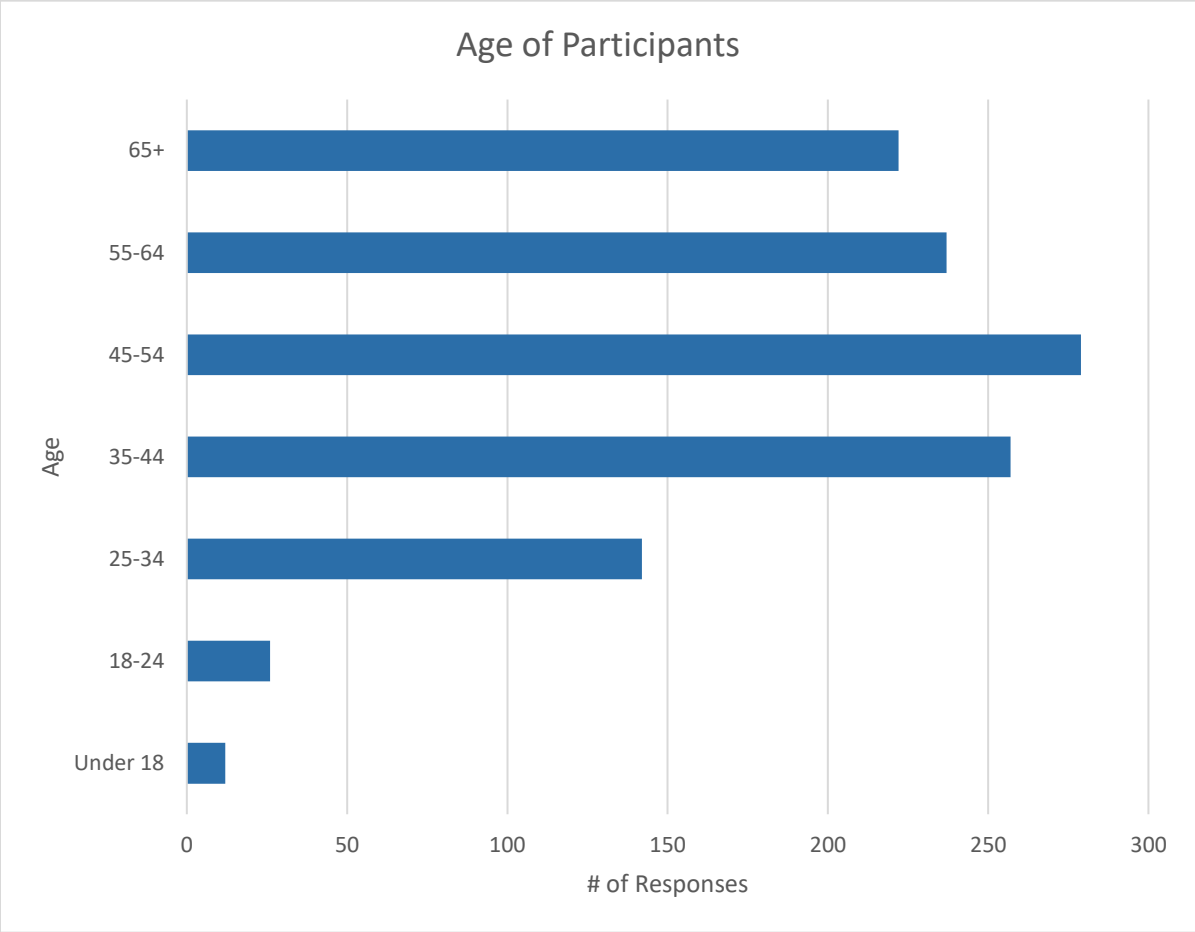
Auto camera enforcement or police enforcement near schools	20.25%	242
Increased police enforcement at intersections / corridors with the most crashes / speeding	32.89%	393
Total		**1,195**

Q19. Please check all that apply. (Optional)



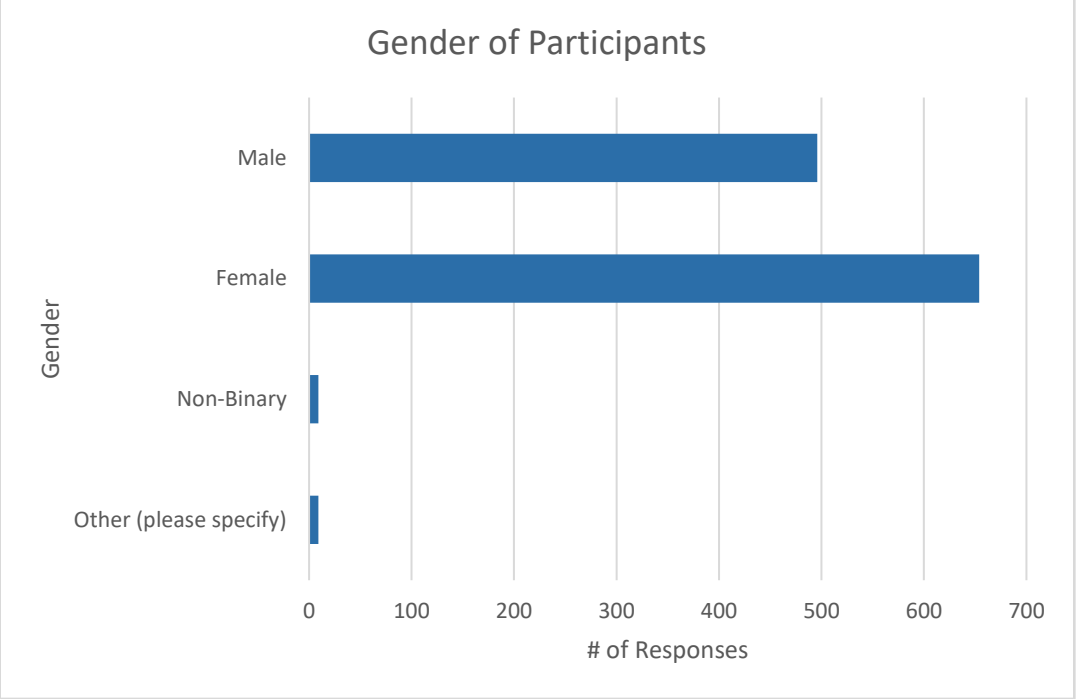
Answer	Responses	# of Responses
I live in Kirkland	89.58%	1,075
I work in Kirkland	26.75%	321
I attend school in Kirkland	7.00%	84
I visit Kirkland	13.75%	165
Total		**1,200**

Q20. What is your age? (Optional)



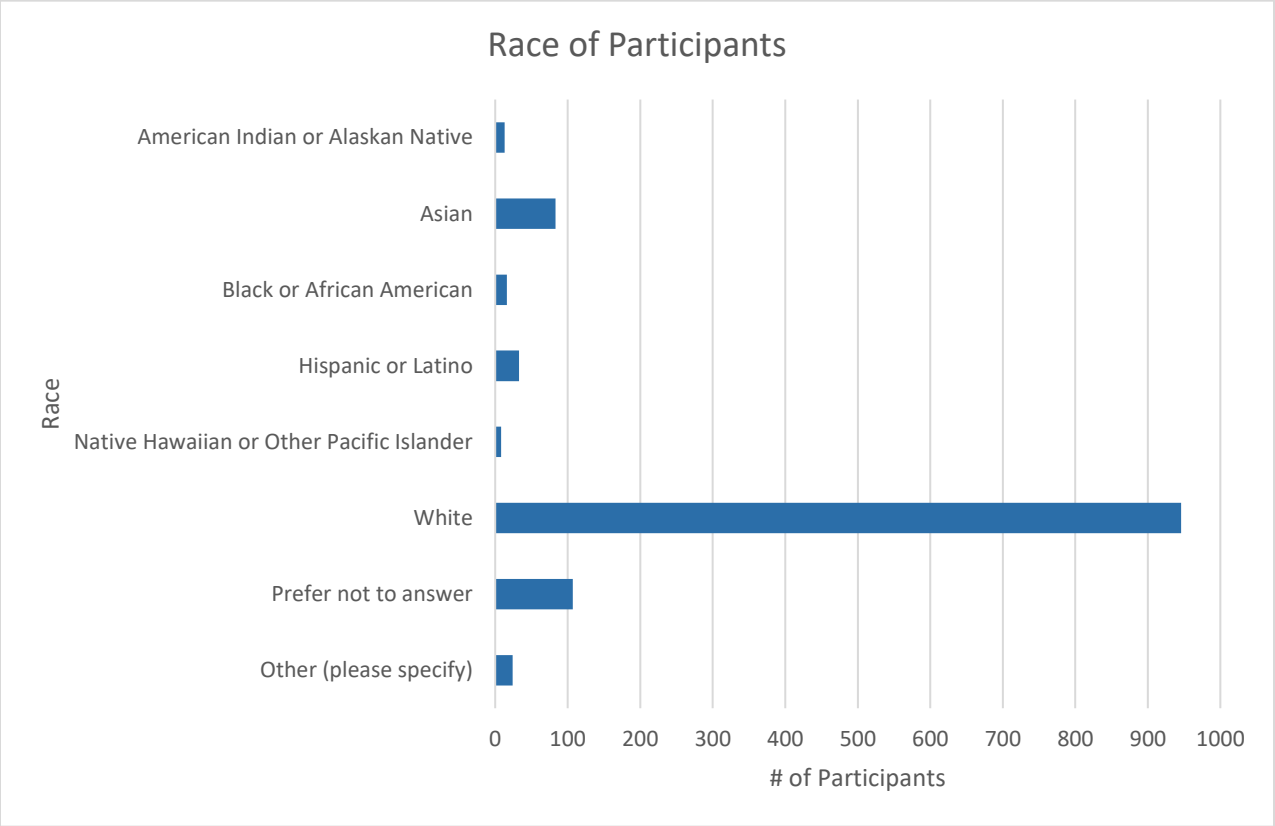
Answer	Responses	# of Responses
Under 18	1.02%	12
18-24	2.21%	26
25-34	12.09%	142
35-44	21.87%	257
45-54	23.74%	279
55-64	20.17%	237
65+	18.89%	222
Total		**1,175**

Q21. Which gender do you identify with? (Optional)



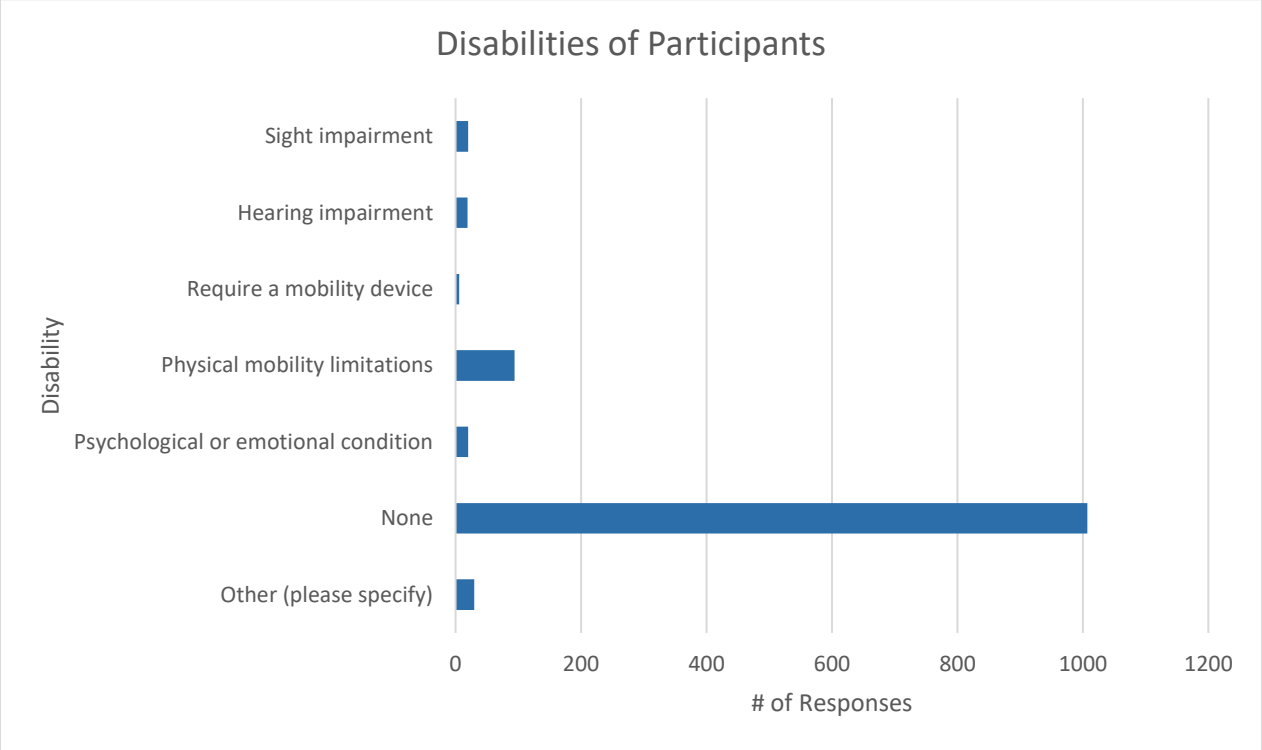
Answer	Responses	# of Responses
Male	42.47%	496
Female	55.99%	654
Non-Binary	0.77%	9
Other (please specify)	0.77%	9
Total		**1,168**

Q22. How do you identify? Please select all that apply. (Optional)



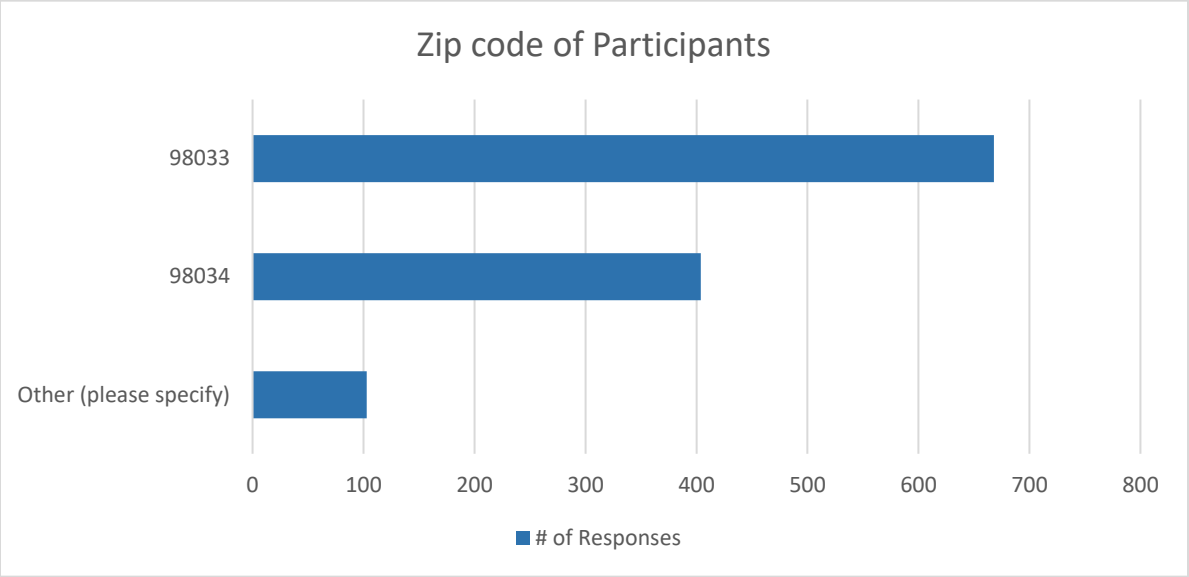
Answer	Responses	# of Responses
American Indian or Alaskan Native	1.11%	13
Asian	7.12%	83
Black or African American	1.37%	16
Hispanic or Latino	2.83%	33
Native Hawaiian or Other Pacific Islander	0.69%	8
White	81.13%	946
Prefer not to answer	9.18%	107
Other (please specify)	2.06%	24
Total		**1,166**

Q23. Do you experience a disability or other condition that affects your choice to walk or bike? Please select all that apply. (Optional)



Answer	Responses	# of Responses
Sight impairment	1.72%	20
Hearing impairment	1.63%	19
Require a mobility device	0.52%	6
Physical mobility limitations	8.08%	94
Psychological or emotional condition	1.72%	20
None	86.51%	1007
Other (please specify)	2.58%	30
Total		**1,164**

Q24. What is your zip code? (Optional)

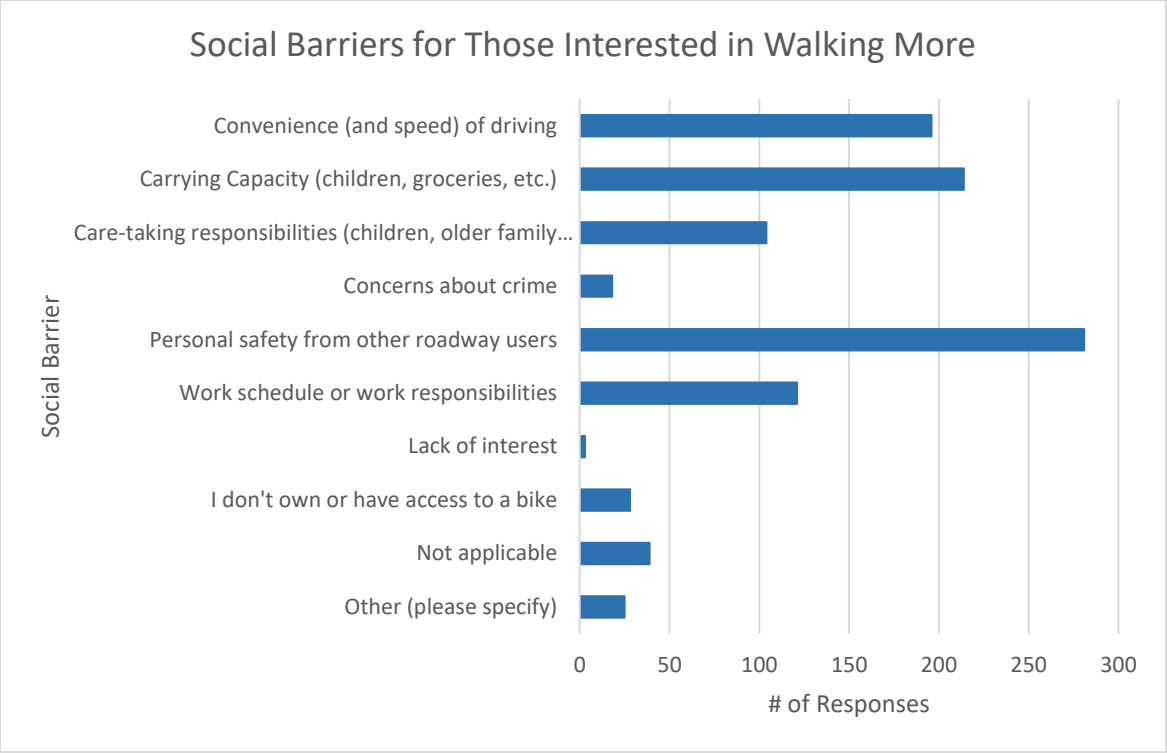


Answer	Responses	# of Responses
98033	57.09%	668
98034	34.53%	404
Other (please specify)	8.80%	103
Total		**1,170**

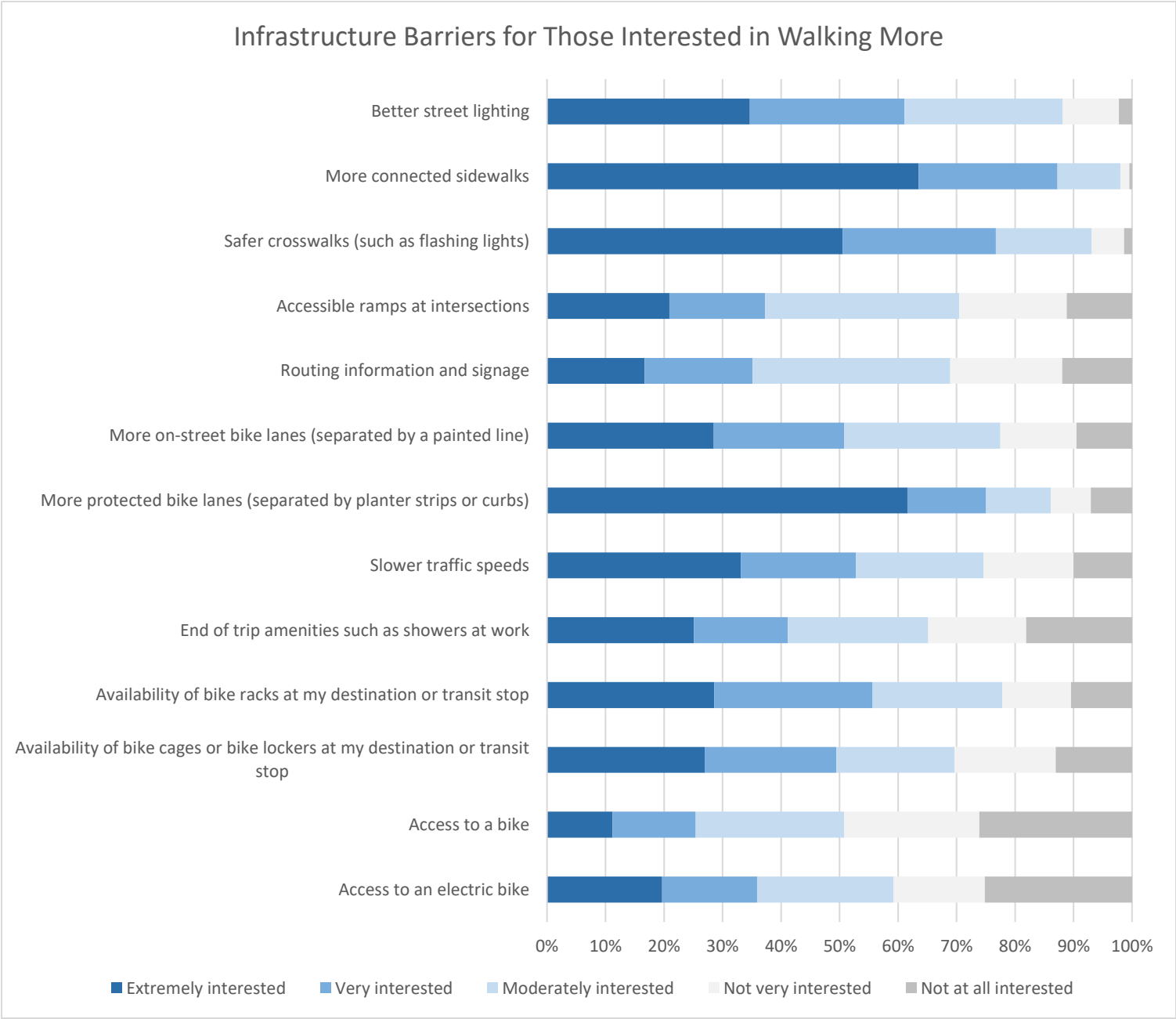
Cross-Question Analysis

Barriers to Walking and/or Biking

Interested in Walking More

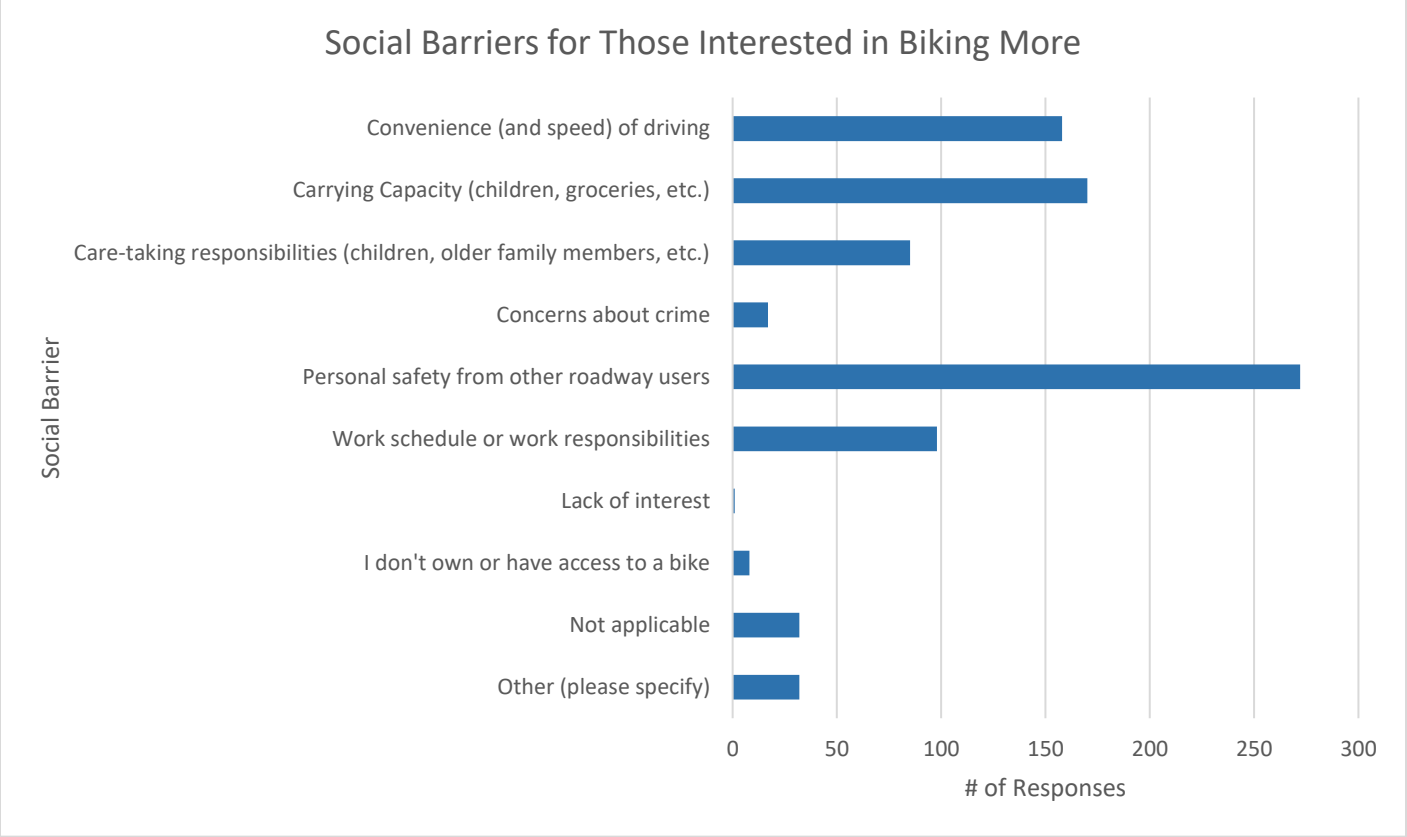


1. Crosstab of Q3 answers: extremely and very interested in walking more for personal, school, and work trips and Q5.

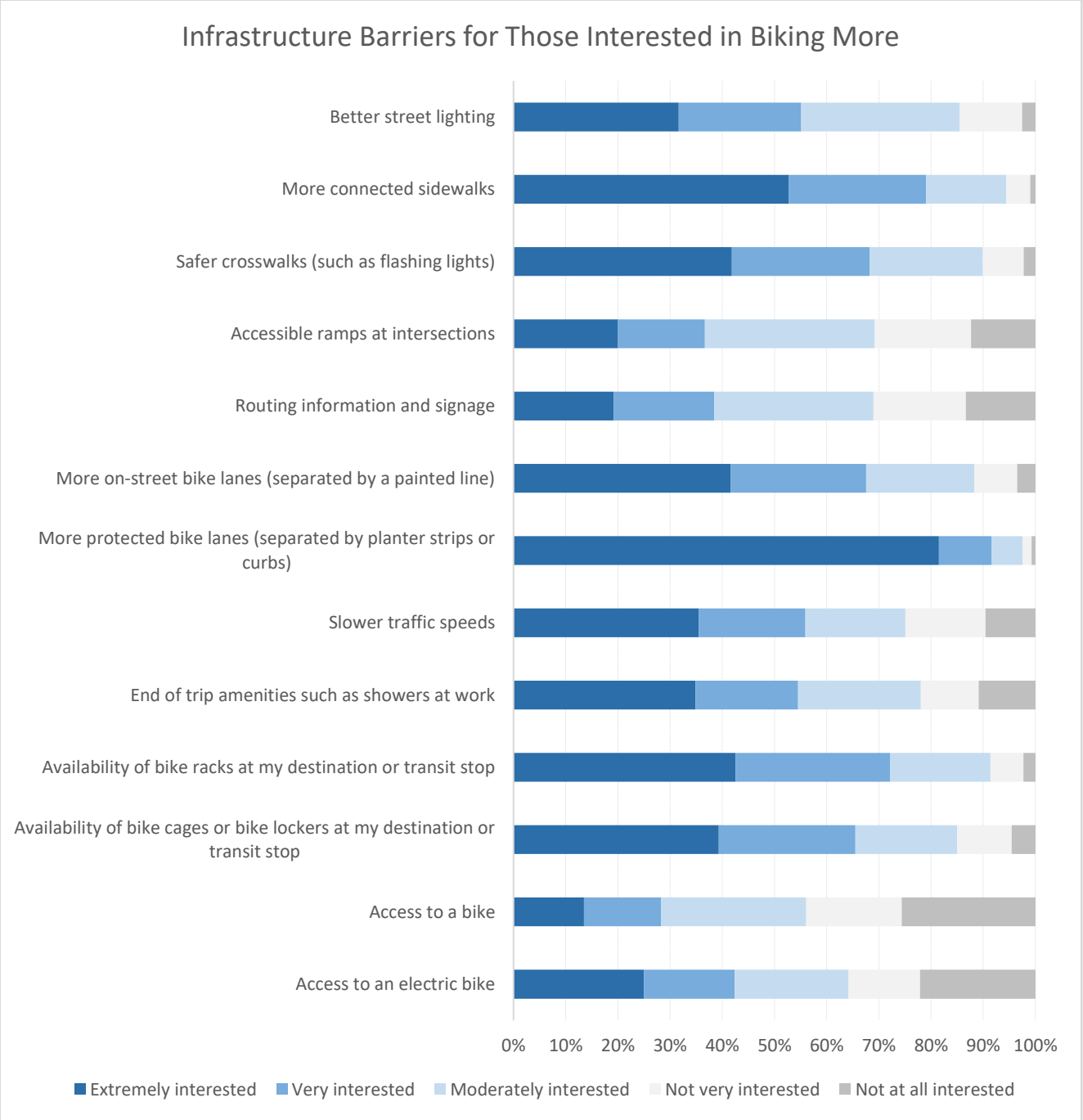


2. Crosstab of Q3 answers: extremely and very interested in walking more for personal, school, and work trips and Q6.

Interested in Biking More



3. Crosstab of Q3 answers: extremely and very interested in biking more for personal, school, and work trips and Q5.

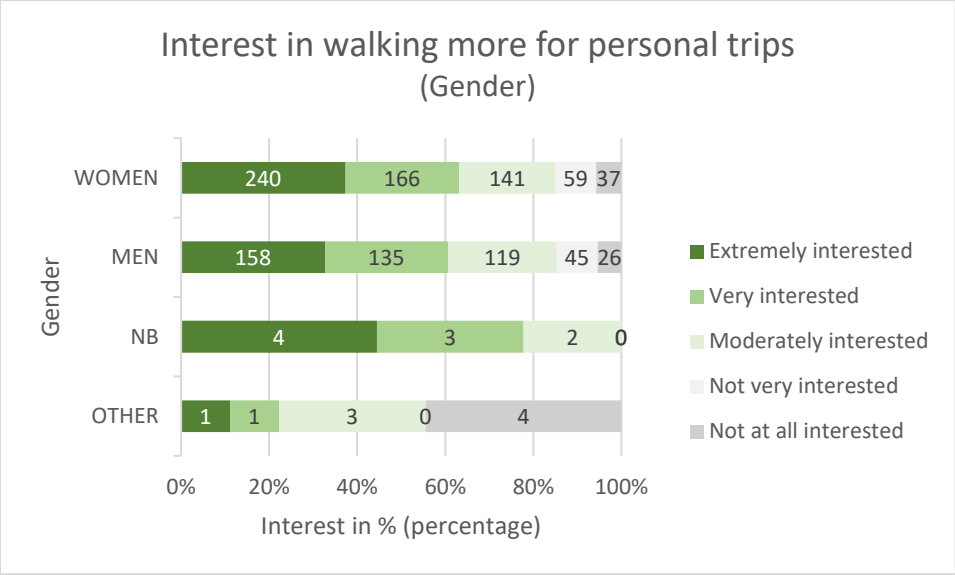


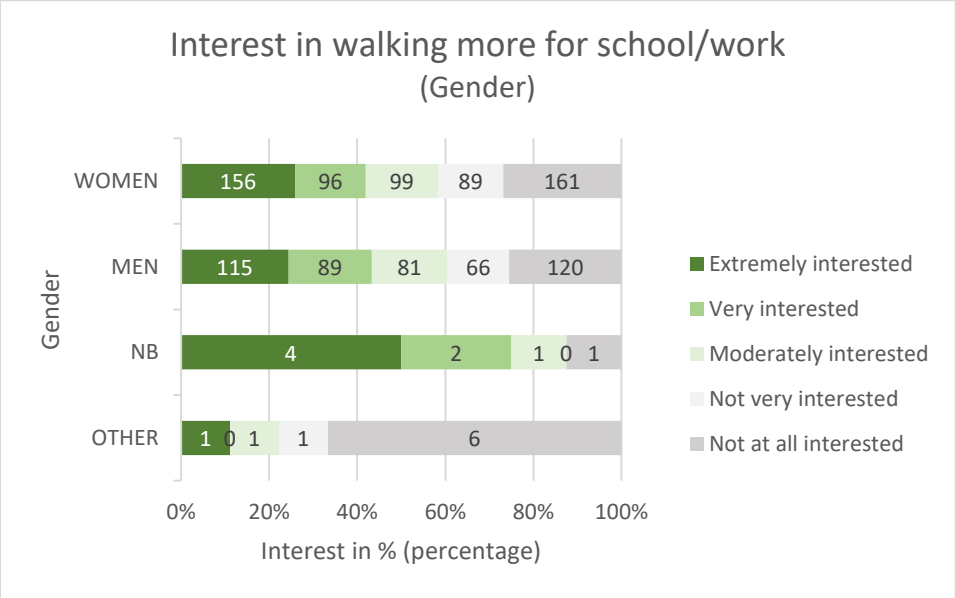
4 Crosstab of Q3 answers: extremely and very interested in biking more for personal, school, and work trips and Q6.

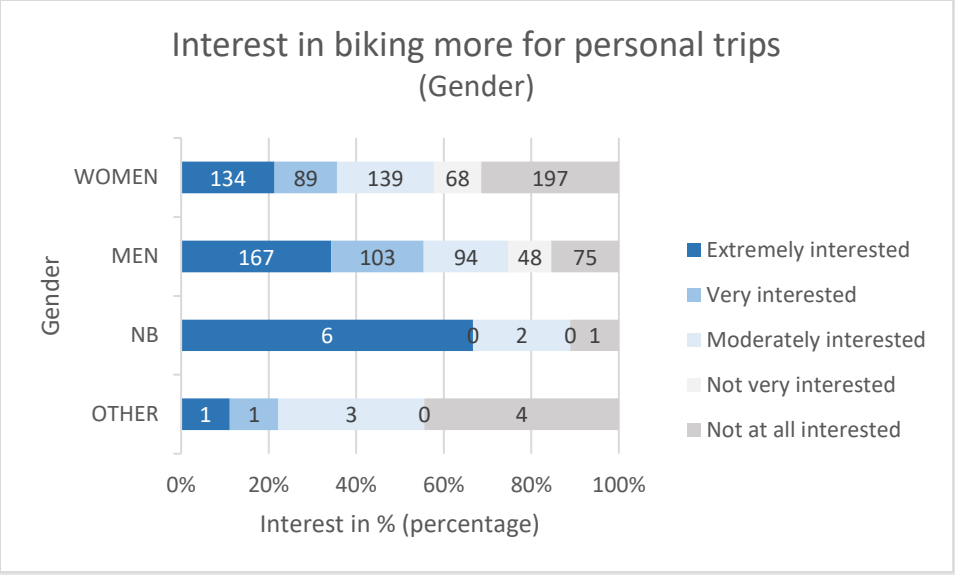
The following analyses were parsed out by demographics including gender, relation to Kirkland (live/work/etc.), race, age, and zip code.

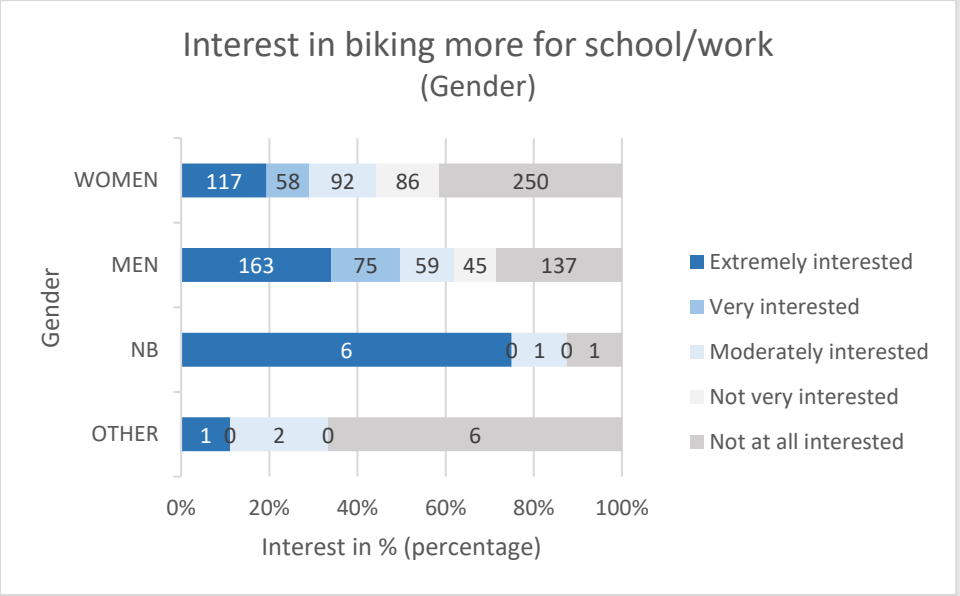
Interest in Walking and/or Biking

Gender

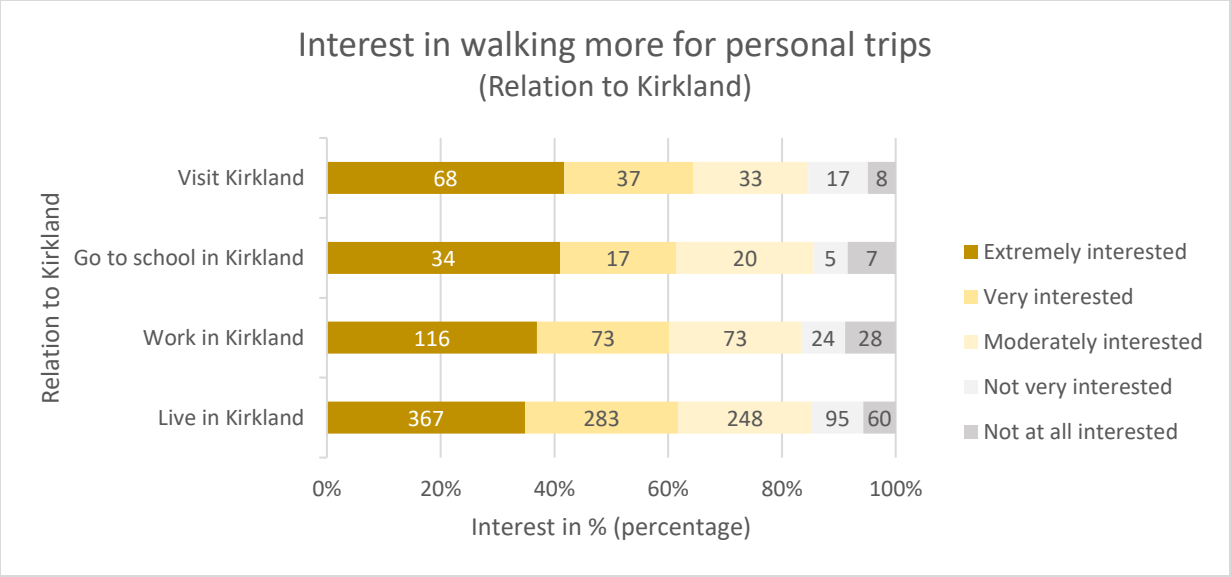


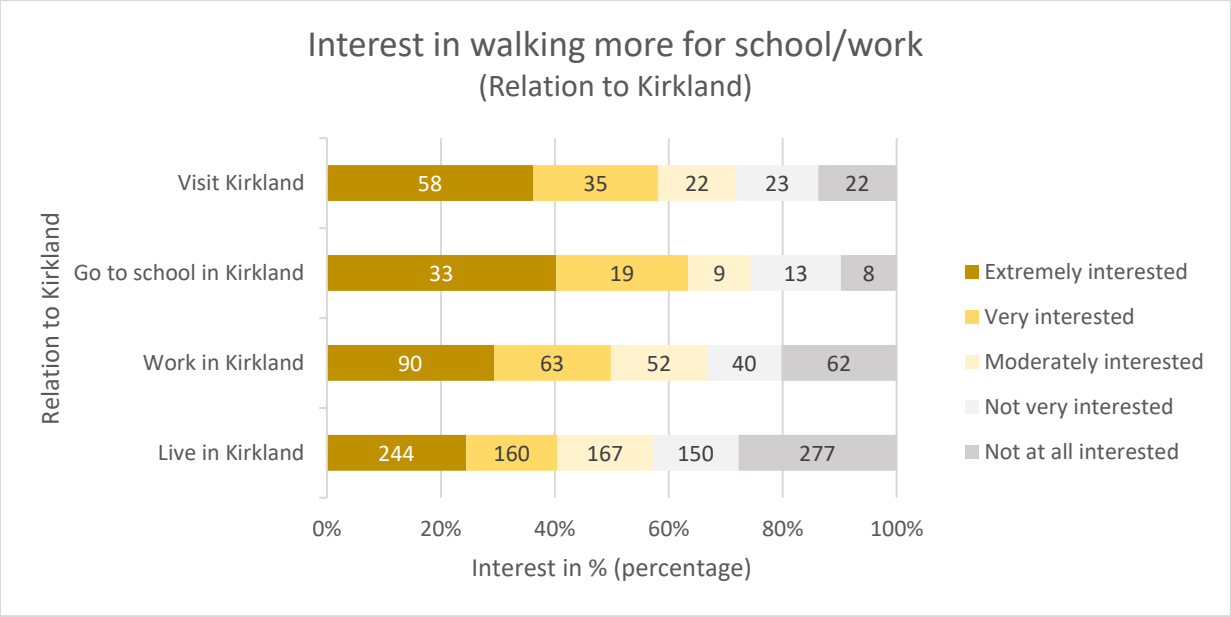


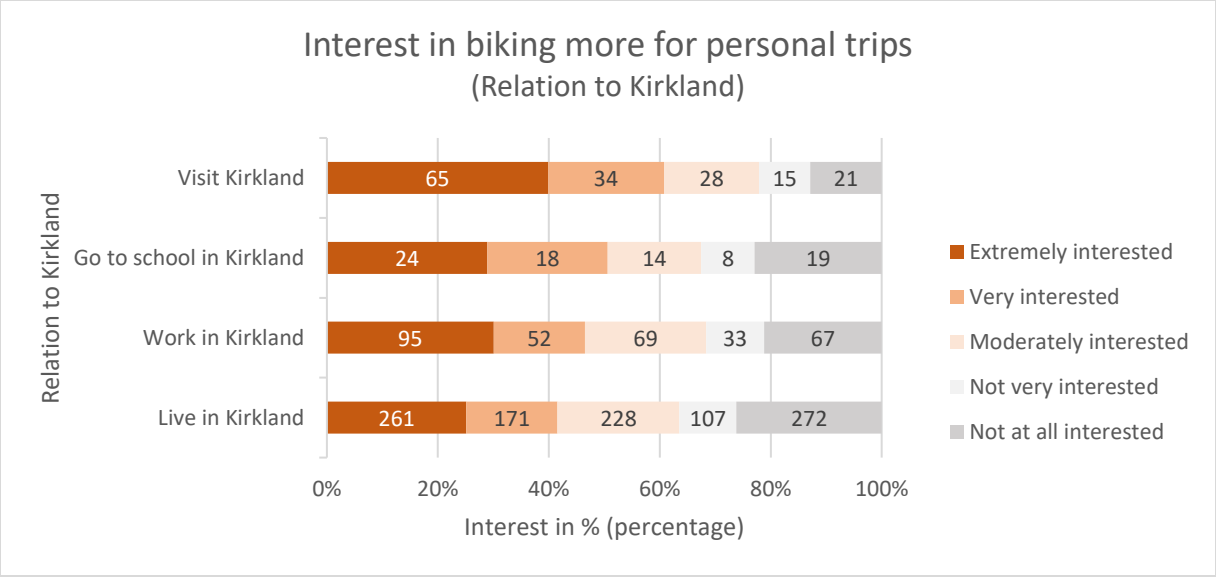


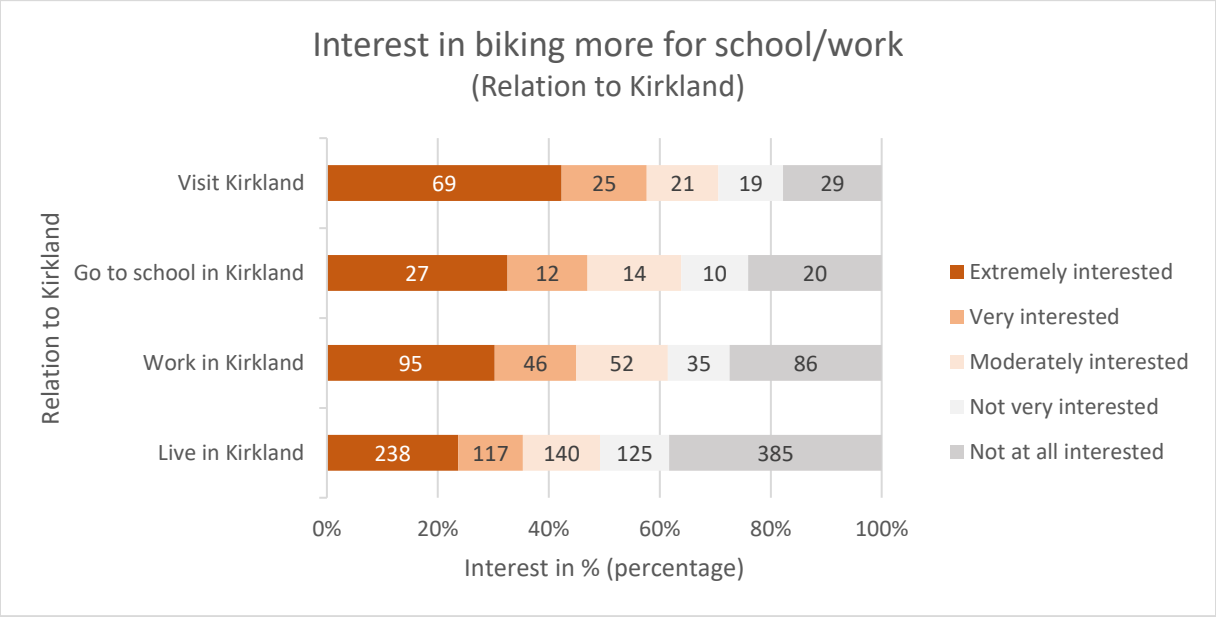


Relation to Kirkland

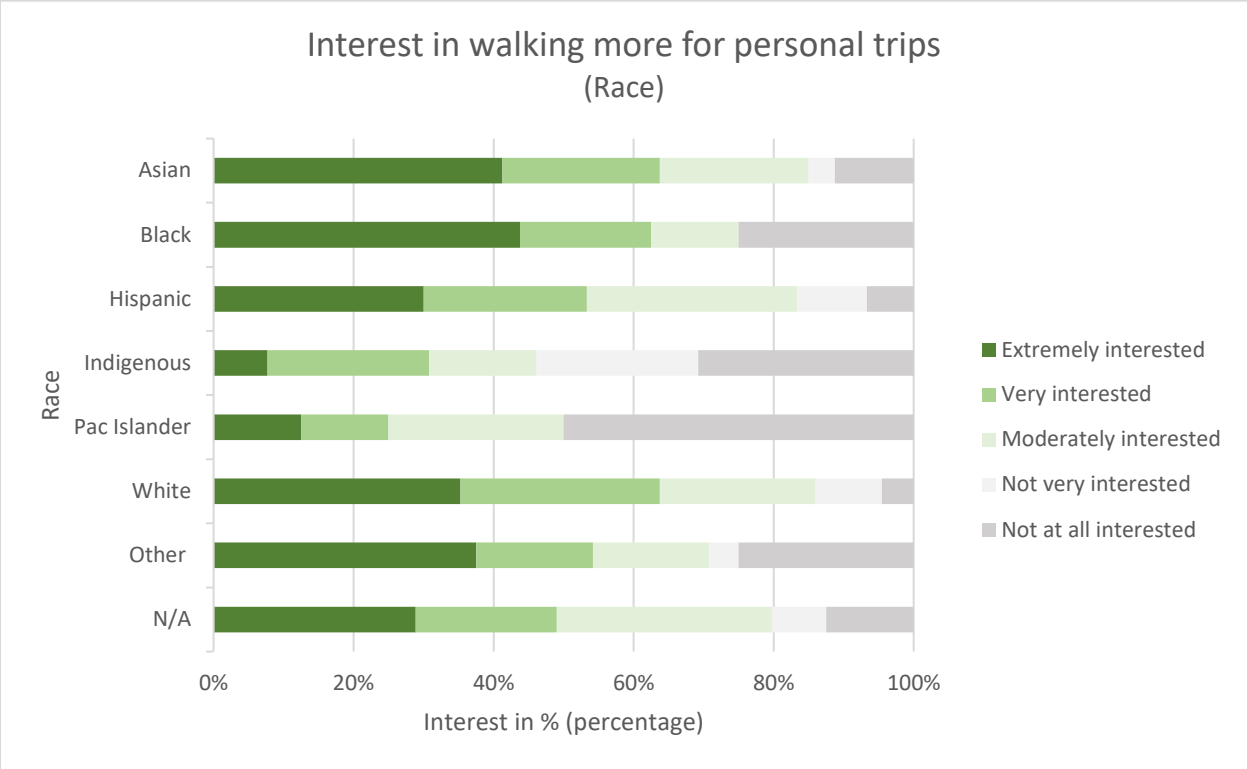

Interest in walking more for personal trips
(Relation to Kirkland)
Relation to Kirkland
Visit Kirkland
Go to school in Kirkland
Work in Kirkland
Live in Kirkland
68
37
33
17
8
34
17
20
5
7
116
73
73
24
28
367
283
248
95
60
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested

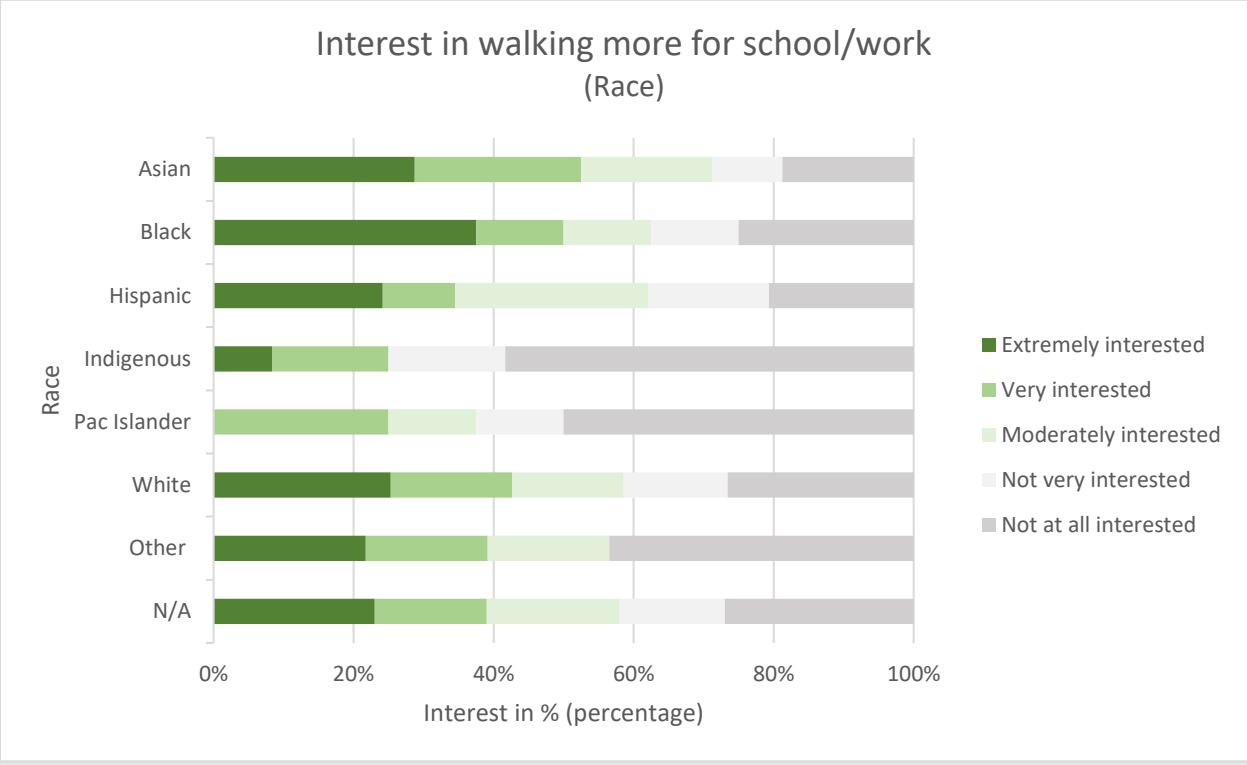

Interest in walking more for school/work
(Relation to Kirkland)
Relation to Kirkland
Visit Kirkland
Go to school in Kirkland
Work in Kirkland
Live in Kirkland
58
35
22
23
22
33
19
9
13
8
90
63
52
40
62
244
160
167
150
277
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested

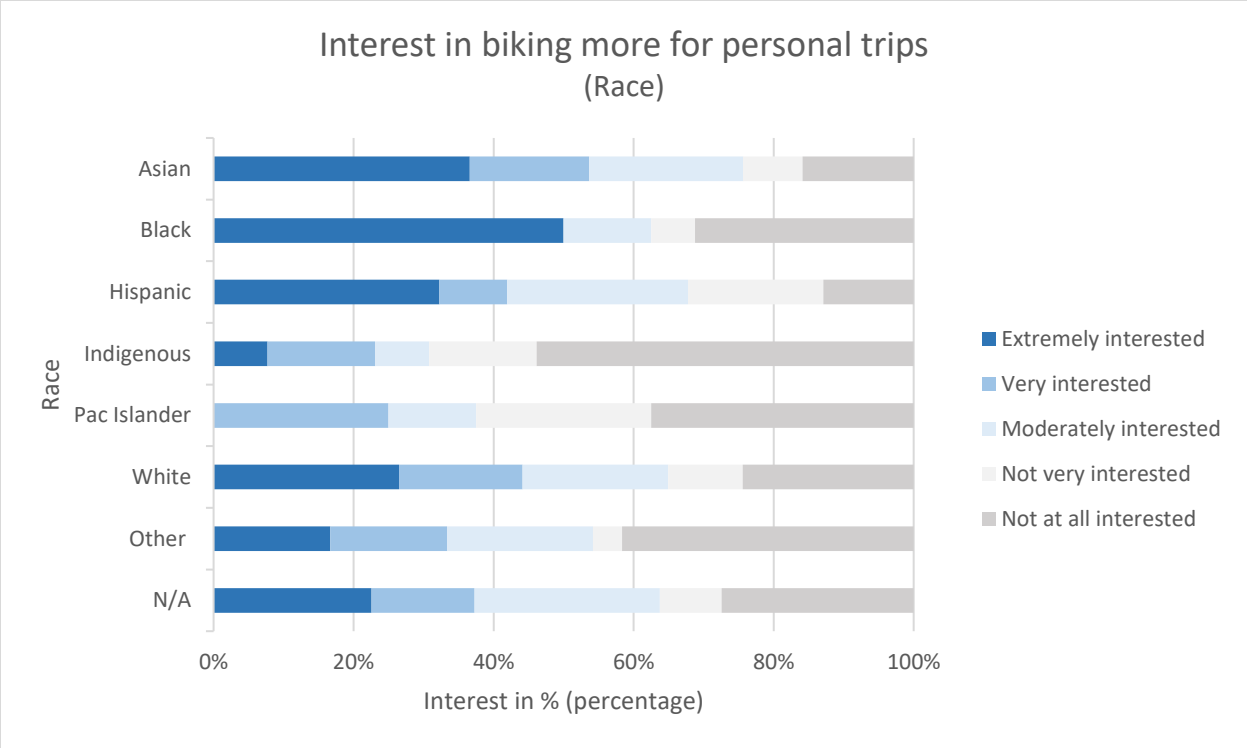

Interest in biking more for personal trips
(Relation to Kirkland)
Relation to Kirkland
Visit Kirkland
Go to school in Kirkland
Work in Kirkland
Live in Kirkland
65
34
28
15
21
24
18
14
8
19
95
52
69
33
67
261
171
228
107
272
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested

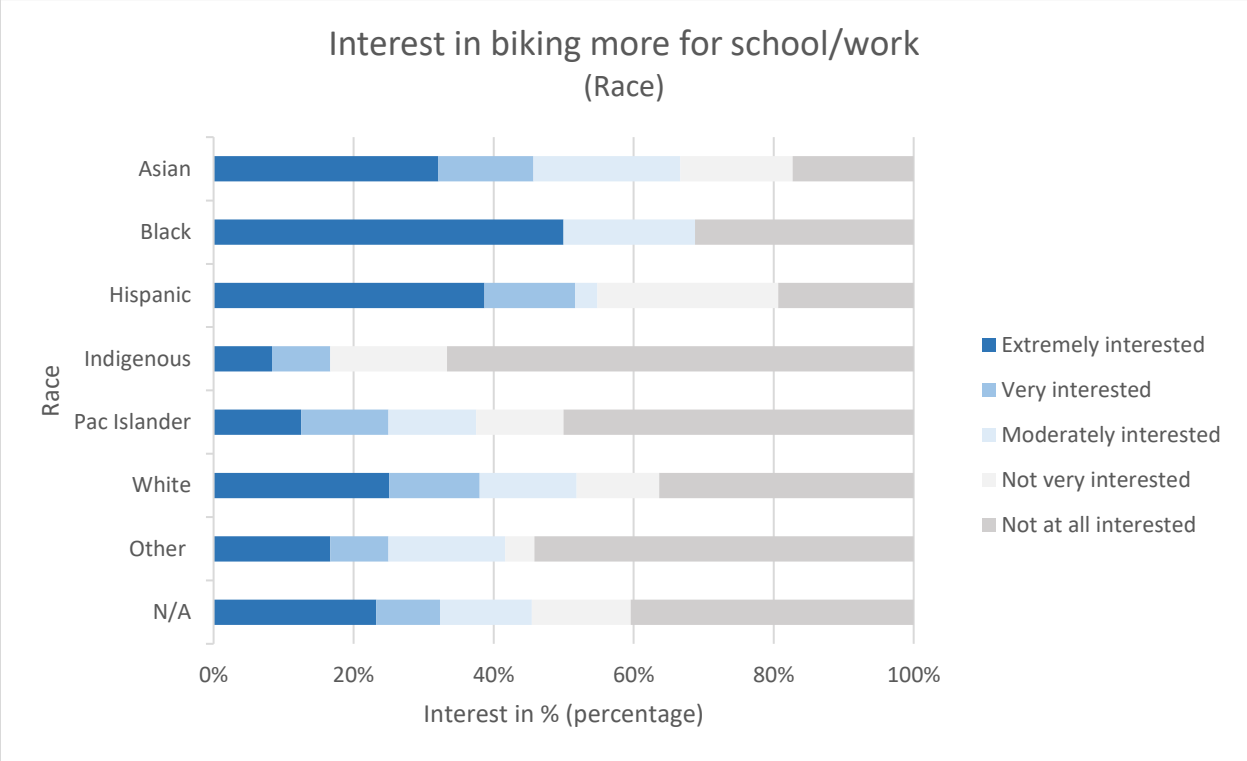

Interest in biking more for school/work
(Relation to Kirkland)
Relation to Kirkland
Visit Kirkland
Go to school in Kirkland
Work in Kirkland
Live in Kirkland
69
25
21
19
29
27
12
14
10
20
95
46
52
35
86
238
117
140
125
385
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested

Race

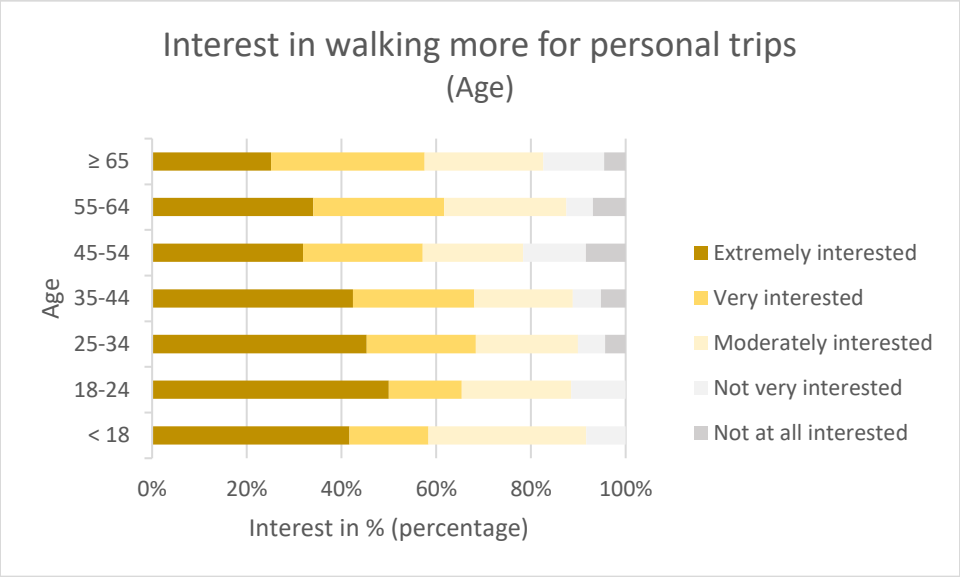

Interest in walking more for personal trips
(Race)
Race
Asian
Black
Hispanic
Indigenous
Pac Islander
White
Other
N/A
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested

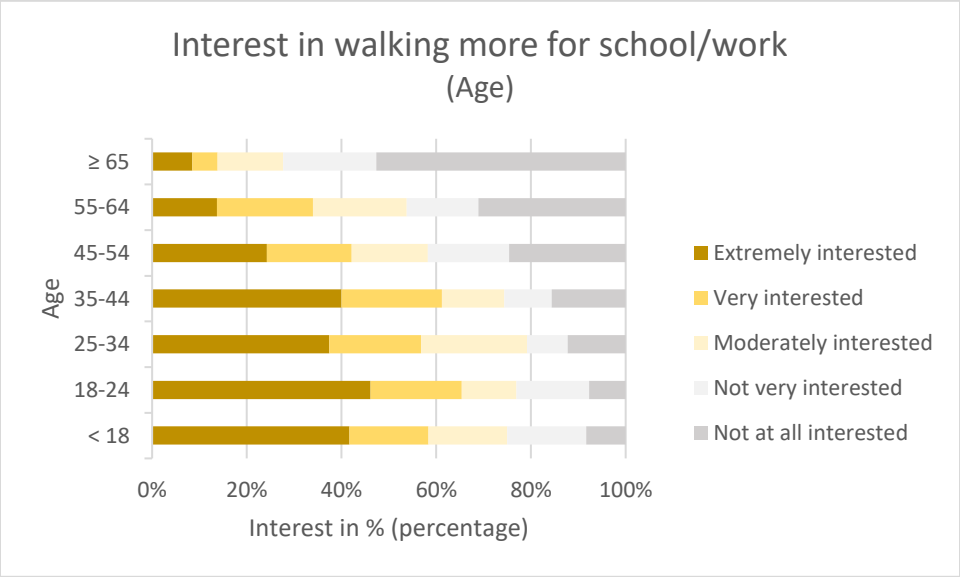

Interest in walking more for school/work
(Race)
Race
Asian
Black
Hispanic
Indigenous
Pac Islander
White
Other
N/A
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested

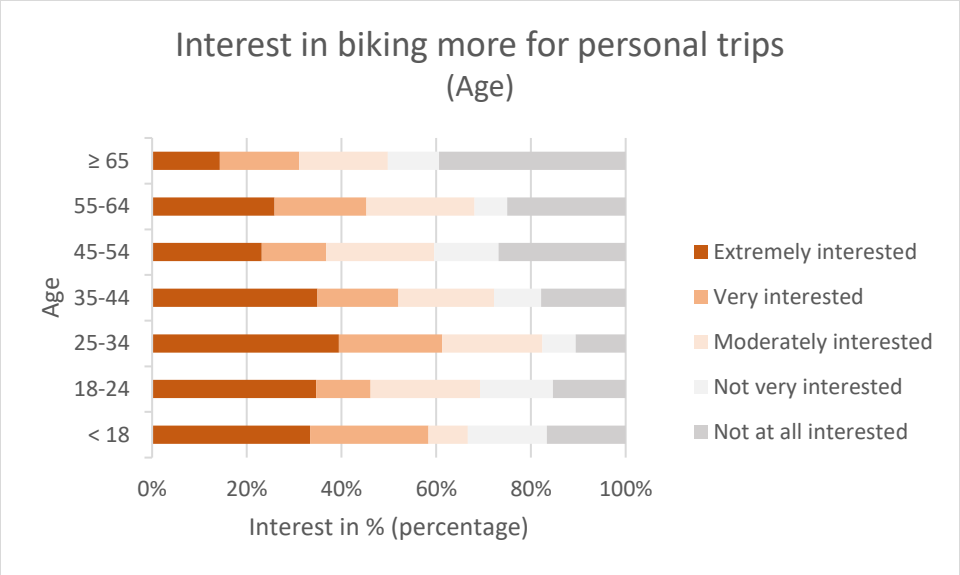

Interest in biking more for personal trips
(Race)
Asian
Black
Hispanic
Indigenous
Pac Islander
White
Other
N/A
Race
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested

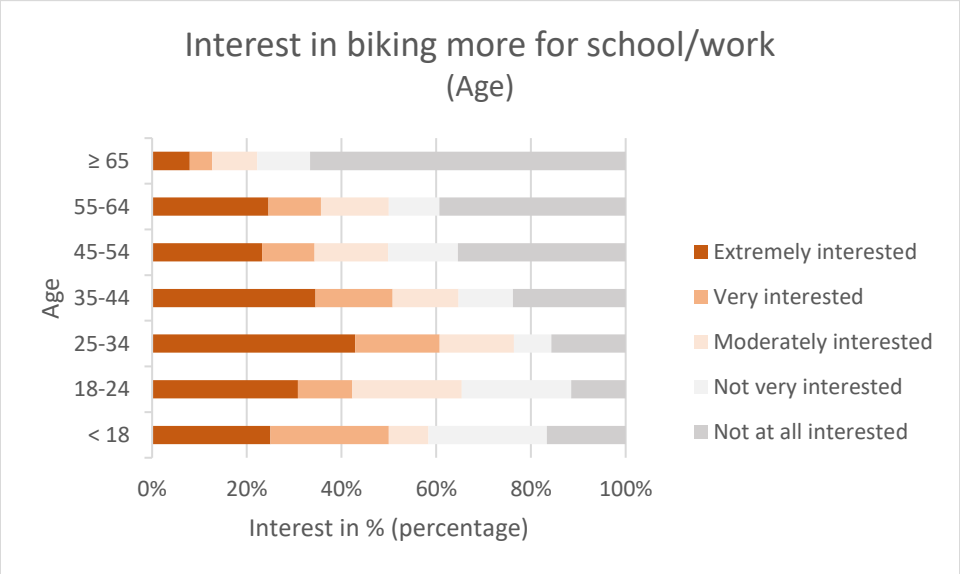

Interest in biking more for school/work
(Race)
Asian
Black
Hispanic
Indigenous
Pac Islander
White
Other
N/A
Race
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested

Age

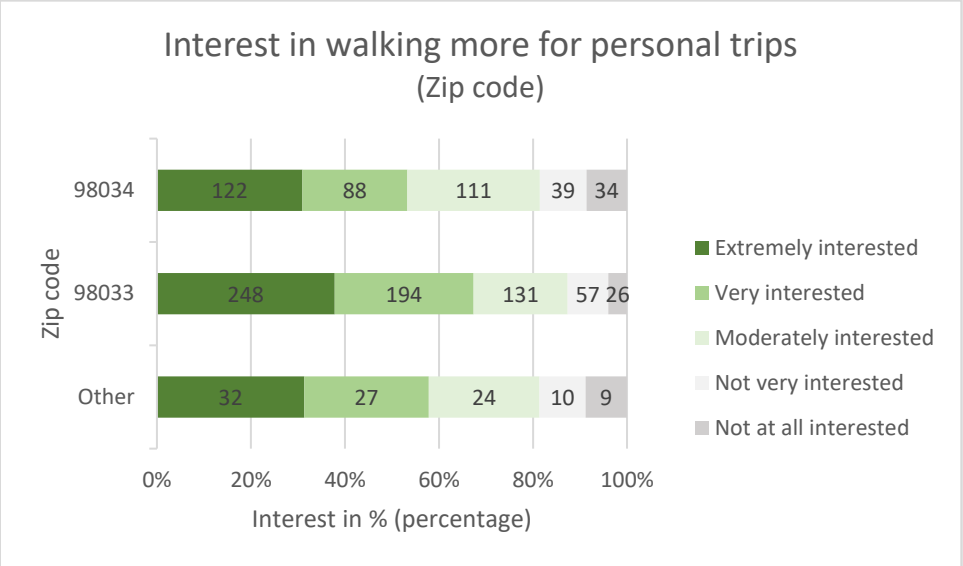

Interest in walking more for personal trips
(Age)
Age
≥ 65
55-64
45-54
35-44
25-34
18-24
< 18
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested

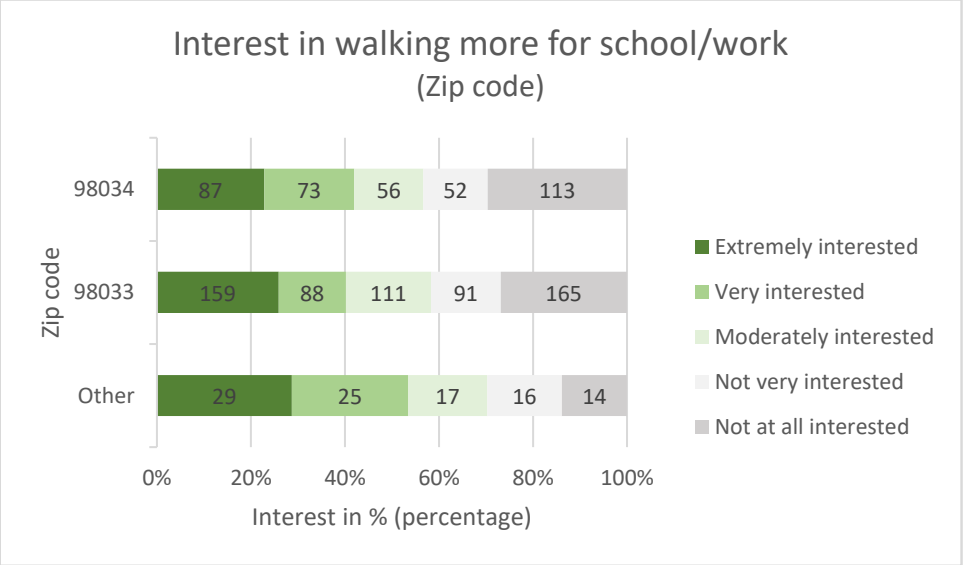

Interest in walking more for school/work
(Age)
Age
≥ 65
55-64
45-54
35-44
25-34
18-24
< 18
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested

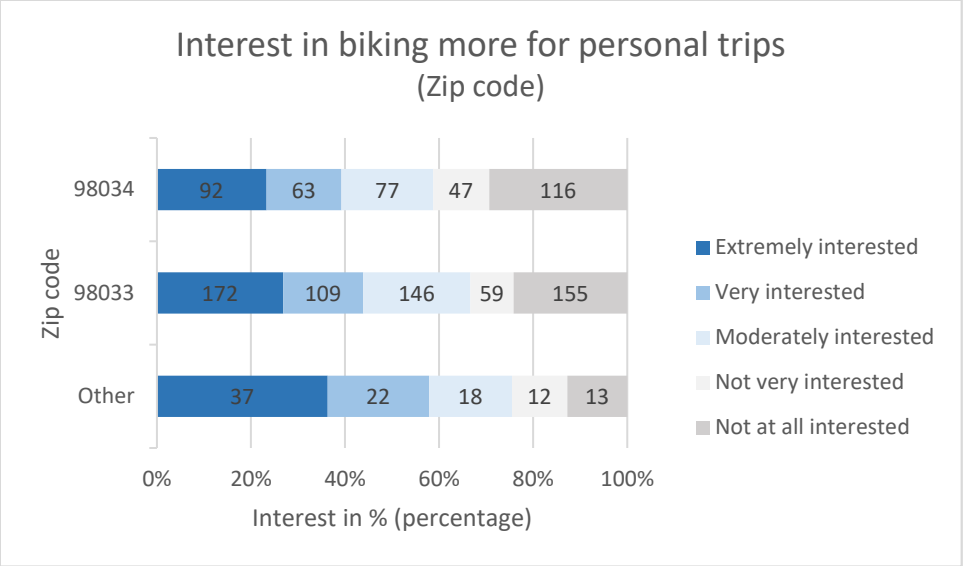

Interest in biking more for personal trips
(Age)
Age
≥ 65
55-64
45-54
35-44
25-34
18-24
< 18
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested

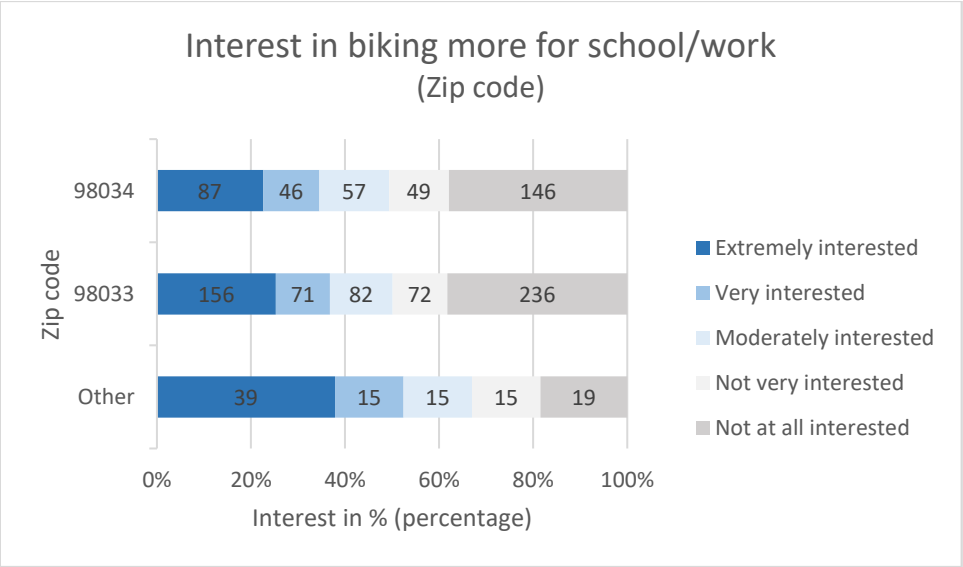

Interest in biking more for school/work
(Age)
Age
≥ 65
55-64
45-54
35-44
25-34
18-24
< 18
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested

Zip Code


Interest in walking more for personal trips
(Zip code)
Zip code
98034
98033
Other
122
88
111
39
34
248
194
131
57
26
32
27
24
10
9
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested


Interest in walking more for school/work
(Zip code)
Zip code
98034
98033
Other
87
73
56
52
113
159
88
111
91
165
29
25
17
16
14
0%
20%
40%
60%
80%
100%
Interest in % (percentage)
Extremely interested
Very interested
Moderately interested
Not very interested
Not at all interested





Comments received through the on-line public comment portal – November 2021 – March 2022:

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 10	I just saw some of the updates to the neighborhood safety program and ATP posted on the transportation commission web page - it's great to see these coming together! Regarding the Market Street example, I was wondering if there has ever been any consideration to removing the parking lane(s). In my experience, aside from the first 2-3 blocks from downtown, the parking is incredibly underutilized. Moreover, there are side streets every 100 feet, almost all of which have open parking on both sides as far as the eye can see. Has there been historical opposition or some other context I'm not aware of? Granted, I'm not sure if protected bike lanes are the best use of the space (a northbound bus lane may be more valuable, IMO).	Project Comment/ Suggestion	Market St	There is a NB Bus Lane planned north of 18th Ave. The ATP recommends evaluating parking utilization along the corriror to correspond to the design of the transit only lane project.
Comment 11.1	1.Getting people to drive slower is the real goal. One tool might be lowering the speed limit and enforcement, but I think it's critically important to keep the goal in mind and not to think that lowering the speed limit will necessarily cause people to drive slower. The driving environment is the real key.	General Comment	Speeds	Commment noted
Comment 11.2	2.All day speed limits at schools are a bad idea. It's worse to have flashers going all the time. I don't know if there are studies to support this, but I believe that having flashers for a small amount of time gets people's attention better than something that is always flashing. After all, if it's always a school speed limit, then it's just a speed limit.	General Comment	School Zones	Commment noted
Comment 11.3	3.Traffic stops with armed officers are dangerous and a prime source of use of excessive force with people of color. If you change speed limits so that they require high amounts of enforcement (eg 15 MPH), you'll increase the necessity for these stops. Something to think about where equity is concerned. 4.A way around #3 is automated enforcement cameras.	General Comment	Enforcement	Commment noted
Comment 11.4	5.Experience tells me that the idea of candles and other less-than-nice traffic control devices is a loser. It sets up the notion of "why can't we have good ones too?"	General Comment	Protected Bike Lanes	Commment noted
Comment 11.5	6.Trying to get uniform signing at schools in Kirkland is a great idea that I found surprisingly difficult to implement. My two cents is to stay away from a rigid policy and focus on some principles then have lots of flexibility.	General Comment	School Zones	Commment noted
Comment 11.6	7.Your ideas about what target zero should mean for bikes and peds were interesting. I think including the serious injury crashes is a great idea to get enough data to work with, but just getting to no fatalities is a mighty tough goal in and of itself.	General Comment	Vision Zero	Commment noted
Comment 12.1	I wanted to call attention to the Hermosa Vista Neighborhood and other communities along Juanita Drive west of Juanita Beach. We have no walking access and are trapped by the main thorough fare that has become Juanita Drive. Kirkland continues to approve new, higher density homes/developments within our communities, but has not yet held to its commitment to add a sidewalk along Juanita drive or provide neighborhood connecting trails to Finn Hill or the Juanita Beach area. Please prioritize this neglected section of your community for a curb-protected sidewalk along Juanita drive from 120th st NE to 116th Pl NE for this growing and vibrant community. This includes protecting easements along the route from further planned development. Also, please explore adding walking connections from 86th Ave NE to 110th Pl NE, as well as connecting 117 st NE from 80th Ave NE to 82nd Ave NE by improving the existing powerline easement. Additionally, I believe you should update your map to highlight the intersection of Juanita Drive/Holmes Point/122nd Pl NE as an area of commercial interest to highlight the need for walking access to this area from our communities along Juanita drive due to the presence of the food and personal care businesses.	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials. The area around Juanita Drive/Holmes Point/122nd Pl NE is identified as an activity center and was included in the project prioritization process.
Comment 13	Hi, It is our understanding that a sidewalk along Juania Drive is in the City's plan, but has not yet been scheduled. We are very interested in the City starting work on the sidewalk as it is currently very dangerous to walk along Juanita Drive and there is no other alternative from many of the nearby neighborhoods to walk down to Juanita Village. We would also like to encourage trail connections through existing land easements from the Hermosa Vista neighborhood for similiar reasons. Thank you, Alise Fetsch, 8123 NE 115th Way.	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 14	Please consider providing two trails in Juanita Woodlands to the east of Juanita Drive, one going north to south, and another going East to West. This would connect three neighborhoods and give pedestrians a safer alternative to the busy Juanita Drive, which does not have a sidewalk. This request addresses T-1.4, T-1.6, T-5.6. Please consider a traffic alteration on Juanita Drive at NE 112th St. It is difficult to safely enter onto Juanita drive from NE 112th St, from either direction, because the road bends and visibility is limited, and most cars travel in excess of the stated 35 mph. This request addresses T-4.6	Project Comment/ Suggestion	Juanita Drive	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 15	Hermosa Vista subdivision on Juanita Drive (approximately 114th St) has no walking/bike connections to the top of Finn Hill so is totally car dependent. Two or three easements are available offering 95 to 98% of the routes to the top, but the other 2 to 5% need assertive action by the city to ensure property owners don't block them and access is preserved in perpetuity. Juanita Drive needs a pedestrian sidewalk along at least one side of the road for the entire length, as is happening in Kenmore. Combining bike and pedestrian traffic makes a very dangerous situation. When King County controlled north Kirkland (such as Finn Hill), many subdivisions were made with connections for pedestrians and bikes. Examples would be the 81st PL NE connection to NW corner of Thoreau elementary, and many others. New Kirkland developments do not seem to be supporting connections to schools, parks, as well as ease of access for foot/bike traffic through complex cul de sac subdivisions. Expectations need to be changed so this is the first thing to identify. An upcoming example would be connection to Juanita Heights park from the south should be mandatory rather than "nice to have". Kirkland has allowed property owners to successfully petition for abandonment of right of ways/easements that would help connections for non-motorized traffic. These block the goals of connections for non-motorized traffic Kirkland can take advantage of decades of learning about bikes and pedestrian from European countries that have fantastic infrastructure (Denmark, the Netherlands etc) Notable is that bikes and pedestrians are separated, which increases safety for both and supports the goal of eliminating injury/fatal encounters in Kirkland	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 16	This summer my husband was riding in the bike lane on Lake Washington Blvd NE when a van turned in front of him very quickly almost as if a second thought which my husband then decided to lay his bike down and fall instead of getting run over. There were 2 witnesses walking that saw the accident. The car driver never stopped. 2 issues: with cars parked along the street next to the bike path it blocks the visual of rider and upcoming street. Also, cars still go too fast on the Blvd. As a daily walker on the blvd I see cars not stopping at crosswalks for walkers. It's as if they don't see you. The flashing signals at crosswalks seem to work but the flags unfortunately are sometimes ignored by drivers.	Project Comment/ Suggestion	Lake Washington Blvd NE	The city is evaluating walk and bike improvements for Lake Washington Blvd as part of the Lake Washington Boulevard Promenade Study
Comment 17	I'd tell people to USE the sidewalks always. I see so many walking in the road. Wear a safety vest or white clothes when walking at night . In order to be seen .	General Comment	Pedestrian Safety	Commment noted
Comment 18	Walking on 108th Avenue in the morning is dangerous. My wife and I walk our dog every day and we witness traffic moving violations (speeding) everyday. The automobiles are traveling 50 to 70 MPH. I have videos from my iPhone 12 (.mov) which the Kirkland police website will not upload. I sent some videos to the City Council. A nice police officer called and then parked on the 108th Ave NE one morning and issues 2 citations while we walked our dog. What could happen? These excessive speeds, when matched with texting or talking or distraction will lead to fatalities for pedestrians. These law breakers go through the zebra crossings at these high speeds. Whatever else you are doing, this is rectified by policing the street and collecting large amounts of revenue.	General Comment	Speeding	Commment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 19	I cannot attend meetings but I would like to ask that Kirkland consider wildlife when making walking and pedestrian paths. Wildlife, bee, birds, and butterflies are all the decline becasue people are destroying their habitat. we have a lot of green areas, but no wildlife preserves. Wildlife is instrumental to the ecosystem and the preservation of our planet. To the preservation of our natural open spaces. Also some green spaces should just be left alone to help the planet heal and combat global warming. We are burning up and it is because we are not leaving enough natural green areas for green spaces and wildlife to thrive. Instead we use fertilizers and pesticides and put trails everywhere through our green spaces turning them into nothing but invasive species and killing the trees. Please consider this when making these pathways. Keep them on sidewalks and already developed areas and stay out of the green spaces.	General Comment	Wildlife and Greenspaces	Commment noted
Comment 20	How are the planned east-west bike paths (70th/68th St, 80th St/Kirkland Ave, 85th St, etc.) between 405 and the waterfront going to deal with the significant hill grade? The gondola idea was excellent, but unfortunately was not supported by some in the community. I hope there is solution that can service a large segment of the community. Currently, the steepness of the hill is preventing may folks from using alterative transportation options (not cars) to move between the two commercial hubs (85th St and downtown Kirkland).	General Comment	Hills	There are some routes identified that take the 'path of least resistence' but not all connections have that option. A new separated pathway is planned between 6th St near Kirkland Urba nto the new I-405 / 85th Area freeway station and bus routes. Electric bikes may be an option for some people.
Comment 21	Build a Trail/Sidewalk along the east side of 138th/72nd ave from Juanita Drive to 132nd. I have a site plan.	Project Comment/ Suggestion	138th/72nd ave	Commment noted
Comment 22	With the addition of about 40 new homes in this Finn hill neighborhood, the community would like to see a Trail/Sidewalk along the east side of 138th/72nd Ave from Juanita Drive to 132nd.	Project Comment/ Suggestion	138th/72nd ave	Commment noted
Comment 23	Adding a diverter at NE 100th St and 128 Ave NE is NOT the way to do it. This is a stupid idea. You are just re-routing traffic around the block adding MORE traffic in total to the neighborhood on other streets that also have people walking or riding bikes on them. Lengthening people's drives and/or diverting them onto already too busy 132nd Ave or 124th Ave does not improve safety and worsens carbon emissions (climate change, heard of it?). This does nothing to slow people down. Lowering the speed limit (when people follow it), speed bumps, bike lanes, bump outs, etc. will. Take the diverter OUT!	Project Comment/ Suggestion	128th Neighborhood Greenway	Commment noted
Comment 24	When will a sidewalk be completed on 19th Ave between Market Street and 3rd Street?	Project Comment/ Suggestion	19th Ave	Project is identified in both the ATP and the Safer Routes to School plans.
Comment 25	Thank you for Kirkland city staff who have worked tirelessly on the ATP. I wanted to share one aspect of pedestrian/cyclist safety and comfort that often does not get attention - and that is the extra, intrusive noise from motorists. It's clear that a significant portion of vehicles (both cars and motorcycles) are made louder by taking out the muffler/silencer. Almost every time I go outside for a walk in Kirkland, whether it be in the downtown area or on the outskirts, I am not able to safely and comfortably enjoy my walk without being interrupted and frightened by a deafeningly loud motorist zooming past right next to me. This is a huge deterrence for me to bike and walk in my neighborhood more frequently. I wish the City of Kirkland would enforce sound pollution laws for the protection of the city's children, elderly, wildlife, and everyone else. The sound pollution laws already exist, they just need to be enforced. Thank you once again for your continuous work in bettering our City.	General Comment	Motor Vehicle Noise	Commment noted
Comment 26	How do we reduce speed limit on streets in Kirkland to 25 mph to improve the safety for cyclist and pedestrians?	General Comment	Speeds	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 27	Need a maintenance plan and team for the soft trails in the natural parks. These trails are heavily used as connection points year round but they were not intentionally designed to handle this level of traffic and there is not currently a team or funding within Parks dedicated to trail maintenance, construction, and decomissionng.	General Comment	Trails in parks	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 28.1	We need more police officers on bikes and walking and not just on weekends in the summer. Kirkland's police are not approachable. They walk around like thugs.	General Comment	Enforcement	Commment noted
Comment 28.2	We need more crosswalks with flashing lights. Speed limits especially on Lake Washington Blvd need to be reduced. I'm afraid to stop for someone at a crosswalk that the cars behind me will not stop and hit me. People do not pay enough attention when driving.	General Comment	Crosswalks	Commment noted
Comment 29	In the spring and fall the city needs to better police obstructed and debris filled public sidewalks. Residential and business owners either need to either clear their sidewalks of debris or face a fine which covers the cost of the city hiring someone to do it for them.	General Comment	Sidewalk Maintenance	Commment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 30.1	Sorry I can't make it to the meeting tonight. The biggest pedestrian safety concern in Norkirk is sidewalk connectivity. I am co-chair of the Norkirk Neighborhood Association and I hear complaints about it all the time. In particular, people would like to see a sidewalk on 19th Ave. (Kirkland Middle School route) on at least one side of the street. Currently, on a good portion of that street there is no sidewalk on either side, nor is there a shoulder, and people need to walk in the road.	Project Comment/ Suggestion	19th Ave	Project is identified in both the ATP and the Safer Routes to School plans.
Comment 30.2	Sidewalk connectivity on 7th Ave. is another one I hear about a lot, particularly between 3rd and 4th St.	Project Comment/ Suggestion	7th Ave	Commment noted
Comment 30.3	Lastly, people also complain about the lack of sidewalks on 4th St. between 13th & 15th Ave. These are the ones I hear about the most, but there are others too. I'd be happy to send you a list of sidewalk requests that I have received. Thank you!	Project Comment/ Suggestion	4th St	Commment noted
Comment 31	Applause! Thanks for doing what you do.	General Comment	General	Commment noted
Comment 32	Will freight bikes be able to use the bike lanes?	Question	Bike Lane Use	Yes, fright bikes can use bike lanes.
Comment 33	Can electric bikes be used in the bike lanes?	Question	Bike Lane Use	Yes, electric bikes can use bike lanes.
Comment 34	I don't own a bike, but would like to ride now and then. Will there be a system for bike-sharing?	Question	Bike Share	This city will continue to consider a bike share system in the future. Currently, no company is interested in a bike only bike share system without also adding scooters.
Comment 35	More bike lanes will mean more bikers of different abilities. I'm a senior. Will there be speed limits?	General Comment	Speeds	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 36	Will there be a system to reserve a bike parking space at the Activity Centers?	Question	Bike Parking	No current program to reserve bike parking.
Comment 37	Will you be aligning the ATP and TMP with the 17 United Nation's Sustainable Development Goals (SDGs)?	Question	Sustainable Development	The ATP is aligned with the Sustainable Transportation goal.
Comment 38	Will you be collecting data on the usage of the bike lanes? If so, will the data be available to the public?	Question	Bike Counts	The Vision Zero Action Plan recommends improving data collection for walk and bike trips.
Comment 39	This is great! How are you going to persuade people to change their behavior and ride bikes more?	General Comment	Outreach and Engagement	The ATP includes a goal to educate people about traffic safety and encourage more people to walk and bike.
Comment 40	I think more modern roundabouts, particularly at main intersections, would help to further Kirkland's goals of reducing traffic fatalities while simultaneously also improving traffic throughput.	General Comment	Roundabouts	Commment noted
Comment 40.2	• On north 100th Ave. NE in north Juanita there is no sidewalk north of NE 140th Place, only a painted line. I’ve seen parents pushing strollers along the shoulder when the traffic is going by at 35MPH – that’s wrong! Give my neighbors a safe way to walk to shops!	Project Comment/ Suggestion	100th Ave NE	A funded project will improve bike lanes and sidewalks on 100th Ave NE.
Comment 40.3	• Why wasn’t a “safer route to school” included in the design when the new $16+ million firehouse across from Juanita Elementary school was built? The project apparently skipped an opportunity to build an improved path from NE 134th St. to the school on NE 132nd Street. A bike path along the edge of the firehouse property could have been included in the plan. There is currently an informal path that goes along the West border of the firehouse property from NE 134th St. to NE 132nd St. which undoubtedly children use to get to school. By taking this path, they can avoid a hazardous 8 block detour including a hike along the parking lots/driveways lining 100th Ave. NE. The children and the neighborhood deserve to have this gravel/dirt path upgraded. As a north Juanita neighbor, I would also like to use this path to get to the shops on 100th Ave. NE, but it is difficult to use on a bicycle.	General Comment	Safe Routes to School	Commment noted
Comment 40.4	• Skinny bike paths only encourage motorists to get closer to the cyclist. It’s better to have no bike-path line than to pretend that a white line, which is 6 inches away from a sewer grate, is a “bike path”.	General Comment	Bike Lanes	Commment noted
Comment 40.5	• Because our city is stretched out from north to south and constrained on the west by Lake Washington, we need routes to get to the downtown Kirkland center from the north- and from the south-. There aren’t many north-south routes, and the existing routes are heavily used by motor vehicle traffic. Because of this, the north-south through-streets are heavily trafficked, smoggy, loud and unpleasant and frequently dangerous for walkers and bikers. Pedestrians and bicycles need more options. It is also worth noting that pedestrians and bicycles will use flat routes – putting a bike path up a hill makes it almost useless.	General Comment	Bike Network to downtown	Commment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 41	I'm surprised nothing is being done for Juanita Drive. It is an essential corridor for many residents in southern Finn Hill but it is extremely unsafe to walk or bike on. There is only a painted stripe in the road. The "buffer" is illusory and ineffective against overly fast or inattentive drivers. I invite members of the working group to try walking on Juanita Drive during late afternoon and verify for themselves if it is a satisfactory arterial for active transportation.	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 42.1	I feel that you don't research transportation solutions enough from listening to the experiences that people are having 'on the ground'. There are many areas of Seattle where bicycle use is more active than it is here. The U District is one of them. Talking to friends that live in the area I found that the situation has a downside that I think the council should consider more carefully. I hear presentations in Kirkland that promote car-free travel in a punitive way. By restricting parking in new developments thinking it will make people walk and bike more doesn't always work. What I have heard from one family is that there is no parking at all provided in their son's apartment building and bicycle parking is outside in his U-district area. Parking a bike outside the building will guarantee that it will be stolen. What they are seeing are people in homeless camps in the area with brand new bicycles parked next to their stuff and in other locations bicycle parts strewn about. In addition to that, the University also has a theft problem. If you leave you bike locked up you may come back and find part of it still chained up and the rest of it missing.	General Comment	Bike Parking	Commment noted
Comment 42.2	Another transportation activity I hear promoted at some meetings in Kirkland is e-bikes. But regulation of these types of technology is limited and the general public is unaware or unwilling to comply. People should use a helmet because it is a good idea whether or not it is regulated but access to a personal delivery device is greater than access to helmets unless you carry one with you at all times. Operation of a moped, electric personal assistive mobility device, or motorized foot scooter on a fully controlled limited access highway is unlawful. Operation of a personal delivery device on any part of a highway other than a sidewalk or crosswalk is unlawful, except as provided in RCW 46.61.240(2) and 46.61.250(2). Operation of a moped on a sidewalk is unlawful. Operation of a motorized foot scooter or class 3 electric-assisted bicycle on a sidewalk is unlawful, unless there is no alternative for a motorized foot scooter or a class 3 electric-assisted bicycle to travel over a sidewalk as part of a bicycle or pedestrian path, or if authorized by local ordinance, as provided in RCW 46.61.715. Does this Washington law mean citizens in Kirkland cannot ride a motorized scooter on the sidewalk in Kirkland? Good luck with that! For car drivers it is going to be a big learning curb to adjust to not only more bicycles on the roads and sidewalks but also all the various other types of motorized vehicles. I can judge a pedestrian's speed while they enter the crosswalk but not that of an electric skateboard or e-scooter that zooms past me on the right side of the car especially if they don't have to honor the 'don't walk' sign on the signal and stop at the curb before proceeding. It doesn't matter if there are rules governing different types of motorized transport other than cars because no one knows them and many people don't care. As far as I know Seattle regulations and Redmond regulations differ on whether or not electric scooters can share the bike lane or sidewalk. If Kirkland makes up its own regulation, who would even know?	General Comment	E-bikes	Commment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 42.3	In addition to bike parking problems in apartment buildings, there is an on-street parking issues. The more dense you make an area with apartment buildings that lack adequate parking, the less street parking you can find. What exacerbates the problem for anyone visiting is that buildings don't have drop-off zone or other short term parking solutions. Where are people (like parents) supposed to drop off furniture when helping someone move in? There isn't any place for a delivery truck from IKEA to unload, or the Pizza delivery person, or the granny that uses a walker. I cannot drop off brownies to a relative in Redmond unless I call and he comes down and opens the gate to the parking garage for me. There is no street parking or waiting zone. This problem of 'no-drop-off ' zones is also prevalent in Urban areas of Kirkland and Redmond and surrounding cities. This has come to my attention when transporting friends with walkers. They need to be dropped in a safe area near a front door that is easily accessible to a front desk or elevator. Parking for the disabled is often farther from the door than would help in this situation. ADA access is often useful for people in wheelchairs but less helpful for those in walkers. So as you think about less parking for new developments think about increasing safe short term parking that is convenient to the front entrance. With security concerns a visitor may only be able to access a building through the front entrance. What works for a UPS driver doesn't work for someone using a walker. Many of the people who might want a single occupancy apartment in Kirkland may be an older person with mobility issues. My friends often need a car for occasional use because they cannot walk to the bus or stand waiting at a bus stop when they want to go to swim class or to the doctor. How many of you spend time giving seniors rides to church or shopping or the doctors office? It is one of those situations where you need to walk the walk before you talk the talk.	General Comment	On-Street Parking	Commment noted
Comment 43	People biking, walking, and rolling on 124th Ave NE between NE 132nd St and NE 144th St would be safer and more comfortable with design changes that reduce vehicle speeds and separate vehicles from other types of traffic. Some proposals: - reduce vehicle lane width - re-allocate the space to create buffered bicycle lanes - reduce the speed limit in conjunction with reduced vehicle lane widths - add raised medians in the center turn lane along the corridor to 1) create protected space for those walking/rolling while crossing 124th, and 2) prevent drivers from using the center turn lane as a passing lane (yes, this happens!) - explore opportunities to narrow crossing distances along the corridor, though this may not be possible without impacting the bicycle lanes - explore opportunities to otherwise visually and psychologically narrow the driving area in order to reduce speeds I regret that I cannot attend the meeting on 11/3, but am very interested to stay connected to this project. Please let me know how I can do that.	Project Comment/ Suggestion	124th Ave NE	Comment noted
Comment 44	Forget adding additional bike paths, what a colossal waste of money! Existing bike paths sit empty, except the occasional biker in spandex on the weekend who bikes in from Seattle. Instead, spend the money on improvements that will really make a difference for Kirkland residents. My neighborhood has almost no sidewalks and people are forced to walk in street. We have lots of walkers and virtually no bike riders, spend the money where it counts.	General Comment	Sidewalks	Commment noted
Comment 45	Hello! Very excited about this project. Over the past year and a half with the pandemic and child born in Jan 2020, I have been walking quite a bit around Moss Bay/Houghton/Downtown Kirkland. One of the biggest challenges is walking with a stroller on the sidewalks which often have trash cans or overgrown branches and finding ways to safely go down and up. I've also tried biking, however other than directly on larger streets like 6th with a dedicated bike lane or on the corridor, did not feel safe riding with my baby/toddler with the proximity and speed of cars passing - cars in Kirkland still do not look for bikes.	General Comment	Sidewalk obstructions	Commment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 46.1	My basic framework is that the active plan needs to prioritize walking, biking, wheelchair use. Clearly, roads for gas powered vehicles are omnipresent in Kirkland. We need no new roads, no new pavement, no new impervious surface area (but I know that new impervious surfaces will continue to be built). My comments focuses on the Finn Hill/Juanita neighborhood occurring N of NE 132nd NE & NE 131st Way, W of 100th Ave NE, E of 90th Ave NE, and S of NE 139th St. This area encompasses the eastern slope of Finn Hill; there are vegetated drainages that are 'open' spaces, 'managed' by Kirkland Public Works. Please actively manage these spaces and do not abandon them. Invasive plants are crowding out native plants and animals; we are reaching a point where trees will fall due to too much ivy and where native plants and animals cannot survive. I'm an active volunteer in one of these open spaces. (Many folks want to maintain treeless spaces with vast green lawns for the view; remind folks that this area is originally covered with Pacific Northwest vegetation that was completely cleared of forest and native plants. Any view is merely created recently. One point to consider is that for active transportation, we need folks to share the natural spaces and not just roads!	General Comment	Maintenance	Commment noted
Comment 46.2	On the eastern edge of Finn Hill is the eastern edge of the Kirkland Green Loop. Please familiarize yourselves with the Kirkland Green Loop (around Finn Hill). Please seek out the easements and walking paths that currently exist, label these and protect these. Kirkland transportation planners, city council and all who want to live up to the values of the active transportation plan (prioritize walking, biking, bussing over cars), please become familiar with the Kirkland Green Loop as a pedestrian path for humans and a safe space for native plants and animals. PLEASE plan on buying, reserving, not building, preserving for pedestrians and native plants and animals these spaces. In these spaces we can help create safe routes to school that are not along the edge of car/roads. Of particularly note: Maintain the easement at base of NE 138th St at 9453 NE 138th St & 13749 – 97th Ave NE. Prioritize putting in a sidewalk on at least one side of NE 136th St between NE 135th Lane and 90th Ave NE	Project Comment/ Suggestion	Kirkland Green Loop	Comment noted
Comment 46.3	About Open Spaces and the learning that came with creating a park. Recall that Josten Park was full of invasive blackberries, ivy and such until the new community plus the development plus the City of Kirkland joined together (in the last minute of the contract) to rid Josten Park of non-native species and open that up to everyone (not just immediate neighbors surrounding this space). I am NOT advocating creating official city parks in the eastern edge of Finn Hill. I am instead advocating creating an active pedestrian corridor. I'm aware that there will be fierce opposition by the people living immediately adjacent. Just like the neighbor's opposition to Josten Park.	General Comment	Maintenance	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 46.4	Safety: remind Kirklandites that a person in a get-away car can do much more damage than a person walking or a person biking. Pedestrian and bicyclists aren't scary. People in cars are scary! A drunk driver is MUCH scarier than a drunk pedestrian or a drunk bicyclist.	General Comment	Outreach and Engagement	Commment noted
Comment 47	Finn hill and juanita drive in particular should fall under high priority for protected bike lanes. The number of horrific accidents this road has involving bike/vehicles is what is currently dictating its usages. More people would use it if it were safer for both biking commuters and families. It's currently impossible to get off the hill in a safe manner using a bike lane when you are a family or towing a bike trailer. Thanks for your time	Project Comment/ Suggestion	Juanita Drive	Comment noted
Comment 48	The proposed greenway on Finn Hill is on 141st and takes a jog on 89th and 88th PL NE. I would propose that it NOT take 88th PL NE. This jog has tight corners and sight issues on a hill. It would be better for the greenway to continue along 89th west and continue along NE 140th St instead. MUCH better visibility and no short steep hill on a curve to contend with…	Project Comment/ Suggestion	Finn Hill Greenway	Thank you for your suggestion. When this project is designed, the specific route may be modified in places and 89th/ NE 140th can be considered for a re-route.
Comment 49	Personally, I would love to see a stoplight at the intersection of Juanita Dr NE and NE 132nd St. It's a dangerous intersection. It's a short stretch between two blind corners whilst drivers both directions on Juanita Dr try to set new land speed records. Thank you.	Project Comment/ Suggestion	Juanita Dr NE @ NE 132nd St	Comment noted
Comment 50	I admire these efforts by the city to expand the sidewalks and bike lanes. I live up from the Safeway on 100th. As someone who walks on 137th (changing up into 136th) all the time, I often come across our neighbors walking up the street. This street is nearly unlit, misses sidewalks in significant sections, while also being a steep down hill leading to Safeway, as well as having bus traffic. I would appreciate if the city considered adding sidewalks to this road. The community comprises of highly aging long time residents of Kirkland, mixed with younger families with children that have recently become interested in this region who could really benefit from a safer arterial on this road.	Project Comment/ Suggestion	100th Ave NE	A funded project will improve bike lanes and sidewalks on 100th Ave NE.

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 51	Please add pedestrian access on Juanita drive, or from Juanita Heights Park down to Juanita Beach. You can get halfway through the woods down the hill but then you're on private property and can't access the sidewalk. Juanita Drive is not safe for pedestrians as it is. How are we to get down the hill to the beach and the businesses at Juanita Village on foot with our families?	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 52	It would be very beneficial to put in sidewalks on Forbes Creek Drive between the fire station and the apartments! Very dangerous, not well lit area where people walk a lot!!!	Project Comment/ Suggestion	Forbes Creek Drive	Comment noted
Comment 53	Our children deserve safe sidewalks from 141st to 145th. This needs to happen as children go to and from Thoreau Elementary school. In addition, for joggers and walkers. Please make this a priority.	Project Comment/ Suggestion	84th Ave NE	The extruded curb separates out a pedestrian pathway along this segment. New sidewalks will be requred as development occurs.
Comment 54	Also, what is the plan for Juanita drive? 1.It's one of the few arterials without sidewalks, and by far the longest. However it's not listed on the project prioritization. 2.In the summary of the bicycle prioritization, the Finn hill neighborhood and connection to Juanita beach only have medium prioritization. It does not seem fair or equitable to have zero high priority projects in such a large area of the city; especially when density increases are in progress, and the area is primarily served by the two lane Juanita drive. What does the city think of this in terms of prioritization of funding? 3.Is the city actively maintaining and working to expand right of way along Juanita drive to allow for sidewalk development/bicycle improvements?	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 55	Juanita drive is one of the only and by far the longest arterial not currently served by sidewalks. It's also one of the only arterials that I am aware of that do not have nearby alternates (especially the portion from Juanita beach to 122nd street). Why is this area not listed as a priority for a sidewalk?! Also, when reviewing the bicycle prioritization map, it's pretty glaring there are no high or medium-high priority projects in Finn Hill. It's not fair or equitable to exclude a neighborhood from priority; especially one that does not have transit access and one where the city has approved significant density increases, resulting in higher traffic and thereby lowering the usability of the existing bicycle facilities (because of increased perceived dangers). "Prioritization is pretty ambiguous. What is the expected funding breakdown based on prioritization level? How many of projects each priority does the city estimate it will address in the scope of this plan?	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials. Please also see the Finn Hill neighborhood highlight page in the ATP document.
Comment 56	I'm not sure why you would put more money into making more bicycle lanes when they don't use the ones they have. Rarely are bicyclist in the bicycle lanes they are riding in the road whether that lane is there or not. Maybe you should start making they pay for also. Adding a tax to anything they related to bicyclist. Thank you.	General Comment	Bike Lanes	Commment noted
Comment 57	Please continue to prioritize pedestrian safety improvements on Juanita Drive. My shared driveway access is on the extreme corner on Juanita Drive. I drive Juanita Drive several times a day and often see cars wander into the shoulder or other lane. It is such a safety issue that we have a family rule that no-one can walk on Juanita Drive to Juanita Village. We would like to see safety improvements that include an actual physical barrier between the shoulder for walking and the car lane. The current flexible poles on the corner don't really protect and are often run over. Our family would love to be able to walk to Juanita Village if the road wasn't so unsafe.	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 58	Please include NE 145th St between 79th pl ne and 84th ave ne as a missing connection in sidewalks. Many people walk here, and fixing the small missing piece would make it much safer.	Project Comment/ Suggestion	NE 145th St	Commment noted
Comment 59	I would like NE 145th St between Juanita Woodinville way and 100th Ave NE be prioritized to get sidewalks on the parts that don't already have sidewalks. People speed down this road and it doesn't feel safe going to the bus. Walking the dog is dangerous on parts of this street. People drive 50 mph down it all the time like it's a highway. Thanks for your consideration.	Project Comment/ Suggestion	NE 145th St	Commment noted
Comment 60	I would like to see speed limits enforced on the trail. Unfortunately with modern ebikes its trivial for cyclists to be found at dangerous speeds on the CKC. I've been informed that there is supposed be a 15mph limit but I've never seen any enforcement. In the summer the high speed traffic also kicks up a lot of dust which makes it unpleasant.	General Comment	CKC speed enforcement	Commment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 61	I agree with the priorities presented. One thing that I would like to see as a core priority is how you are aligning safe pedestrian routes with the KC metro bus system. Specifically, what is the plan to work with KC to adjust bus routes, especially for residents not in the downtown Kirkland area, to make access to a bus easier for pedestrians. If people can't easily walk to a bus stop, they will hop in the car. The draft plan presented seems to show that this is an afterthought.	General Comment	Transit access	Access to transit was included in the project prioritization process. Kirkland staff works with Metro when they re-evaluate transit routes and locations.
Comment 62	I would like the city to add a pathway/trail between Juanita heights park and Juanita beach park. This would allow residents on Finn hill to walk with ease down to the park and nearby urban center.	General Comment	Trails in parks	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 63	Bump-outs of curbs (I think they're called calming?) at intersections are dangerous for bicyclists. They can be hard to see in low light and force us into traffic as we navigate around them. Cars don't expect us to swing out into their lanes to avoid the curbs. NE 124th Street between 100th Ave NE and 93 Ave NE has several of these, but they are also in many other places too.	General Comment	Curb extensions	Commment noted
Comment 64	I'd like to request prioritization of a sidewalk connecting the existing sidewalk on NE 110th St to the emergency vehicle bypass between 98th Ave NE and 100th Ave NE. This is only 165ft but it is on a blind corner that currently requires walking in the lane of traffic.	Project Comment/ Suggestion	NE 110th St	Commment noted
Comment 65	I'm wondering if the committee has explored the option of some one-way streets within neighborhoods to enhance walking/bicycle traffic? It seems a more viable and immediate opportunity with less cost; such as what the City of Seattle has done with closing streets. I'm not suggesting closing any streets merely rerouting traffic and giving one lane to walkers and bikers. The 132nd hill up from Juanita El. is a prime candidate for one-way access. 137th up from Safeway (along 100th) would be the counter-balance. There would still be access to the hill via Simonds Rd, Juanita Dr and other streets north of 137th, along 100th Ave.	Project Comment/ Suggestion	One-way streets	Commment noted
Comment 66	As a runner and cycling enthusiast, I was very excited to see the announcement of the Active Transportation Plan. But I am beyond disappointed that no mitigation measures are proposed in the plan for the area in which I live: southern Juanita Drive. Juanita Drive is a loud, unsafe, and heavily trafficked arterial with no physical barriers between cars and pedestrians/bikers. The geography of the southern hill means that there are zero bike/walk friendly alternatives to taking Juanita Drive. It's a shame the situation remains so dicey, because Finn Hill is a beautiful wooded place which, in spite of being an LTS3 "high stress" route, still attracts tens of thousands of cyclists each year. It's the best, most direct route to get from Kirkland to Kenmore and the Burke Gilman Trail. The elevation makes it a good workout, too (Not so for ebikes; everything's easy to them... LOL!). We have the beginnings of an awesome scenic bike connection, but the lack of barriers and traffic situation means that the route is only available to the courageous. Please reconsider including Juanita Drive in your plans. Sidewalks, barriers, lower speed limits, etc. I would love to be able to safely enjoy Kirkland by bike or by foot from my house. It feels ridiculous to have to take the car for a one mile drive down the street.	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials. The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 67.1	Hello, Thank you for a well thought out ATP that has an equity lens and considerations for connectivitiy and safety. I have heard from many bicyclists that 100th Ave NE (including 98 Ave NE) is an excellent north south route to take you from Kirkland to Bothel and gives access to the Burke Guilman trail. I would like to see 100th Ave NE (and 98th Ave NE) be a HIGH PRIORITY in all aspects of planning and execution. As you know, presently it has inconsistent bike lanes which could easily be improved, now, with a few sharrows, where the bike lane is absent. I believe the best option for long range planning for bicyclists along 100th Ave NE is to put wide, clearly marked, bike lanes rather than buffered or protected bike lanes as bikers need to be as visable as possible on 100th Ave NE, where cars frequently turn into strip malls and at intersections.	Project Comment/ Suggestion	100th Ave NE	A funded project will improve bike lanes and sidewalks on 100th Ave NE. Other segments of 100th are listed as a high priority in the ATP.
Comment 67.2	How does the city plans to clean buffered bike lanes that become cluttered with leaves, branches and debri? Would maintenance be regularly scheduled?	General Comment	Maintenance	Bike lanes are cleaned periodicially throughout the year but increased maintenance has been an identified objective.

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 67.3	Another street in which cars are moving faster that 30 mph, that would benefit from a wide and well deliniated bike lane rather than a buffered bike lane, is on 132 Ave NE (between NE 60th and NE 80th). I would prefer to see this in the long term goals.	Project Comment/ Suggestion	132 Ave NE	Comment noted
Comment 67.4	I do agree there are places where protected bike lanes make sense, such as on high speed street with sweeping turns like on NE 131st Way to 90 Ave NE. Cars are coming around blind corner and could move into a bike lane, so I would agree with you, that a protected bike lane on NE 131st Way to 90 Ave NE would be best.	Project Comment/ Suggestion	NE 131st Way	The NE 131st Way / 90th Ave NE Multimodal Corridor Study recommends a separated, shared use pathway for this corridor.
Comment 67.5	I did not see any mention of signage as a way to improve equity. Many visitor and Kirkland residents, that don't live in the ares, don't know how to access the CKC. The PGE trail is another wonderful connector trail that few know about because there is a lack of signage. Thanks for letting me give my input. I hope it is of benefit.	General Comment	Wayfinding	Comment noted
Comment 68	It would be much more beneficial to have continuous fully protected bike lanes along 100th Ave and South onward to the downtown. The fact that there are only sections makes it virtually useless since people won't feel safe biking. That route needs more traffic calming measures. Drivers drive 50 mph+ in that area not because they don't know the speed limit but because road allows it. Protected bike lanes and narrow traffic lanes would help clam it down.	Project Comment/ Suggestion	100th Ave NE	A funded project will improve bike lanes and sidewalks on 100th Ave NE. Other segments of 100th are listed as a high priority in the ATP.
Comment 69	I'd like to know how to add this to the Transportation plan. (Referenced an attachment for a reroute trail along 72nd Ave NE east of Big Finn Hill Park.) I have the backing of the Finn Hill Neighborhood Alliance (a $5,000 grant for an engineering study) and King County parks.	General Comment	72nd Ave NE	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 70	On the Neighborhood Greenway that goes through North Rose Hill along 128th Ave NE: There are two traffic signals that turn directly into the neighborhood from main streets and you chose to put the greenway on one of them. That is in direct opposition to the point of the greenway. In addition, you are funneling traffic onto 130th AVE NE—particularly school traffic—even though it does not have dedicated parking & is crowded and heavily used by foot and car traffic for Twain school families. Frequently, there is not room for two cars to pass each other on the street. The street is less safe because of the changes made to the 4-way stop at 128th. 130th AVE NE is also a much shorter street that doesn't go through the neighborhood, yet it is now the only path for many more drivers. These changes are causing drivers to use alternate, longer drives which uses more fuel and resources. Please do not further restrict driving patterns that force more traffic onto poorly equipped streets. People will not choose to walk instead. 128th is a steep hill that people avoid as it is. Bus routes are more likely to be caught on 132nd and 124th. A 4-way stop at 128th and 90th will have turn restrictions that will simply make drivers have to drive out of their way. These changes are ADDING to the miles driven by residents who simply want to get to and from their homes in their own neighborhood. Please reconsider what you're doing so that it benefits everyone in the neighborhood instead adding to our miles driven.	Project Comment/ Suggestion	128th Neighborhood Greenway	Commment noted
Comment 71	Please remember your wheelchair bound citizens, like me, who also will benefit from this great plan. Thank you for keeping Kirkland accessible.	General Comment	Wheelchair users	Commment noted
Comment 72	I have some questions about the near- and long-term proposals for bicycle facilities on 124th Ave NE between NE 132nd St and NE 144th St. The near-term strategy is adding pavement markings. What would that mean in practice? What kinds of pavement markings? For example, narrowing the vehicle lanes to create buffered bike lanes would be wonderful! The long-term strategy is a protected bicycle lane. I have a question and a comment about that. Question is, does that mean a physical barrier like curb? My comment is that the long-term vision would be built as development occurs, which makes it seem like it would never be accomplished because the area is largely built-out. What does that mean in the context of a built-out area? One more question - there's a note that says a future dual-left to NB 124th Ave would impact the NB bicycle lane, which is concerning, but it also says that there is ROW available for PBL north of there. This gets back to my earlier question: if the ROW is available, why wait for redevelopment? I could just be getting confused about the details of the near-term and long-term vision, so I appreciate any clarification you can provide.	Project Comment/ Suggestion	124th Ave NE	Response was sent on March 8th clarifying the plan and noting addition to the draft plan for a greenway on the 121st corridor. Responder noted he is in favor of improved bicycle facilities on 121st and 124th, and generally in support of the ATP."

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 73	In an effort to demonstrate our support for the ATP and TBD, the Kirkland Greenways would like to partner with the city to promote these initiatives. Do you have a communication plan for the ATP and/or TBD? If so, we hope to obtain a copy and task our members with echoing the city's messaging over our various communications platforms. Thanks, Kirkland Greenways	General Comment	General support	Comment noted
Comment 74.1	Hi, I have comments about the draft active transportation plan. For context, I live in Bridle Trails with my husband and five kids (ages 2-13), and we bike as our main mode of transportation. There aren't many of me in Kirkland yet. You need thousands of me. This plan is mostly fine as an incremental improvement, but it is not transformative. I want to call out a few things in particular. First, we need to do intersections better. For example, our first greenway in Kirkland ends just before crossing NE 70th st, an arterial that is very difficult and uncomfortable to cross at many times of day. For all-ages-and-abilities infrastructure, this isn't good enough. You are leaving my kids to fend for themselves with all these cars, and leaving the neighborhood disconnected from the shopping center. I see nothing in the plan that will fix this or prevent it from happening again.	General Comment	Intersection improvements	Intersection improvements are identified in the plan as an objective.
Comment 74.2	Next, you have lumped protected and buffered bike lanes together. They are not the same thing. If you only have two buckets for bike lanes, buffered belong with unbuffered bike lanes, not protected bike lanes. Buffered bike lanes are not all-ages-and-abilities. I do not let my 13-year-old ride NE 80th st on her own, and she doesn't want to (especially after riding it with me at LWHS pickup time a few weeks ago). I am looking forward to riding protected bike lanes in Kirkland!	General Comment	Bike Lanes	buffered bike lanes and protected bike lanes were separated in maps for the final plan.
Comment 74.3	More incremental suggestions: lower speed limits citywide, ban right turn on red. But if you want to be transformative, you need to acknowledge the impact that cars have on active transportation. To really make a difference on climate, safety, equity, quality of life, health, emissions and more it's quite simple: fewer cars, slower cars.	General Comment	Speed limits	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 75.1	I am writing today to add comment to the ongoing discussion around Vision Zero and the potential implementation within our city of Kirkland. As some of you know, I am one of those 'hearty cyclists' that councilmember Curtis has referred to in the past, and find most routes around the city to be without a challenge or concern to me, as I find most traffic navigation to be without issue. I realize I am in the minority on this, and I am a proponent of safe transit for all forms of transportation from walking to driving. With this stated, I am urging you to please learn from the MANY mistakes that have been made by the city of Seattle with their implementation of vision zero. Here are a few key points that I would ask for your deep consideration: -As councilmember Nixon very adeptly pointed out, vision zero not only provides new structure to pedestrian and cycling interaction with the roads, it also does two things that are NOT necessary in every corner of the city. The 2 issues: decreasing of speed limits on main arterials, and decreasing traffic capacity on main arterials. Not far from my residence in NE Seattle, 95th street NE which runs east to west, had the speed limit reduced to 25 MPH. This arterial is one of 4 that runs cleanly east to west (unhindered), and connects with Sand Point way. In the infinite wisdom of SDOT, instead of putting sidewalks on this main arterial, they simply reduced the speed limit (35 to 25 and it is widely ignored) with the previous goal of also installing speed humps. The point being, we NEED solid and predictable arterials to move cars and trucks, and speeds this slow are simply unnecessary. Decreasing capacity and speeds on these roads, will simply slow down the traverse of these areas. We can all agree that accidents happen, and we wish for zero fatalities, this is a step that essentially ignores efficient traffic planning for cars and trucks, in place of pedestrian and cyclists.	General Comment	Speed limits	Comment noted
Comment 75.2	As councilmember Pascal clearly indicated as well, there are many areas that need to have their current sidewalk and pedestrian infrastructure increased, before the dramatic changes of this program can be implemented. Slowing traffic in lieu of a sidewalk is not the better, just an added option on residential streets.	General Comment	Sidewalk connectivity	Comment noted
Comment 75.3	As CM Pascal also mentioned, the idea of adding barriers to better protect bike lanes certainly sounds good, but he nailed it squarely with the dramatically unanswered question in maintenance and care. There are stretches of Rainier Ave where again SDOT has failed the pedestrian and cyclist, as the tarmac is terribly pitted, full of gravel and glass, and simply unusable. This is the condition that occurs more than not, as these protected bike lanes do not get naturally cleaned out. As a cyclist that clocks north of 5000 miles per year……I hate protected bike lanes like these.	General Comment	Maintenance	Bike lanes are cleaned periodicially throughout the year but increased maintenance has been an identified objective.

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 75.4	Another point discussed, there are many roads and spots in the city that already reach the goal of vision zero, where no pedestrian fatalities have occurred. What I perhaps missed, and did not seem to hear from the presenter, how much of the statistics are adjusted for population increases? Are we looking at each pedestrian fatality for the real cause, or, just the number to inflate our urgency? How does this program adjust to focus on the most concentrated areas of consistent pedestrian/automobile interactions? My point being, this program has taken a one vision approach by SDOT for example, and there was no measure of effective adjustment by individual area. Every speed limit has a target to be lowered, every arterial a bike lane, regardless of practicality. I agree and support the idea that we can always make our cities safer with effective thoughtful planning, I would again urge you to please not adopt vision zero with a one size fits all approach. The city transportation department and council should be able to effectively agree where improvements need to be made in each corner.	General Comment	Vision Zero	Safety improvements are tailored based on location and need.
Comment 76	Please put forth a measure or pass taxes to build light rail from Downtown Redmond station to Downtown Kirkland and from Totem Lake to South Kirkland P&R. SSB 5528 just passed the legislature. Now fund link light rail.	General Comment	Transit	Comment noted
Comment 77	My comments and request for improvements concern 98th Ave NE, between Forbes Creek Drive and NE 116th Street. This section of roadway has become a speedway and is in desperate need of speed and vehicle noise calming strategies. This condition exists at all times of day and night, creating an unsafe and unpleasant pedestrian experience. These conditions significantly impact the neighborhoods adjacent to this road and create an ease of access issue. I recommend creating a "safe" sidewalk with a protection barrier due to vehicle speeds, install flashing speed signs and/or initiate photo speed enforcement.	Project Comment/ Suggestion	98th Ave NE	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 78	As Jon Pascal showed us an article, which was a study, it showed stop signs help with saftey when it comes to pedestrians. Please have more stop signs in school zones to protect the children verses wasting tax money on ticket cameras. Ticket cameras do not slow people down on the spot when children are around. Stop signs do. If a child gets run over the ticket camera will send a ticket days later after the child is dead. If it does happen I will be sure to let the parent know that Jon Pascal and the city knew before hand.	General Comment	School zone safety	Comment noted
Comment 79	The CKC is an integral part of Kirkland's walkability/lifestyle appeal and important for safe pedestrian and cycling recreation and commuting; and should be sustained as such.	General Comment	Cross Kirkland Corridor	Comment noted
Comment 80	Why wasn't a "safer route to school" included in the design when the new $16+ million firehouse across from Juanita Elementary school was built?	Question	Safe Routes to School	There were sidewalk and bike lane improvements to the frontage of the fire station on NE 132nd St
Comment 81	How are you going to persuade people to change their behavior and ride bikes more?	Question	Outreach and Engagement	Outreach and engagement with the community is a core activity outlined in this plan.
Comment 85	More bike lanes will mean more bikers of different abilities. I'm a senior. Will there be speed limits?	Question	bike lane speed limits	There is a speed limit on the Cross Kirkland Corridor but not in general for bike lanes.
Comment 86	How do we reduce speed limit on streets in Kirkland to 25 mph to improve the safety for cyclist and pedestrians?	Question	Speed limits	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 87	Please explore adding walking connections from 86th Ave NE to 110th Pl NE, as well as connecting 117 st NE from 80th Ave NE to 82nd Ave NE by improving the existing powerline easement.	Project Suggestions	Power line easements	Comment noted

Appendix B. Project Prioritization

Prioritization Summary

Prioritizing projects helps guide investments toward projects that provide the greatest benefits. In addition, the prioritization process can help identify projects and their applicability to different grant and funding opportunities.

Projects were prioritized using the following factors:

- Access to Key Destinations
- Safety
- Equity
- For bicycle projects: connectivity and comfort

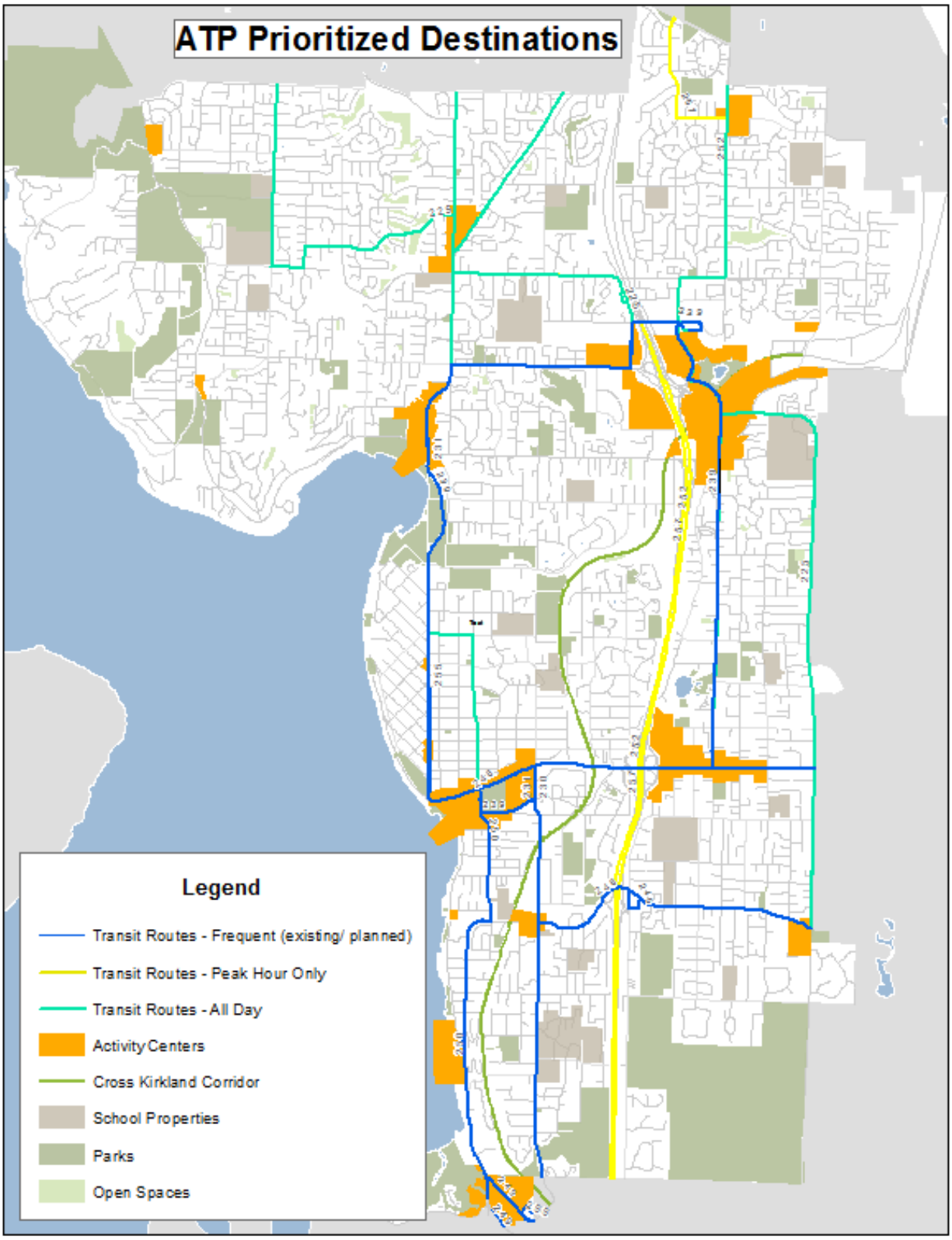
Safety is evaluated using weighted crashes on a per mile basis (sliding window analysis).

Bicycle comfort and connectivity is measured through the level of traffic stress and bike network analysis.

Access to Key Destinations

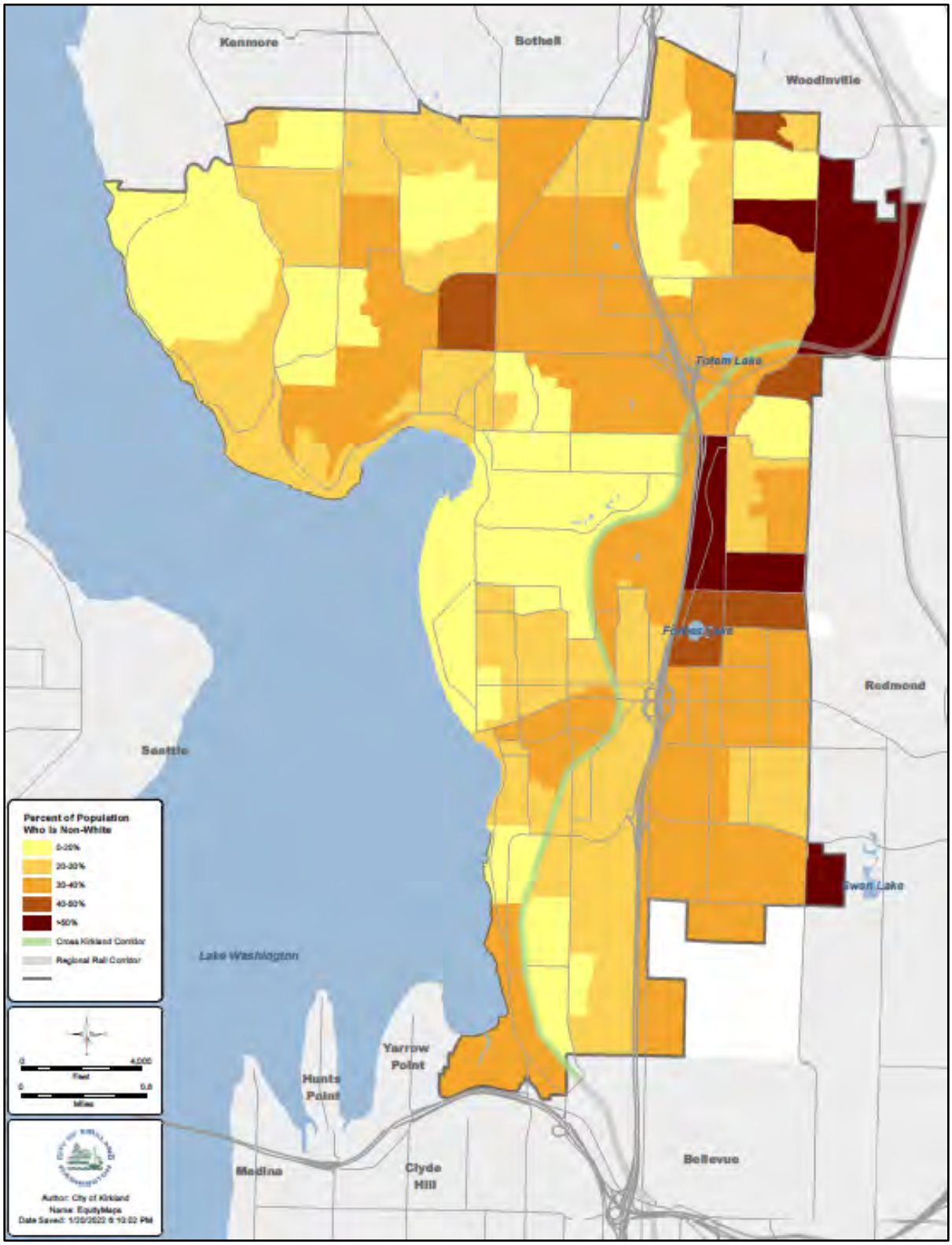
Both bicycle network and pedestrian network recommendations were prioritized by access to:

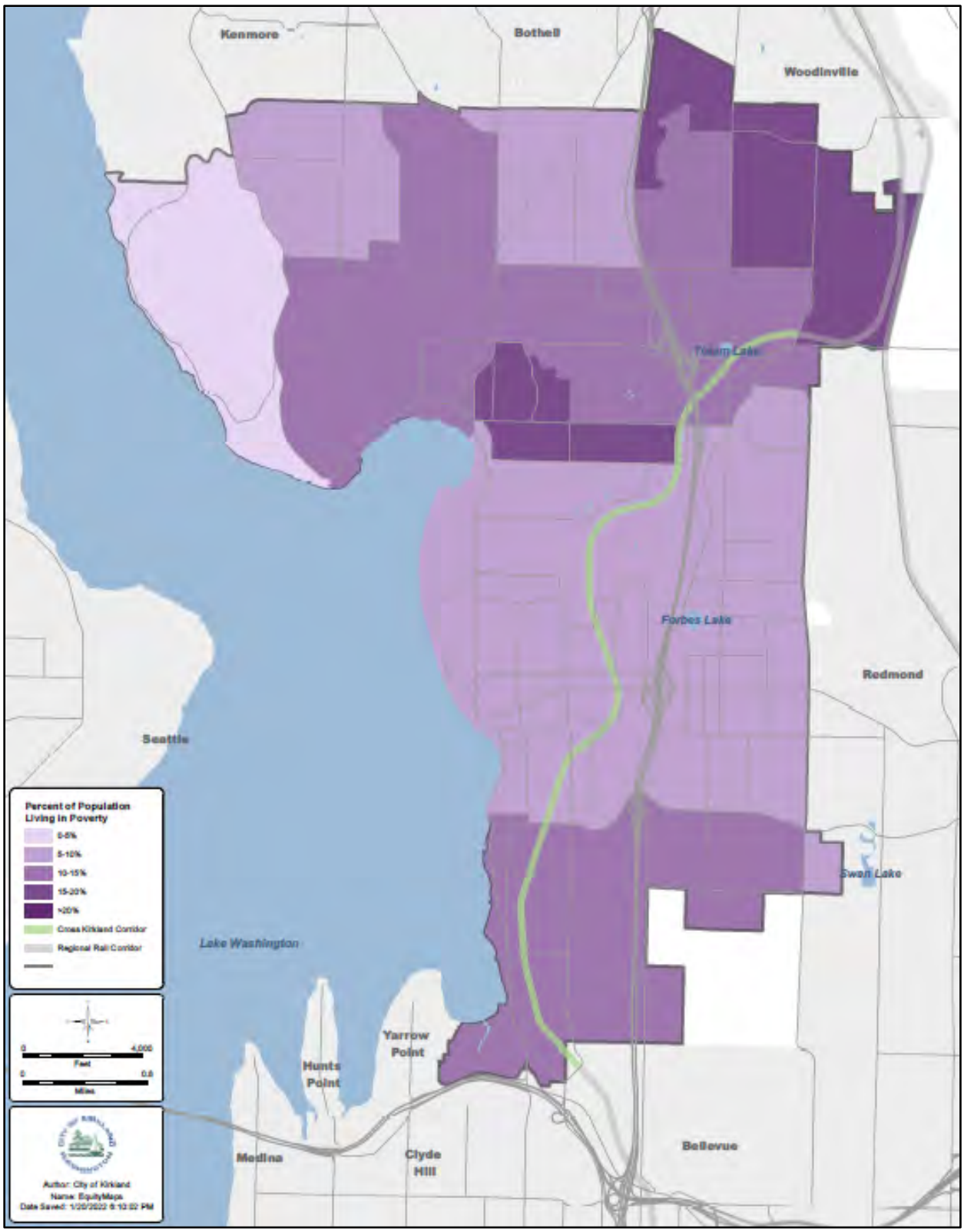
- Activity centers - zoned for commercial and mixed-use land uses
- Transit - routes that are more frequent were prioritized higher than other transit routes but all transit routes were included
- Parks and Cross Kirkland Corridor
- Schools - schools were included as access points for the bike network prioritization and pedestrian projects received a higher score when overlapping with the Safer Routes to School Action Plan recommended projects


ATP Prioritized Destinations
Legend
Transit Routes - Frequent (existing/ planned)
Transit Routes - Peak Hour Only
Transit Routes - All Day
Activity Centers
Cross Kirkland Corridor
School Properties
Parks
Open Spaces

Equity Analysis

For both the bike and pedestrian prioritization, equity was also a key component. Areas with higher concentration of people of color, people with low-incomes, people with disabilities were prioritized.

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Lake Washington
Yarrow Point
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Medina
Clyde Hill
Bellevue
Percent of Population Living in Poverty
0-5%
5-10%
10-15%
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>20%
Cross Kirkland Corridor
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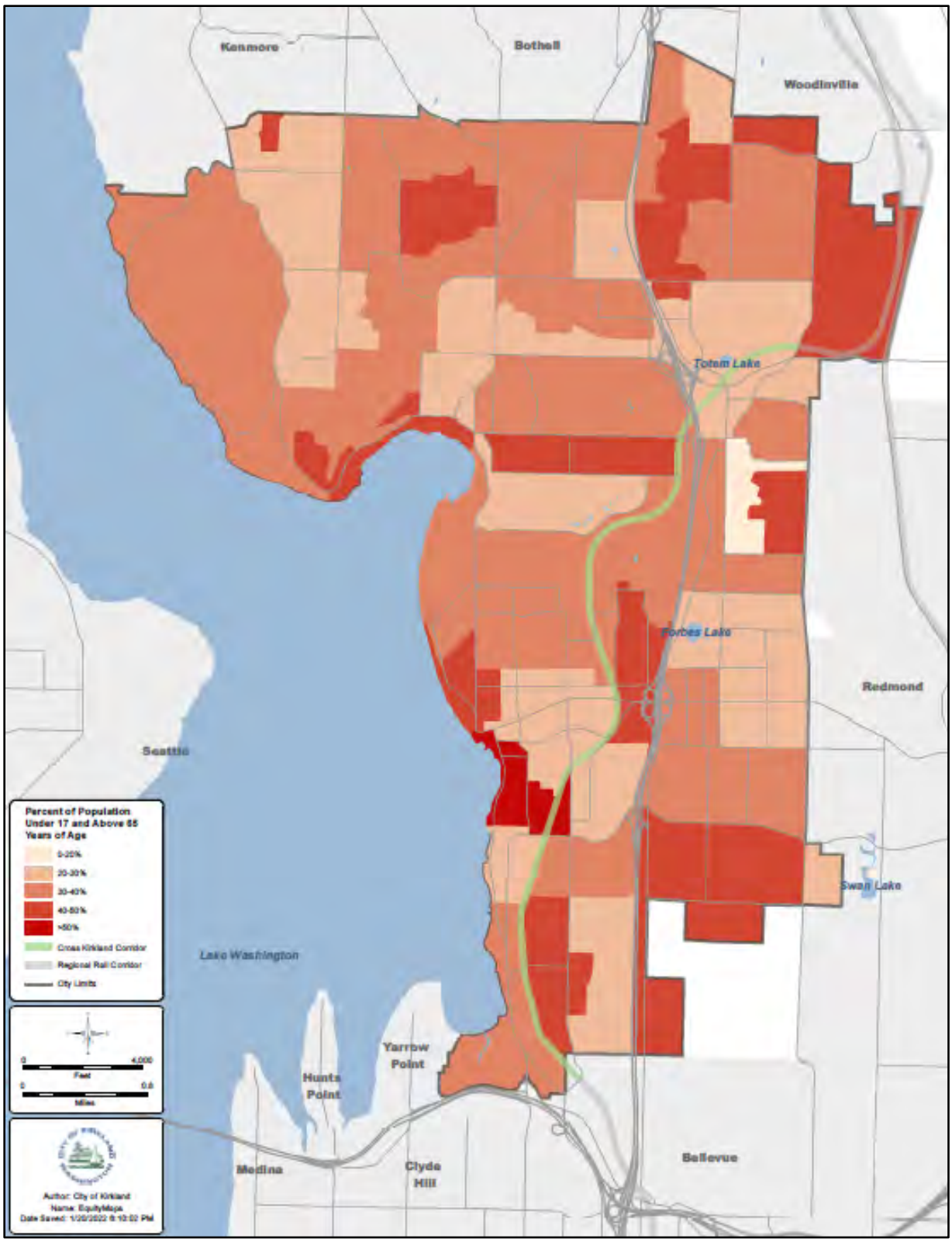
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Redmond
Seattle
Swan Lake
Lake Washington
Yarrow Point
Hunts Point
Medina
Clyde Hill
Bellevue
Percent of Population Under 17 and Above 65 Years of Age
0-20%
20-30%
30-40%
40-50%
>50%
Cross Kirkland Corridor
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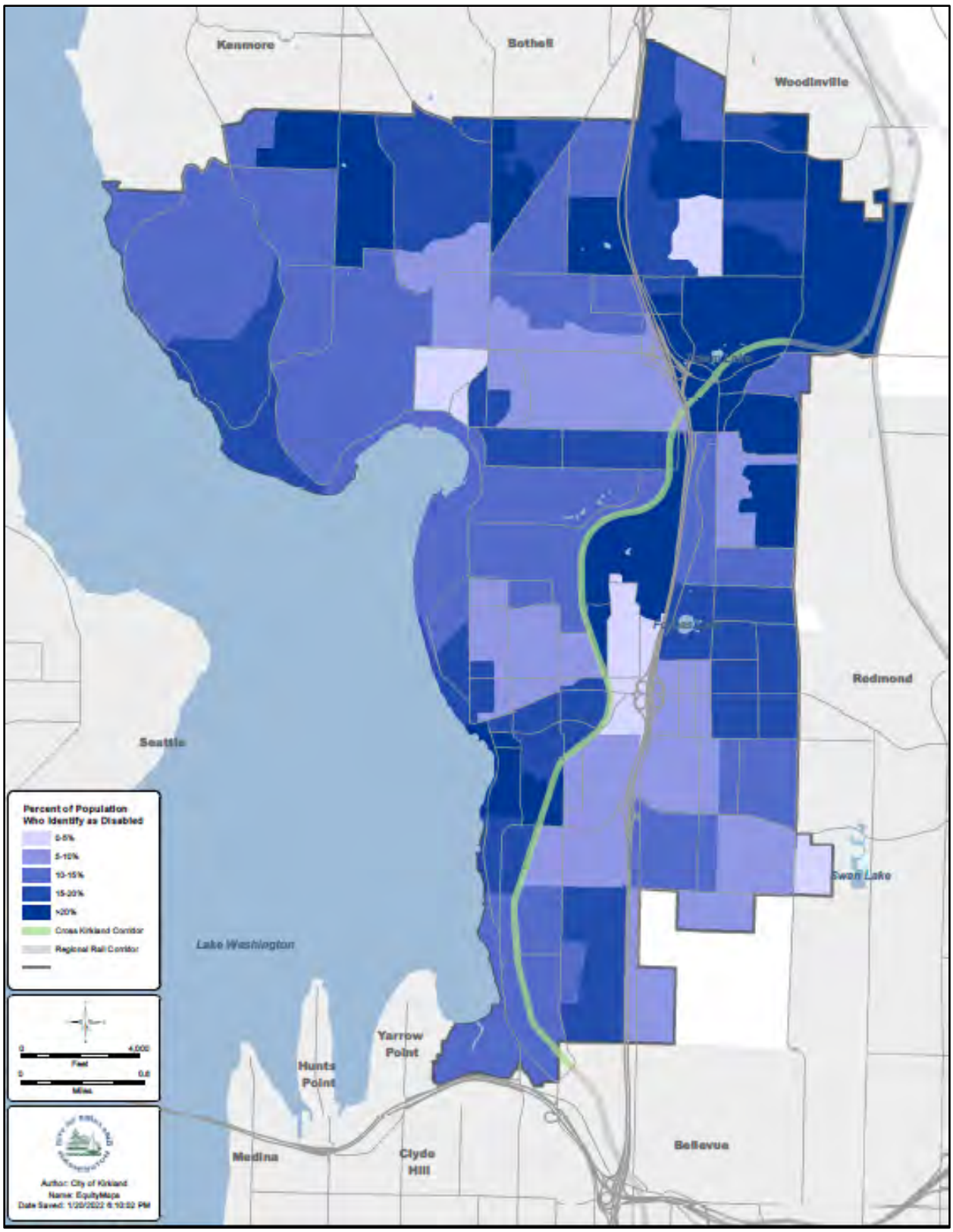
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Walking Access to Frequent Transit and Activity Centers

Approach

Access to frequent transit stops and activity centers is measured everywhere within Kirkland city limits. This analysis has a more general focus so the target user for this part of the analysis is a typical adult.

A typical adult is less constrained in the acceptable walking environment compared to a school-age child. An adult has a more developed sense of distance and speed, and is therefore better able to cross roads of multiple lanes or higher speeds.

Frequent Transit Access Results

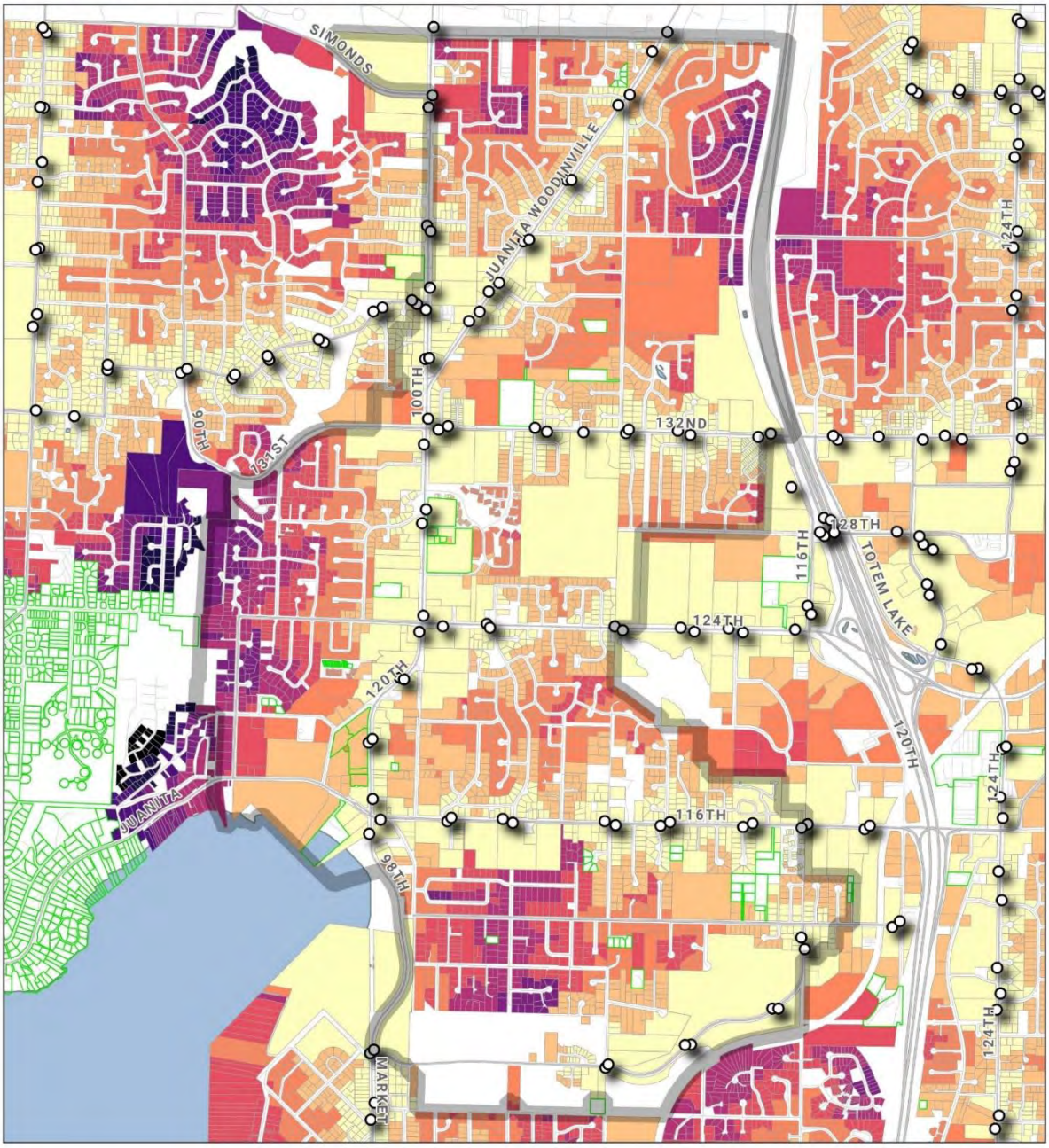
The results of the analysis using the typical adult pedestrian model are displayed in maps to highlight the reach of the pedestrian network in each neighborhood. The walk shed maps are arranged with the same yellow-to-black color scheme and green highlights.

Activity Center Access Results

Using the same typical-pedestrian model, access to Activity Centers was modeled. The Activity Centers are composed of clusters of commercial properties identified by City staff. Clusters were automatically identified using a 50-foot distance threshold. There were some commercial properties which were isolated and not part of a cluster. These have been retained as their own activity center.

City of Kirkland

Walk Access to Frequent Transit



LWSD bus stops

Parcels with reduced or no access

Juanita neighborhood

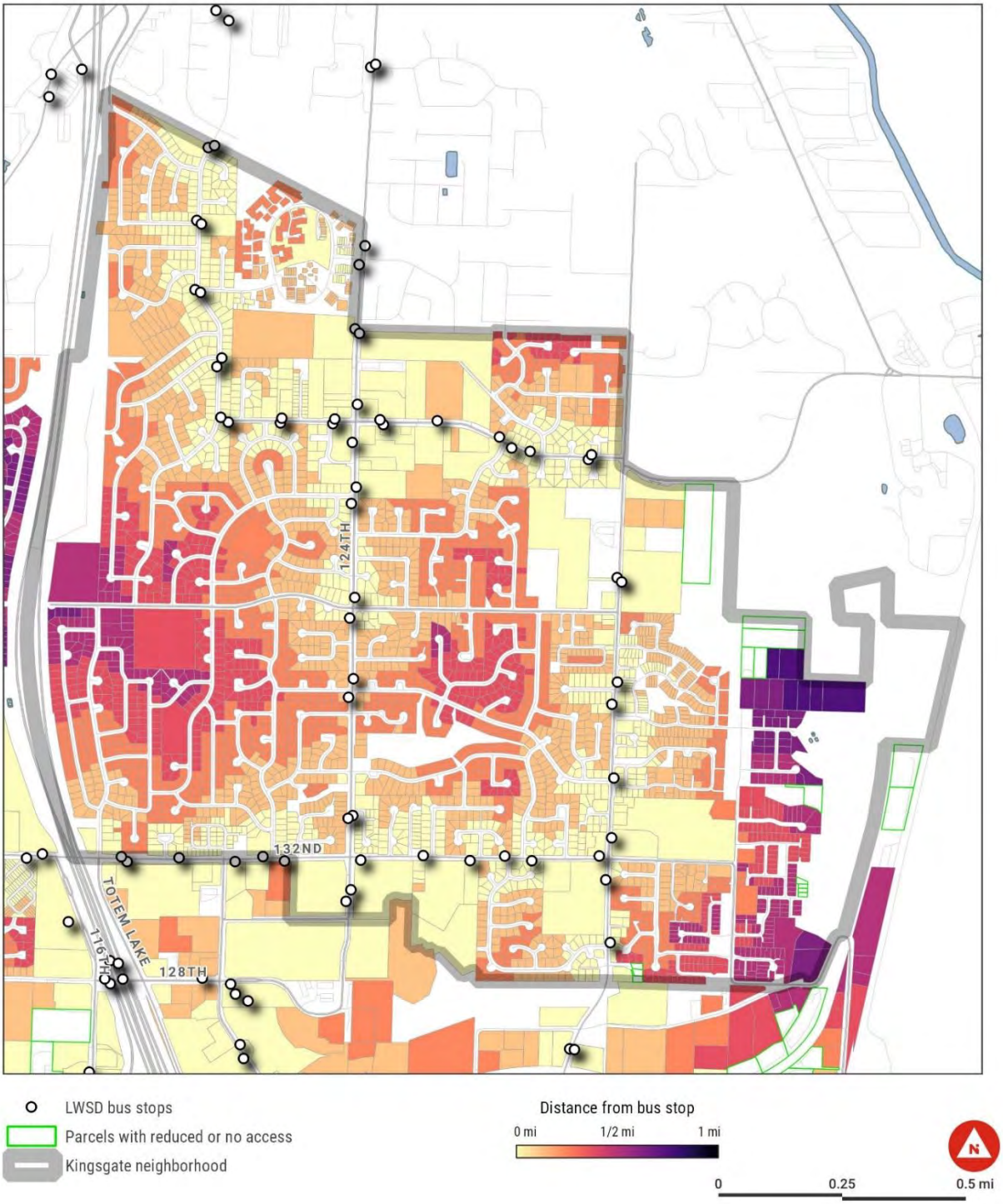
Distance from bus stop

0 mi 1/2 mi 1 mi

0 0.25 0.5 mi

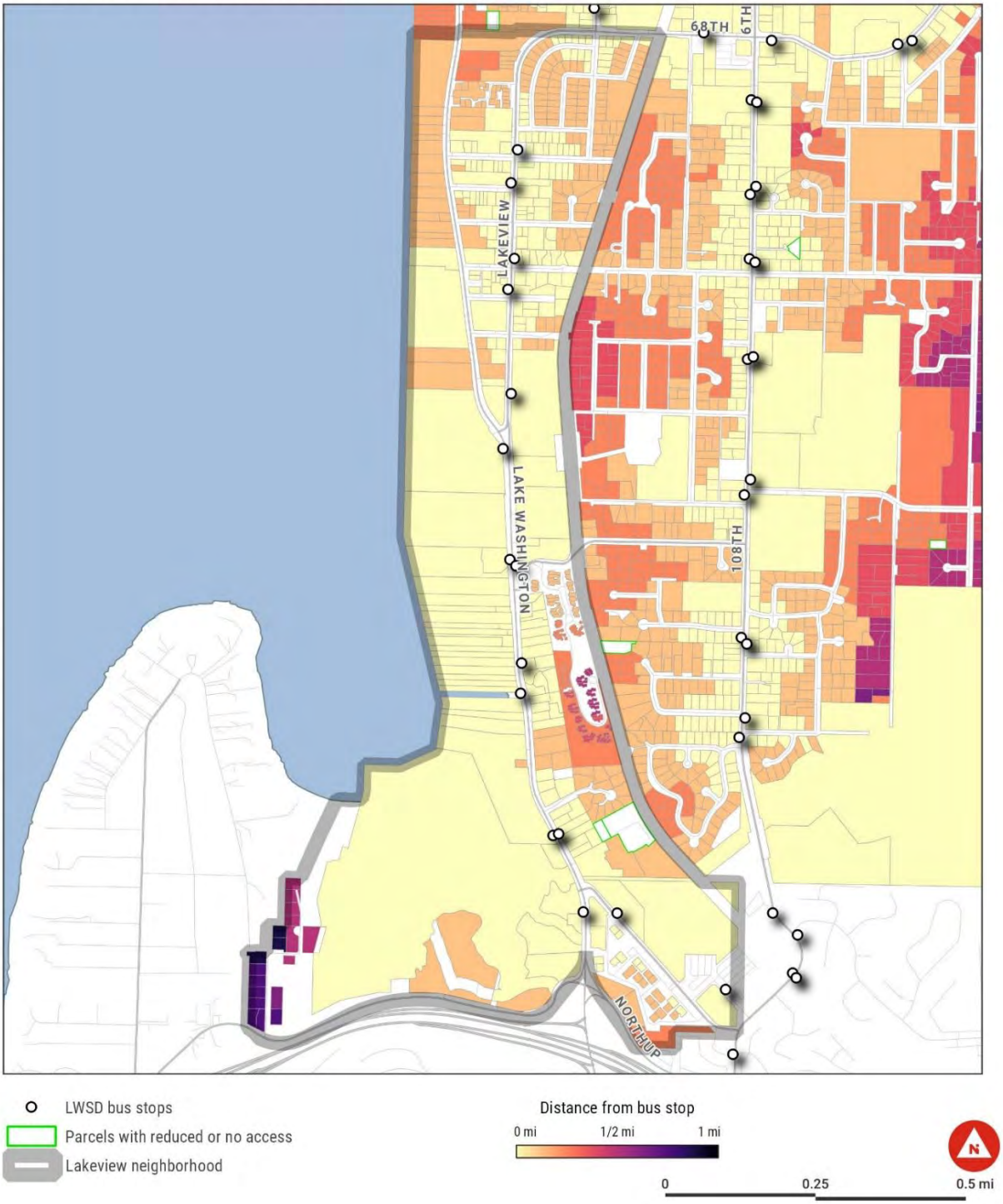
City of Kirkland

Walk Access to Frequent Transit



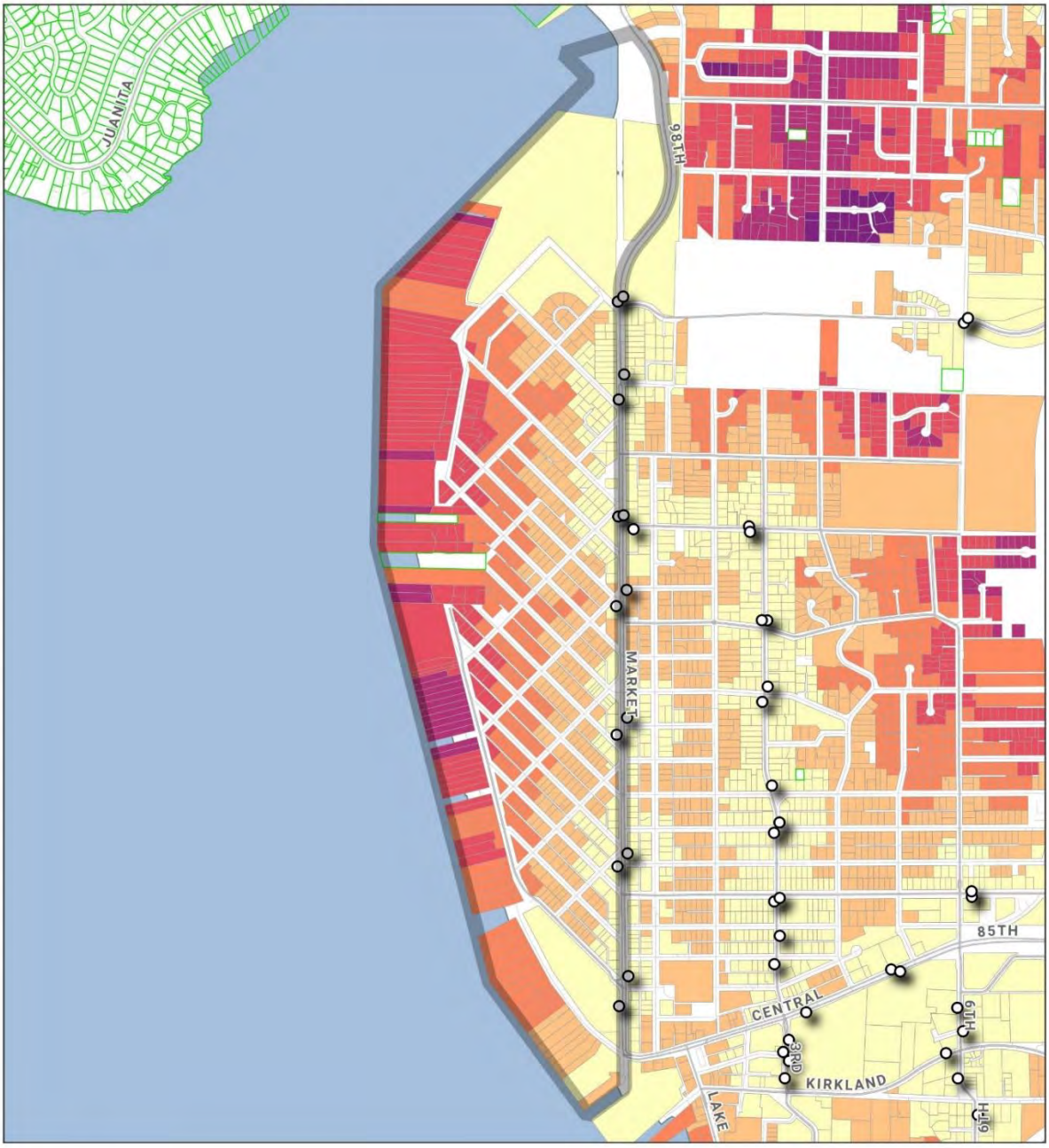
City of Kirkland

Walk Access to Frequent Transit



City of Kirkland

Walk Access to Frequent Transit



LWSD bus stops

Parcels with reduced or no access

Market neighborhood

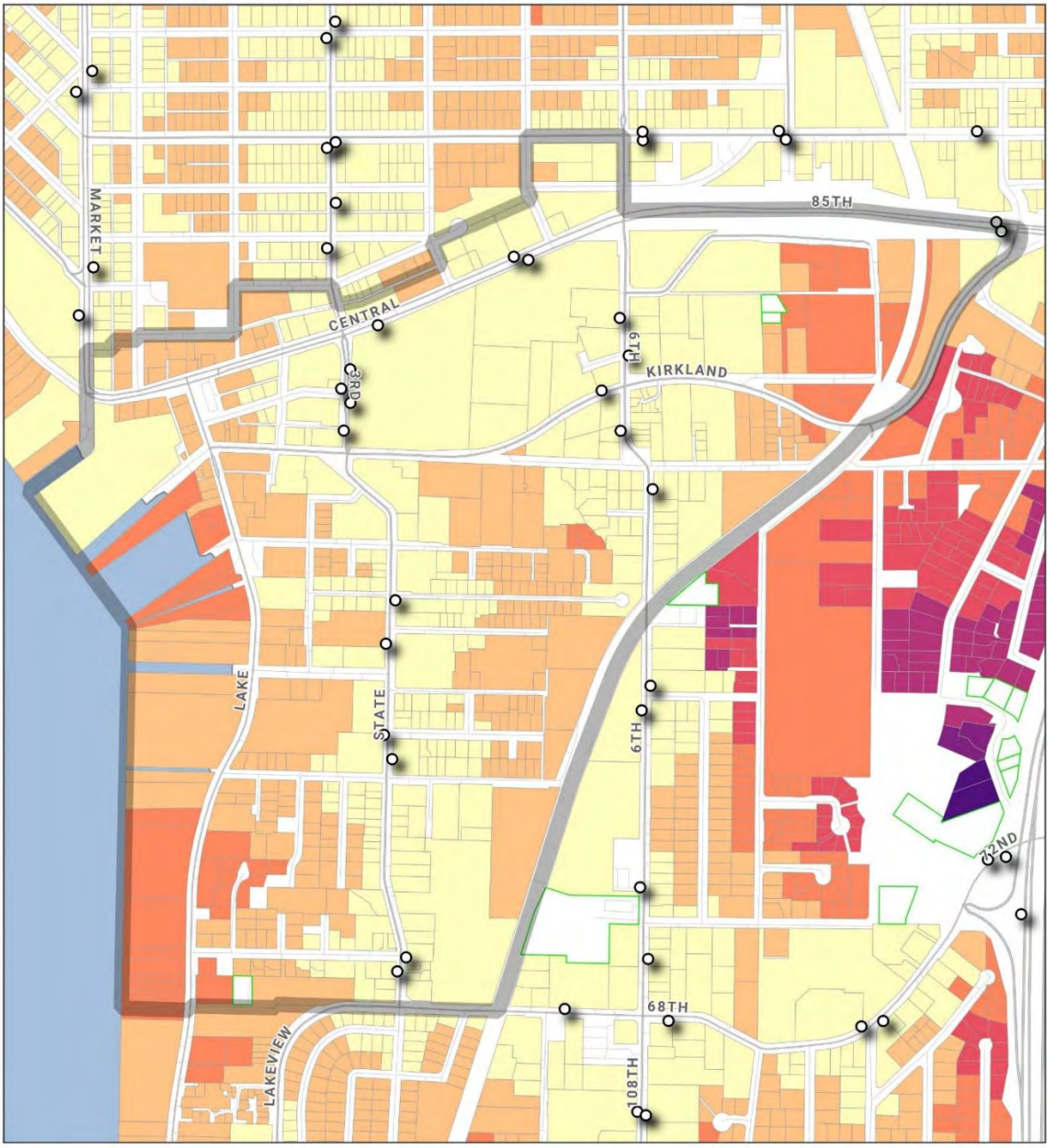
Distance from bus stop

0 mi 1/2 mi 1 mi

0 0.25 0.5 mi

City of Kirkland

Walk Access to Frequent Transit



LWSD bus stops

Parcels with reduced or no access

Moss Bay neighborhood

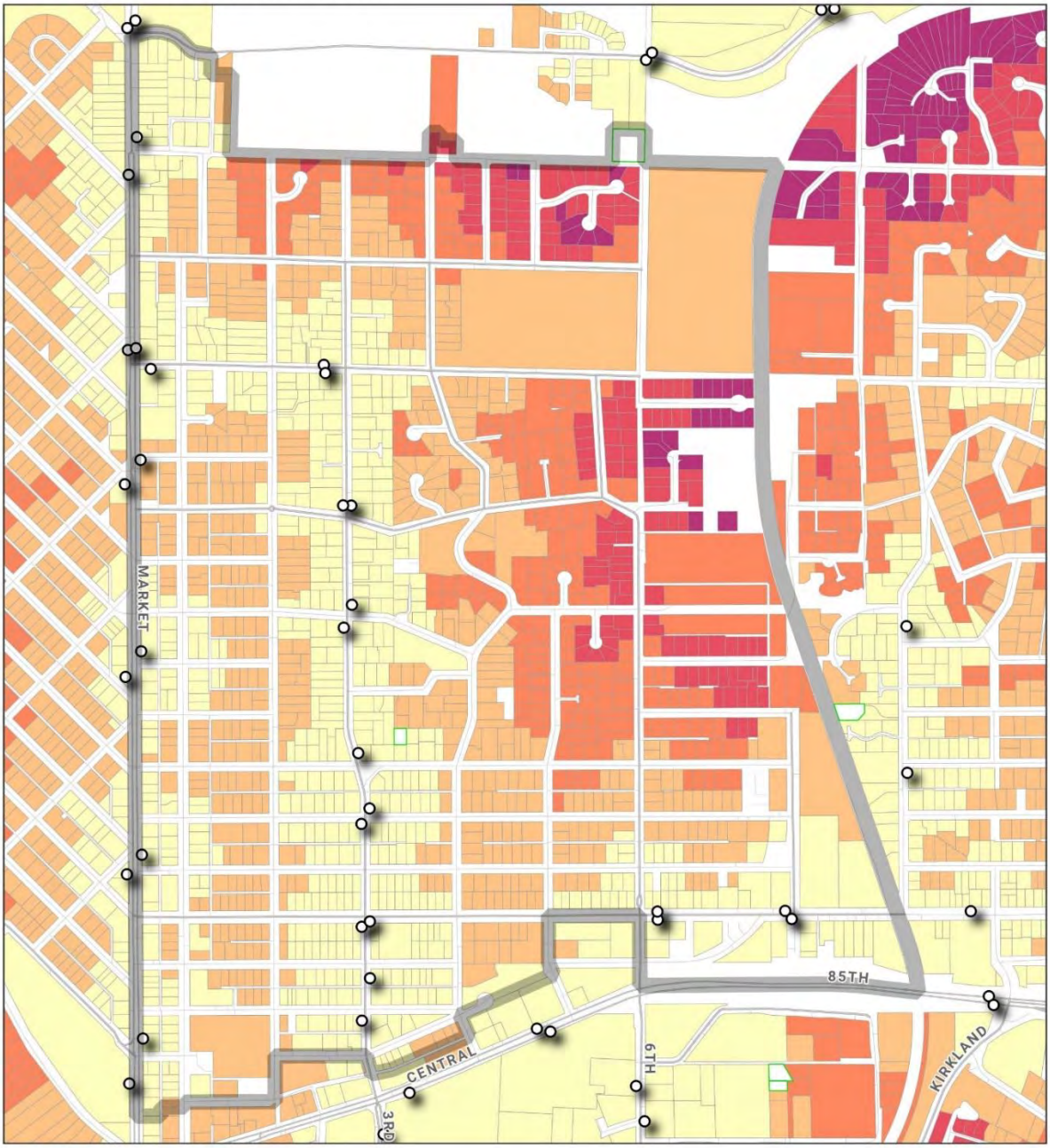
Distance from bus stop

0 mi 1/2 mi 1 mi

0 0.25 0.5 mi

City of Kirkland

Walk Access to Frequent Transit



LWSD bus stops

Parcels with reduced or no access

Norkirk neighborhood

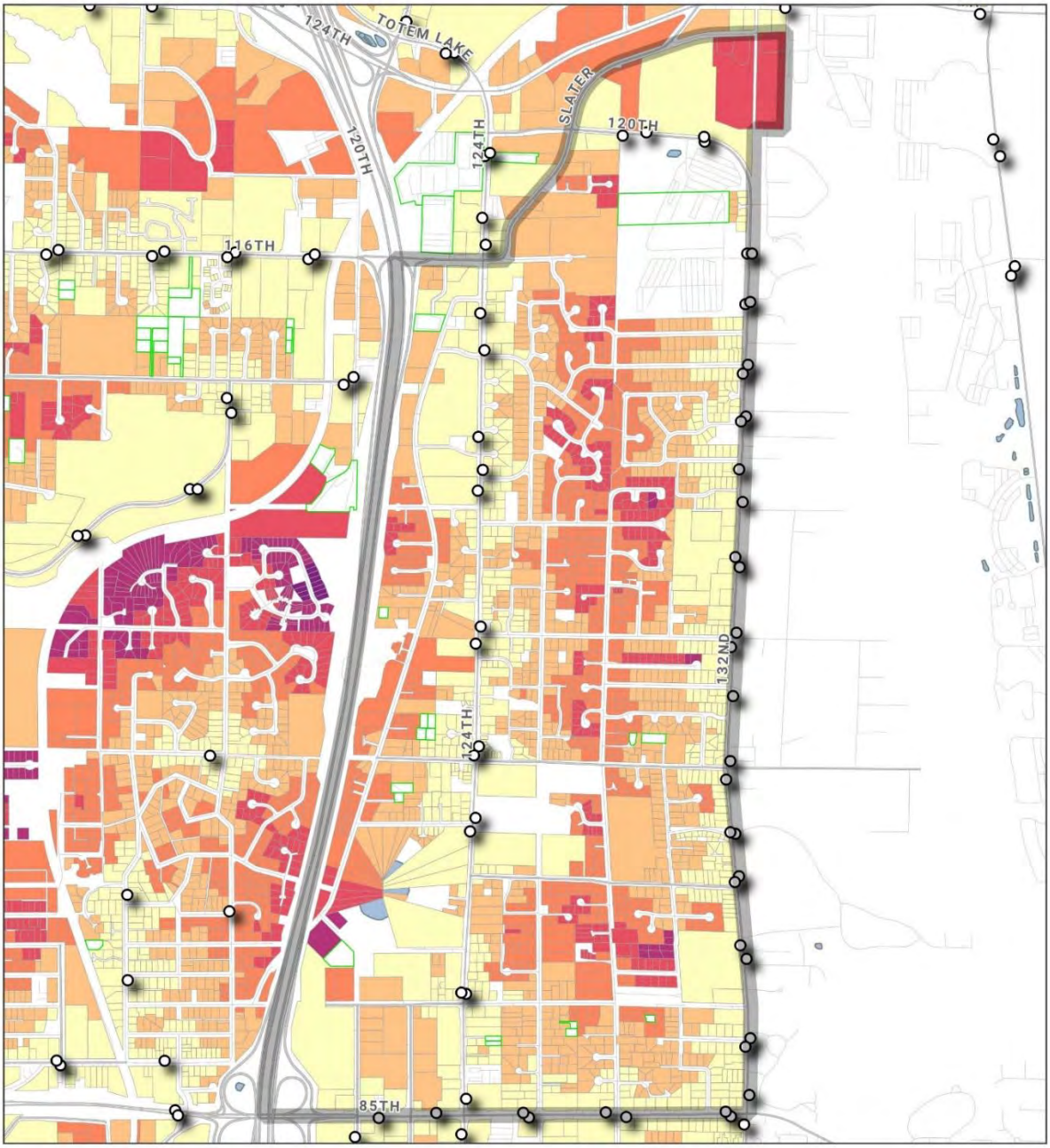
Distance from bus stop

0 mi 1/2 mi 1 mi

0 0.25 0.5 mi

City of Kirkland

Walk Access to Frequent Transit



LWSD bus stops

Parcels with reduced or no access

North Rose Hill neighborhood

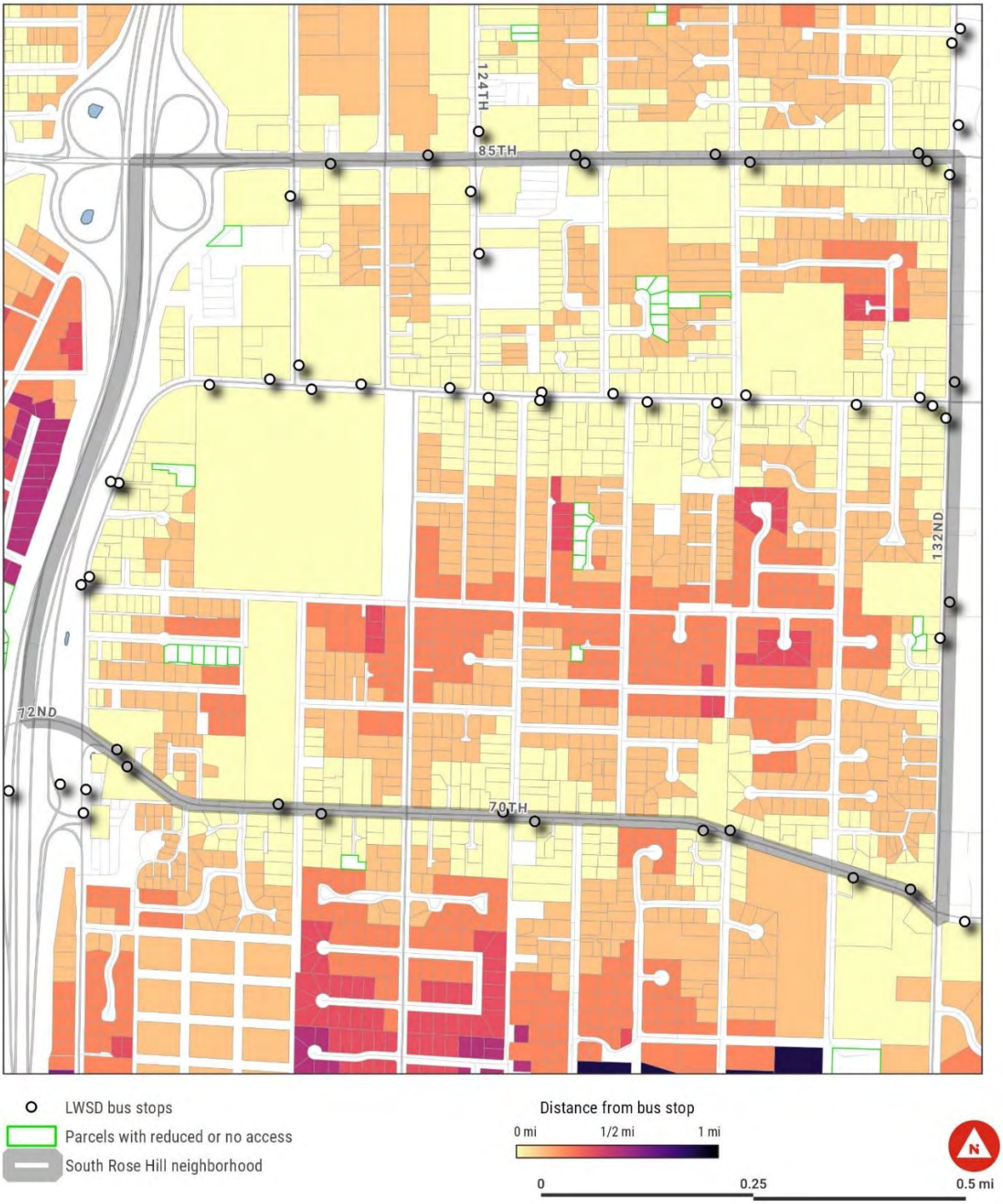
Distance from bus stop

0 mi 1/2 mi 1 mi

0 0.25 0.5 mi

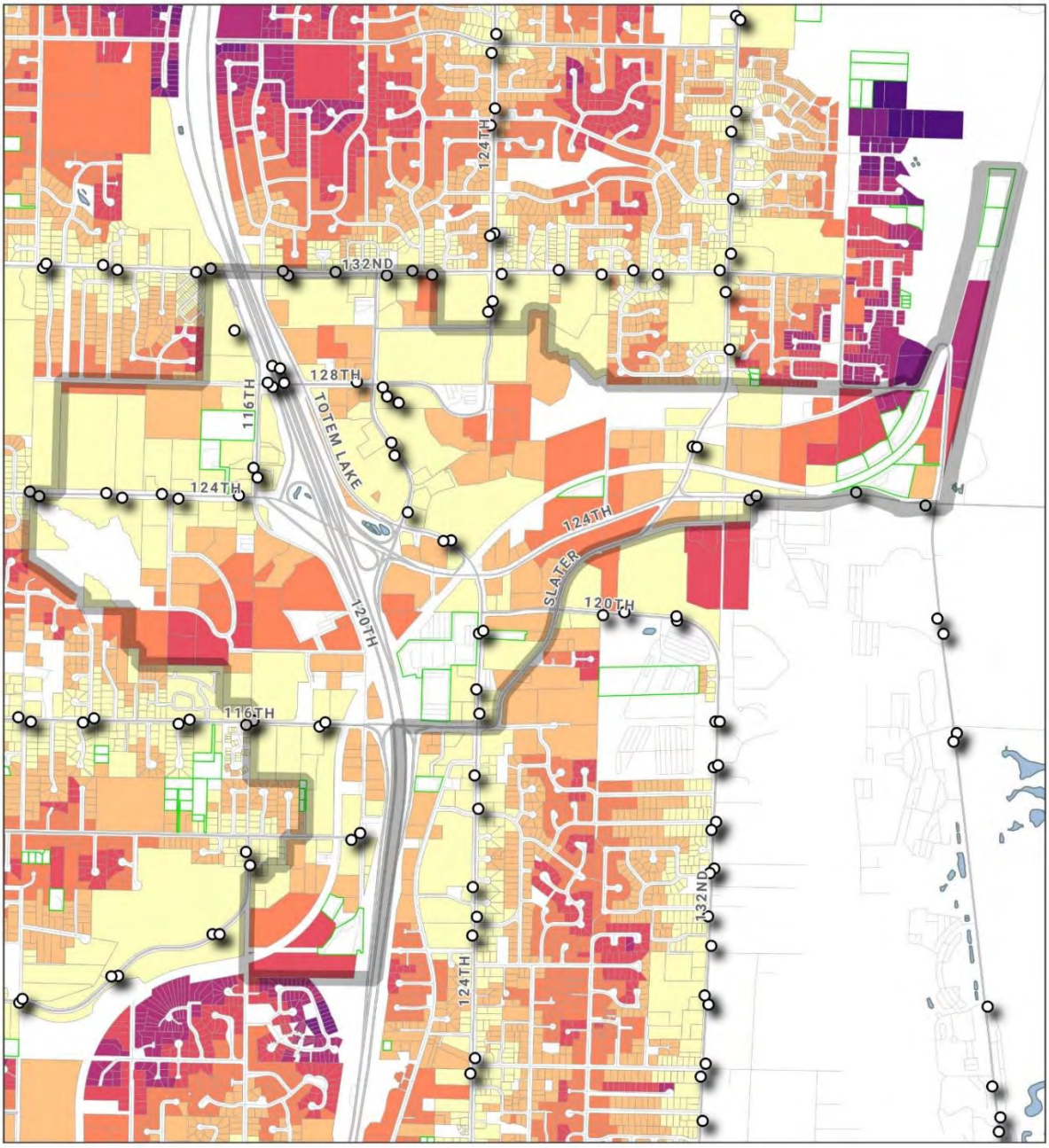
City of Kirkland

Walk Access to Frequent Transit



City of Kirkland

Walk Access to Frequent Transit



LWSD bus stops

Parcels with reduced or no access

Totem Lake neighborhood

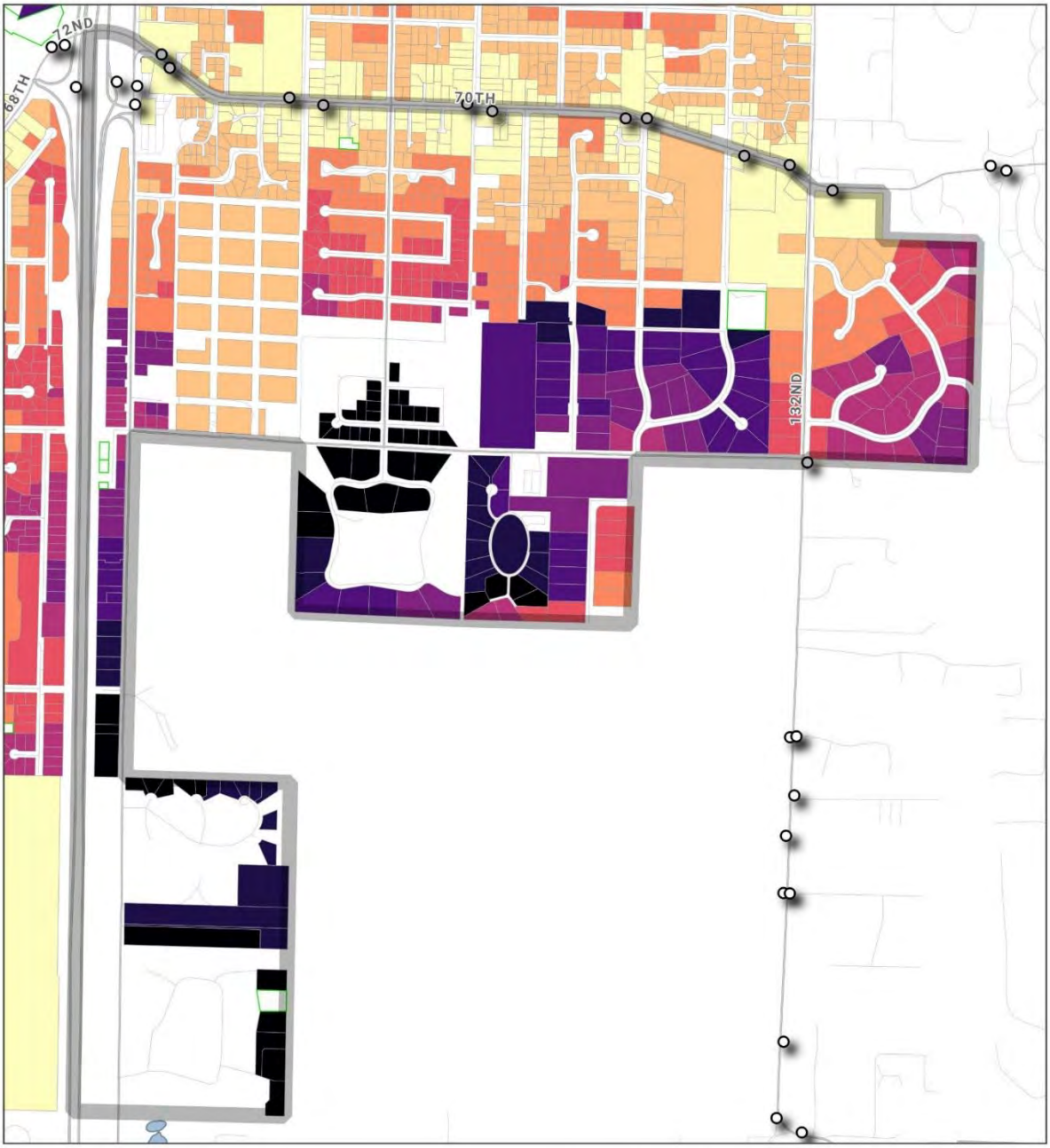
Distance from bus stop

0 mi 1/2 mi 1 mi

0 0.25 0.5 mi

City of Kirkland

Walk Access to Frequent Transit



LWSD bus stops

Parcels with reduced or no access

Bridle Trails neighborhood

Distance from bus stop

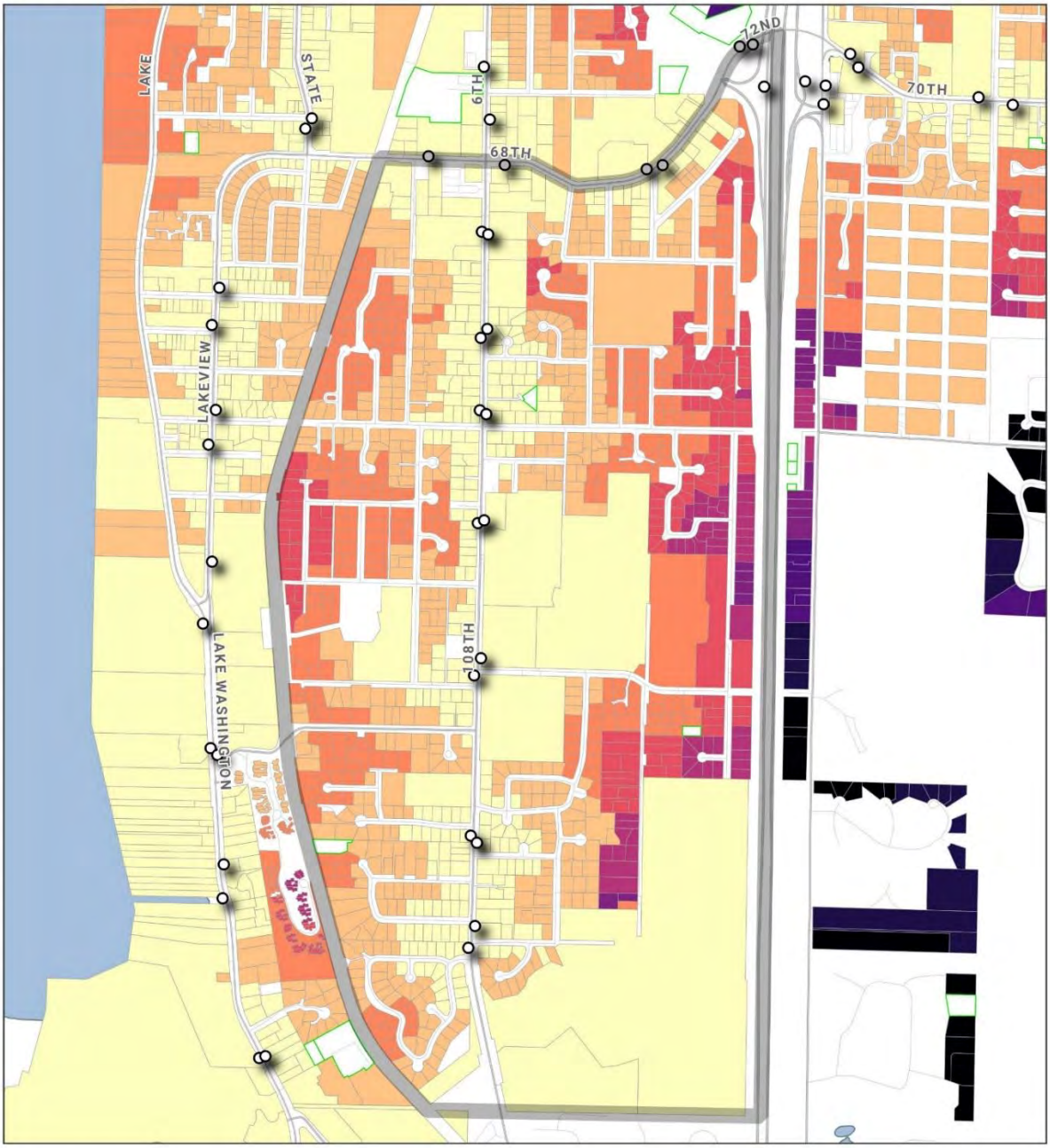
0 mi 1/2 mi 1 mi

0 0.25 0.5 mi

City of Kirkland

Walk Access to Frequent Transit

TOOLE DESIGN



LWSD bus stops

Parcels with reduced or no access

Central Houghton neighborhood

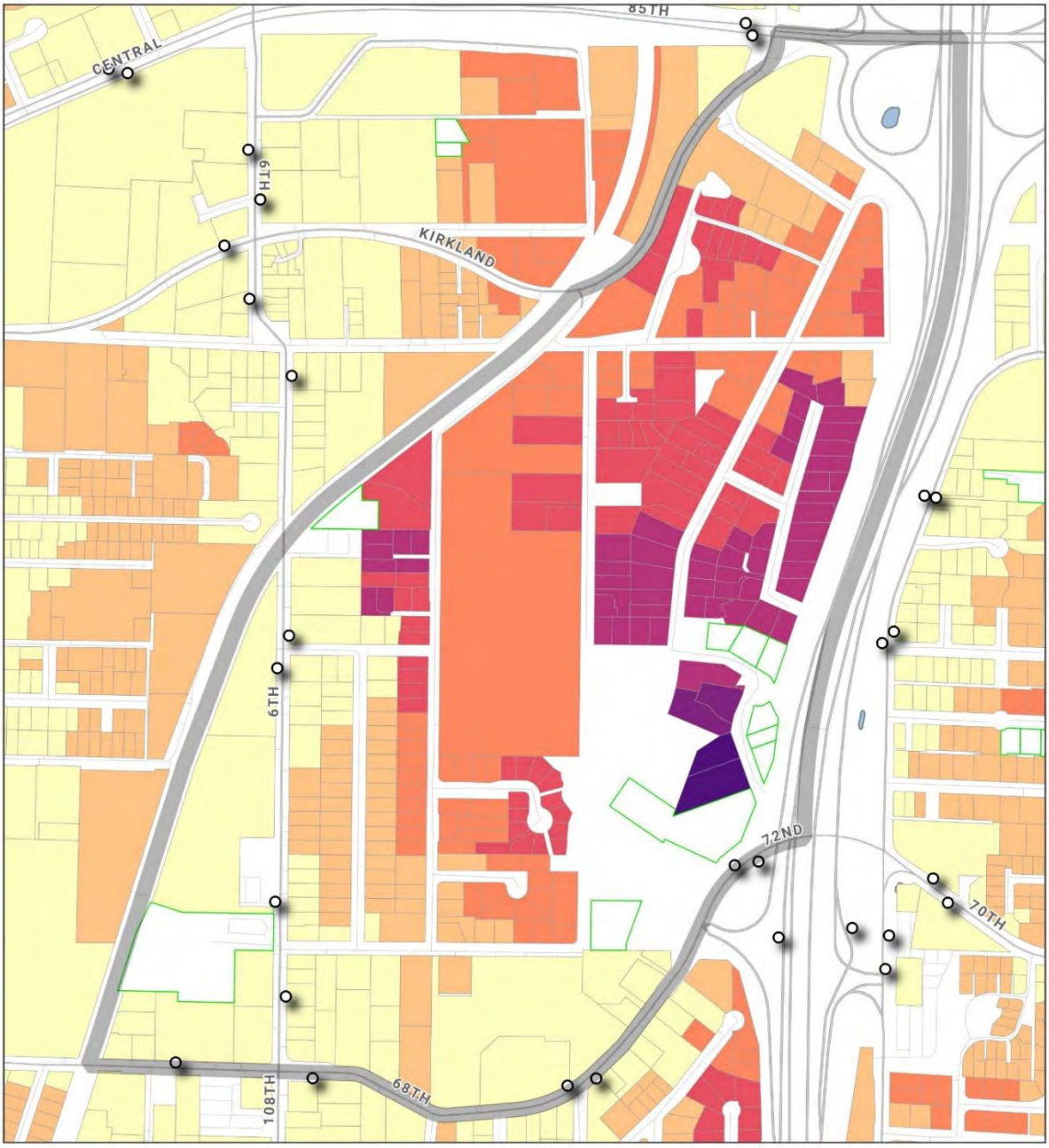
Distance from bus stop

0 mi 1/2 mi 1 mi

0 0.25 0.5 mi

City of Kirkland

Walk Access to Frequent Transit



LWSD bus stops

Parcels with reduced or no access

Everest neighborhood

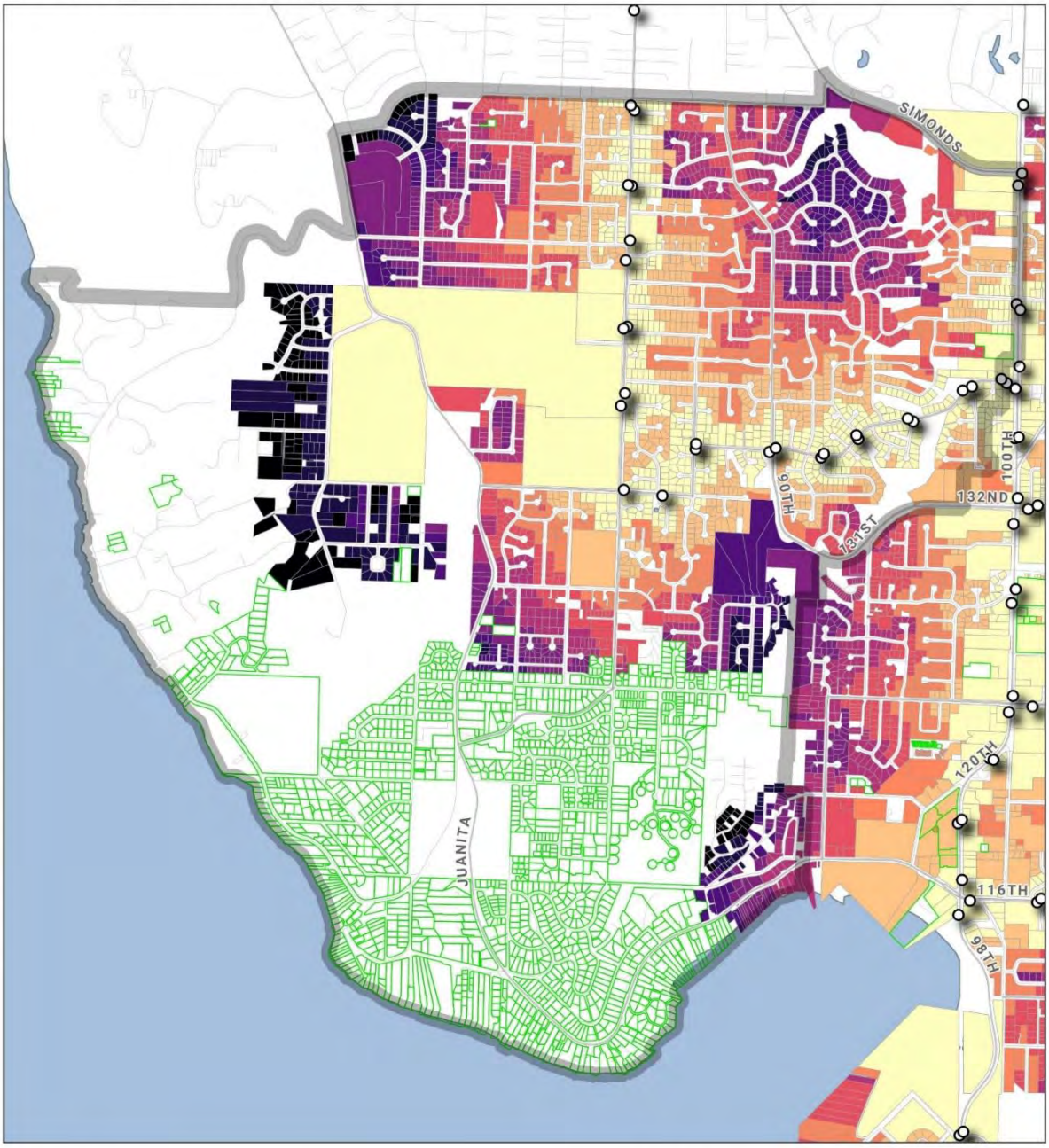
Distance from bus stop

0 mi 1/2 mi 1 mi

0 0.25 0.5 mi

City of Kirkland

Walk Access to Frequent Transit



LWSD bus stops

Parcels with reduced or no access

Finn Hill neighborhood

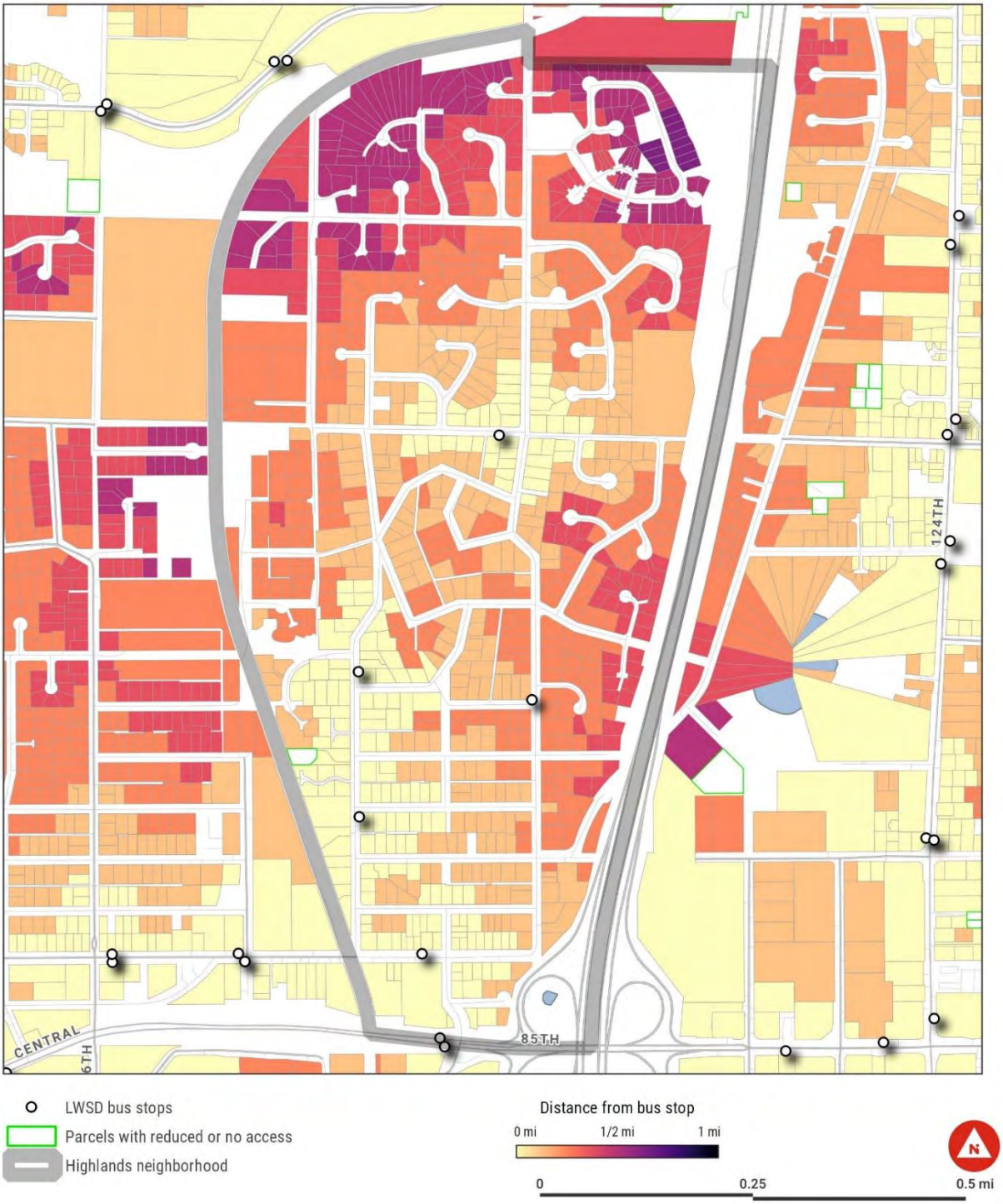
Distance from bus stop

0 mi 1/2 mi 1 mi

0 0.25 0.5 mi

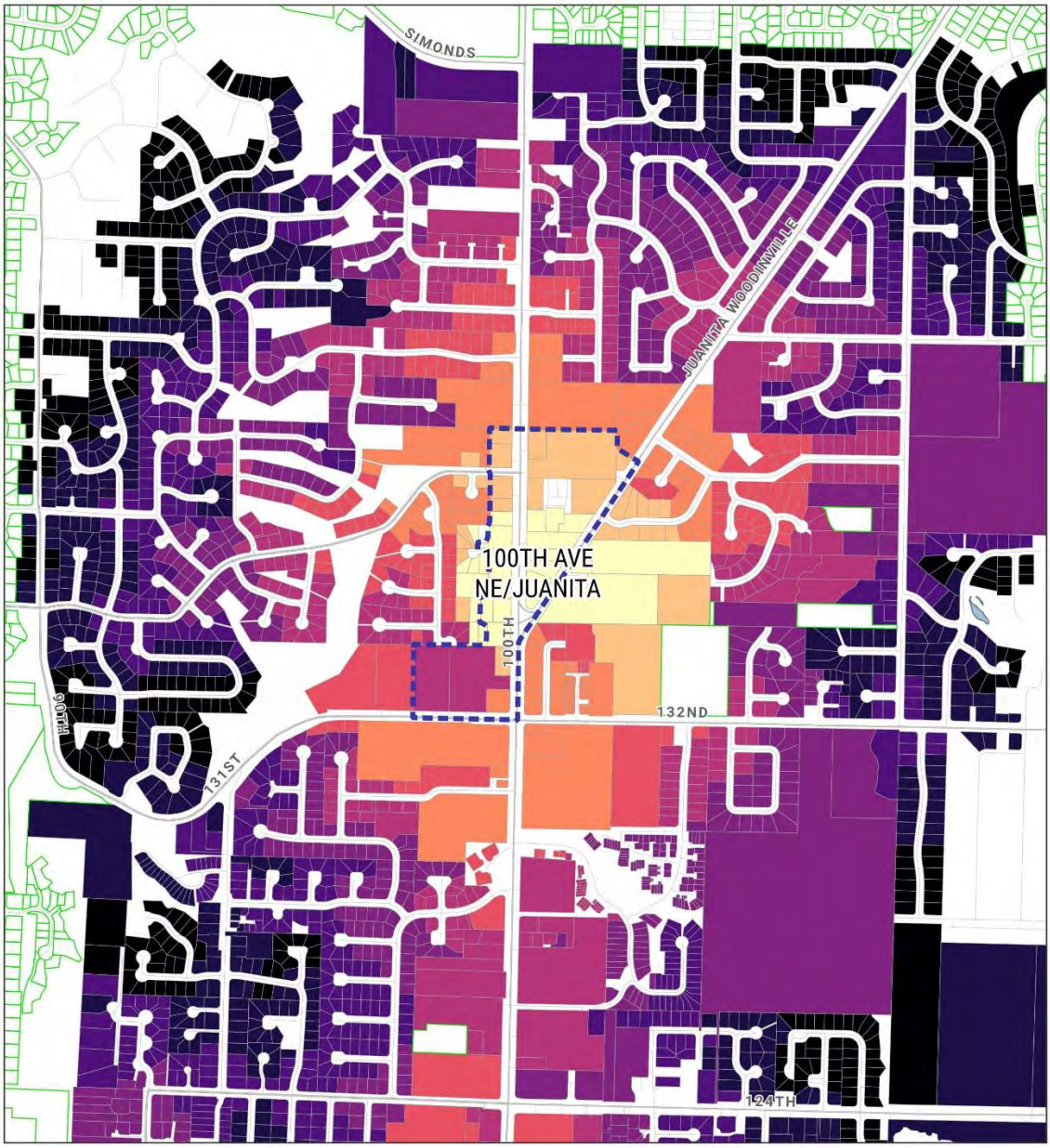
City of Kirkland

Walk Access to Frequent Transit



City of Kirkland

Walk Access to Activity Centers



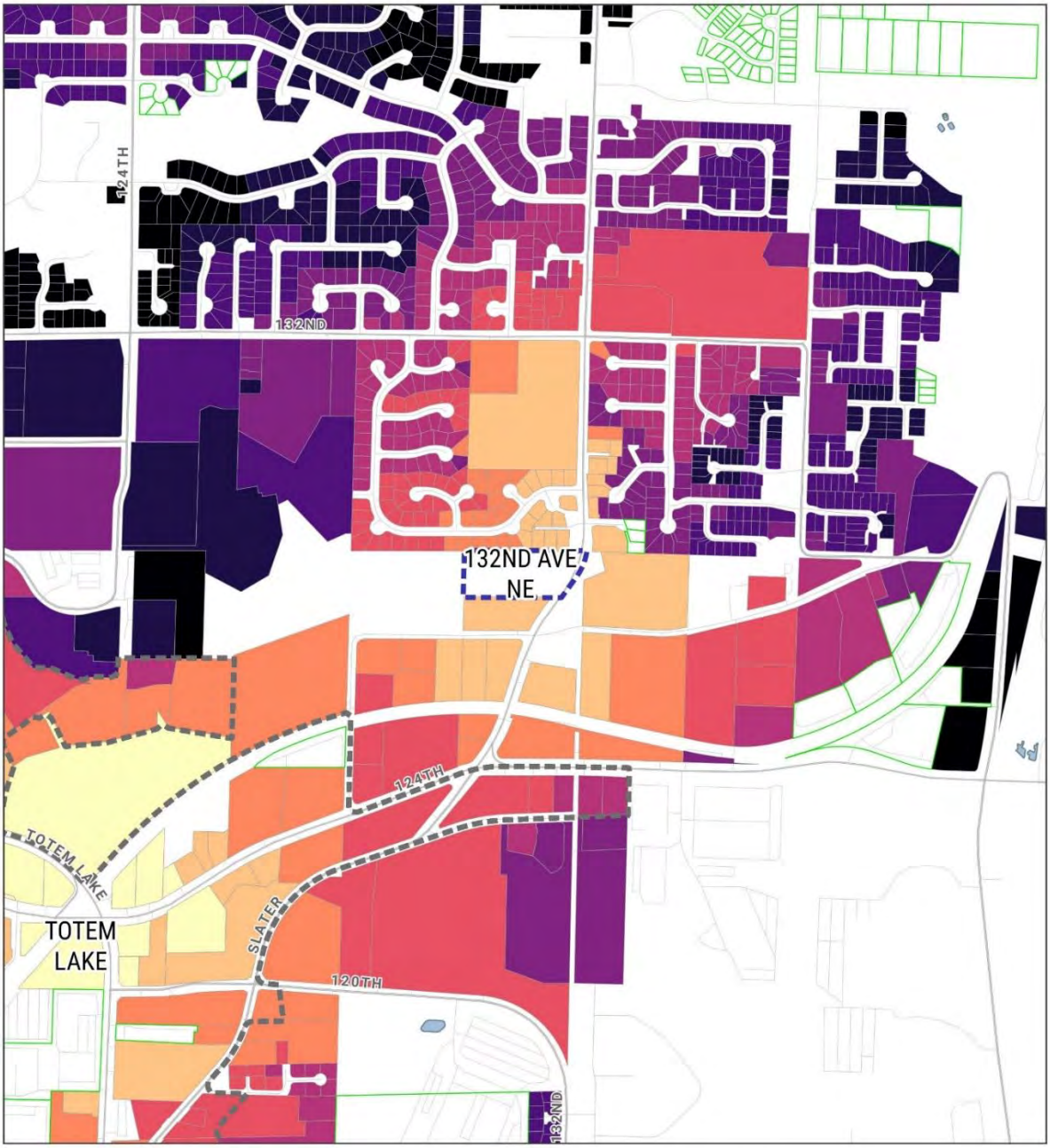
Parcels with reduced or no access
100th Ave NE/Juanita
Other activity centers

Distance from nearest activity center
0 mi 1/2 mi 1 mi

0 500 1000 ft

City of Kirkland

Walk Access to Activity Centers



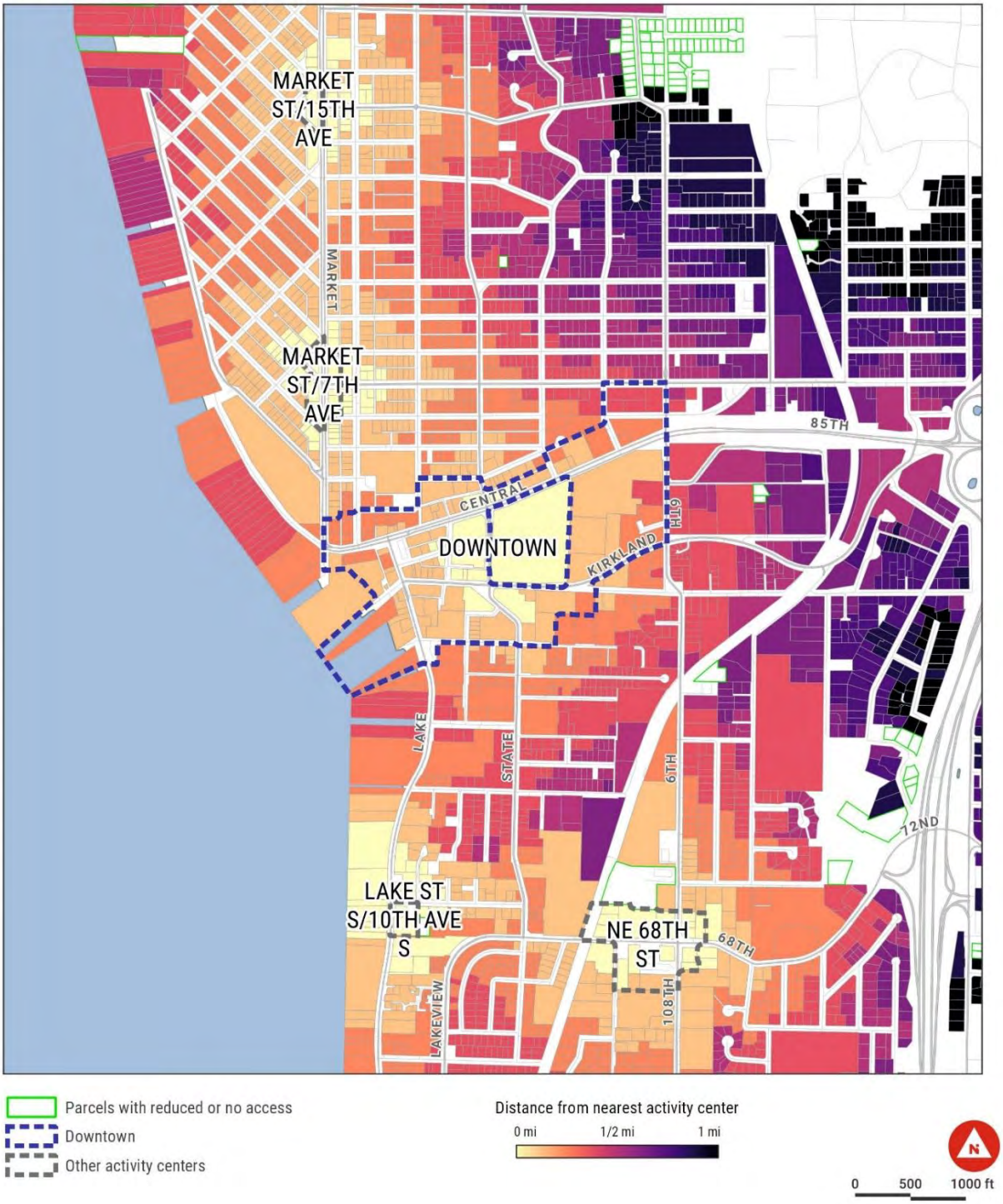
Parcels with reduced or no access
132nd Ave NE
Other activity centers

Distance from nearest activity center
0 mi 1/2 mi 1 mi

0 500 1000 ft

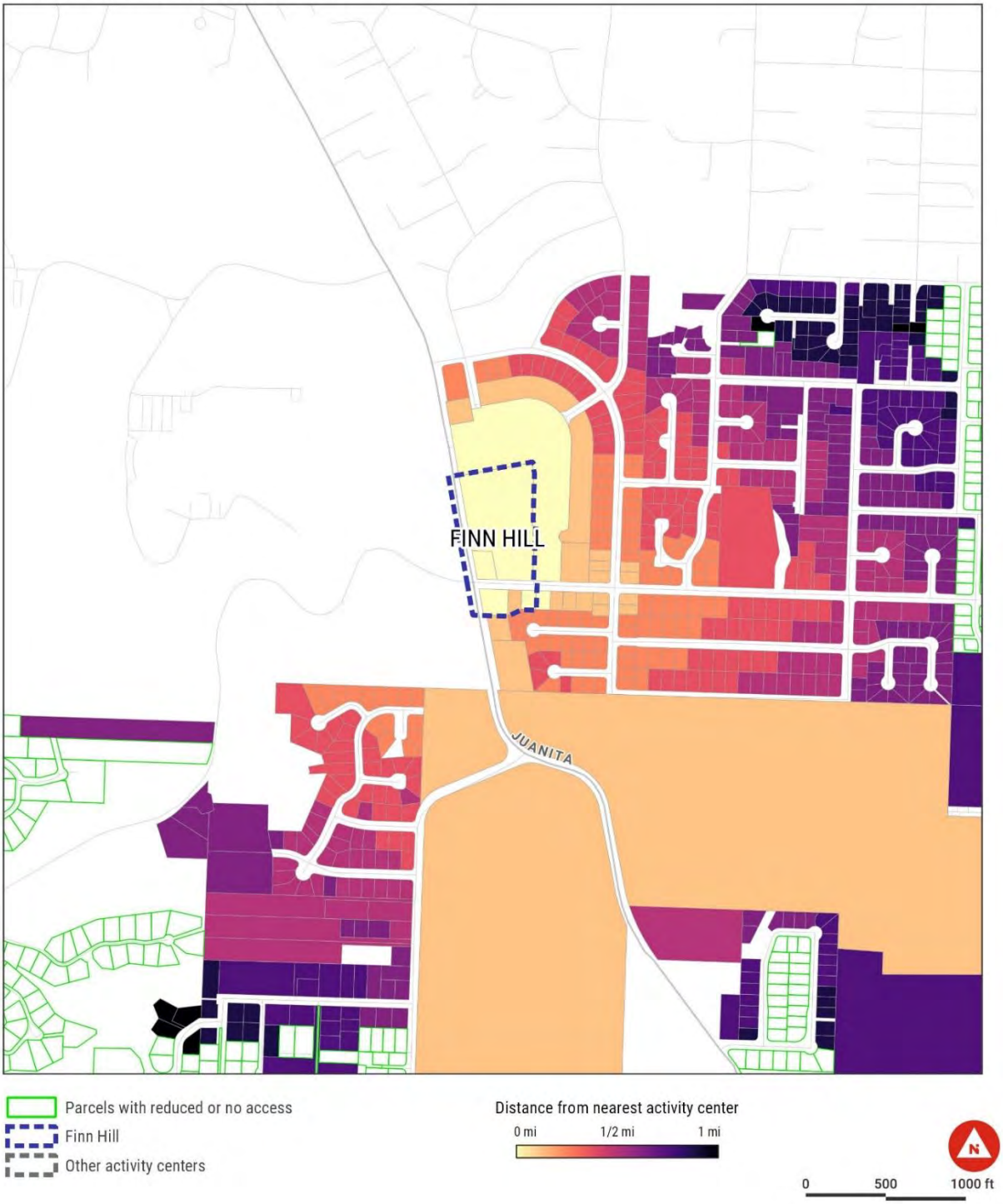
City of Kirkland

Walk Access to Activity Centers



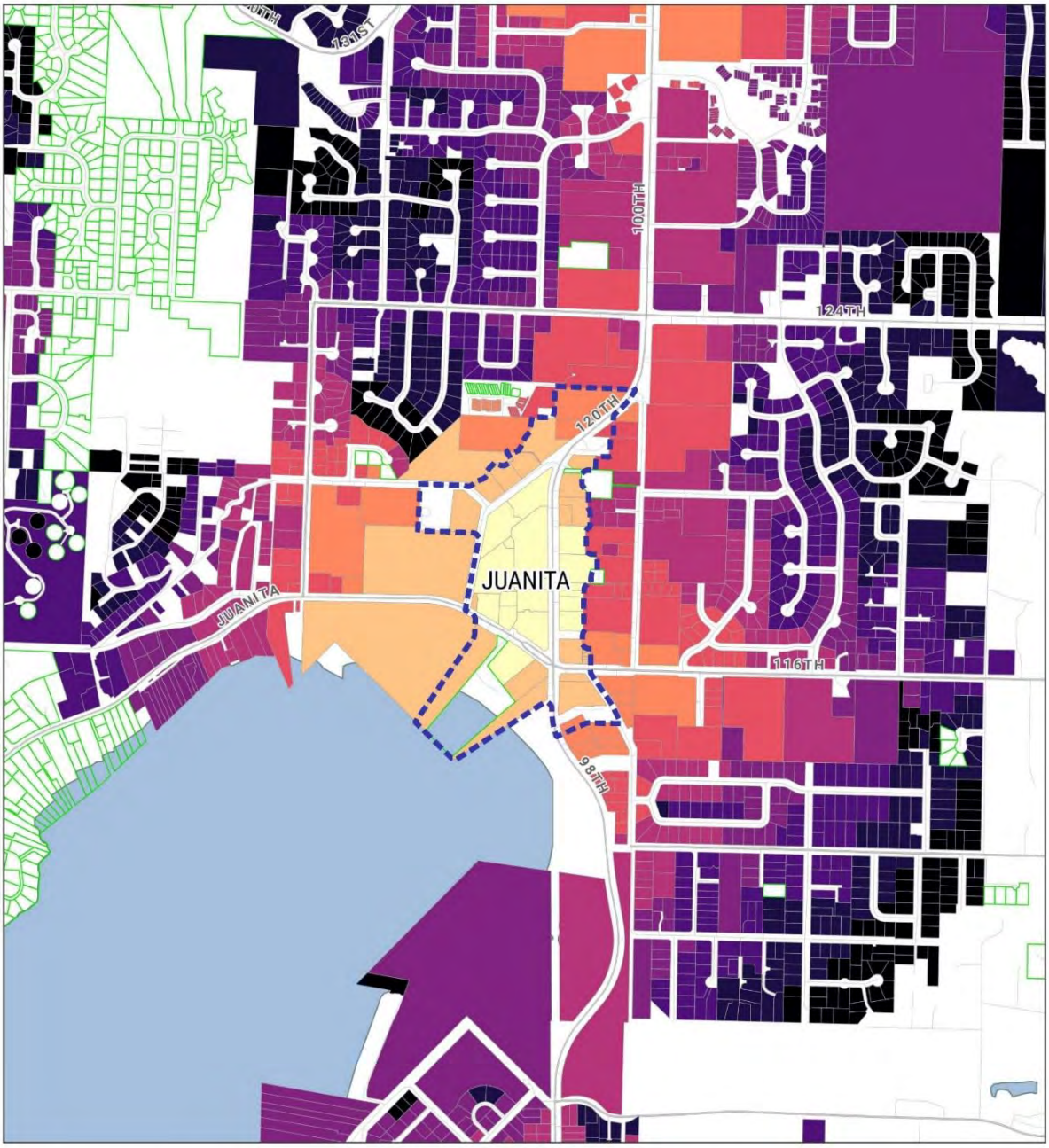
City of Kirkland

Walk Access to Activity Centers



City of Kirkland

Walk Access to Activity Centers



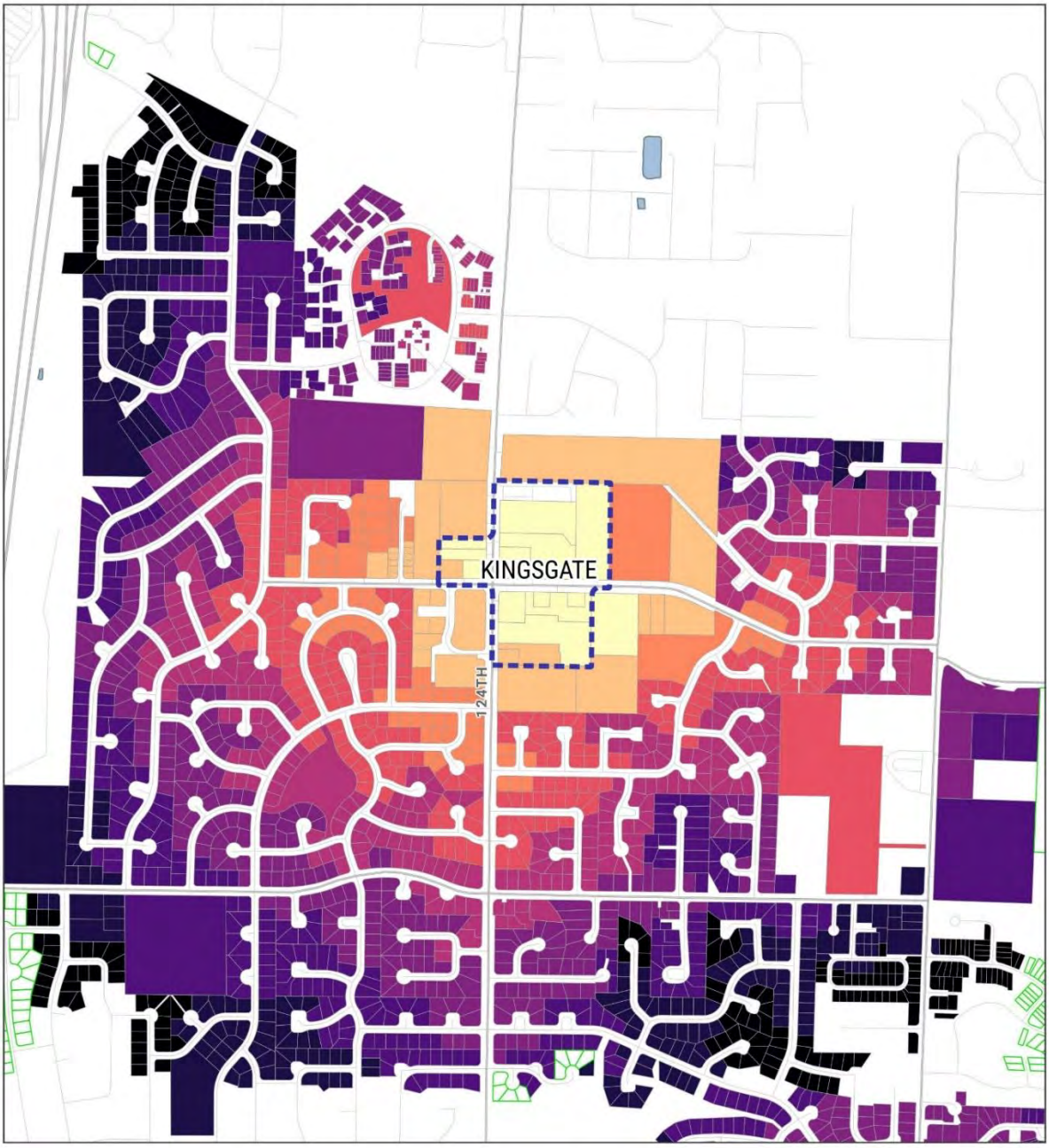
Parcels with reduced or no access
Juanita
Other activity centers

Distance from nearest activity center
0 mi 1/2 mi 1 mi

0 500 1000 ft

City of Kirkland

Walk Access to Activity Centers



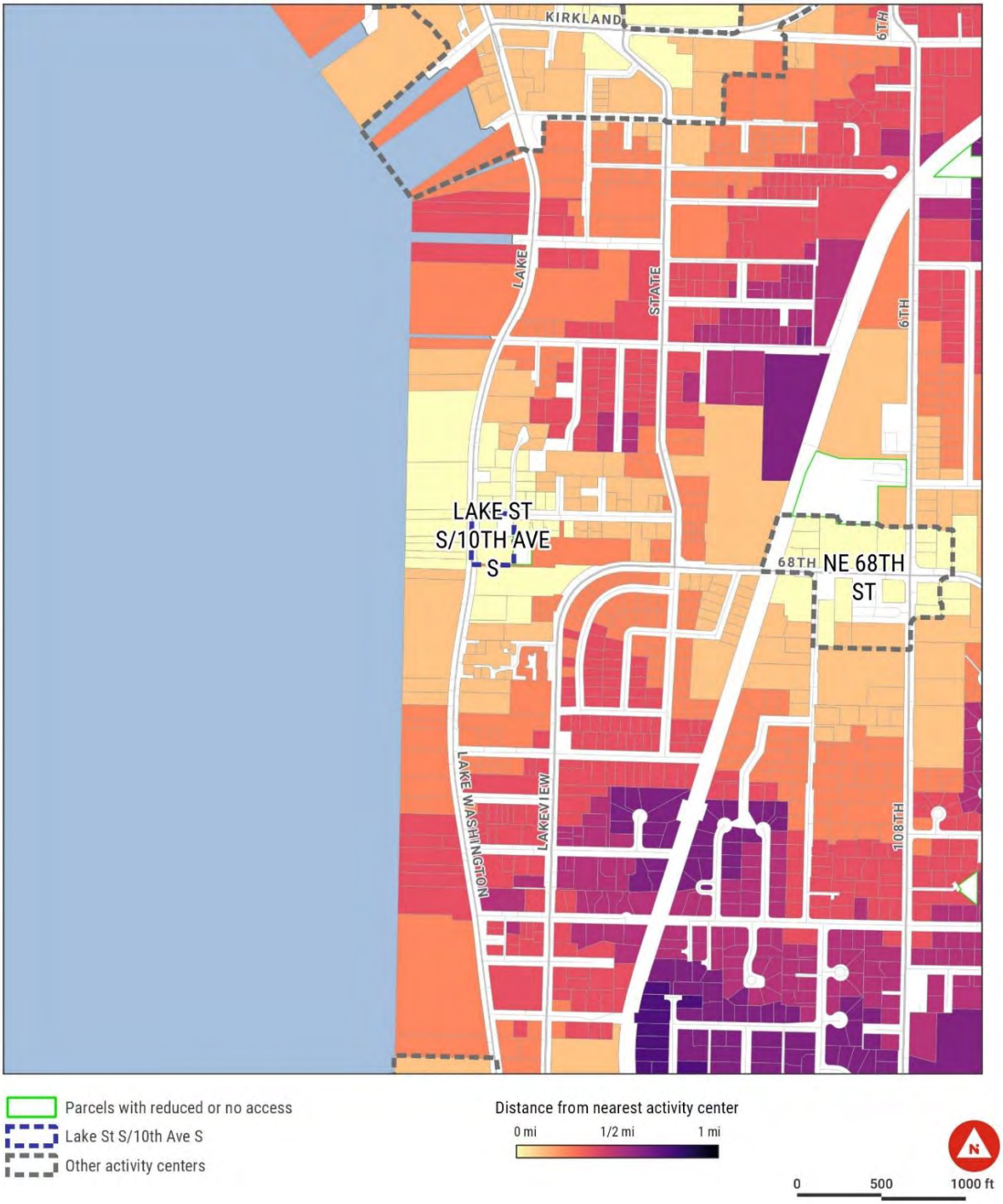
Parcels with reduced or no access
Kingsgate
Other activity centers

Distance from nearest activity center
0 mi 1/2 mi 1 mi

0 500 1000 ft

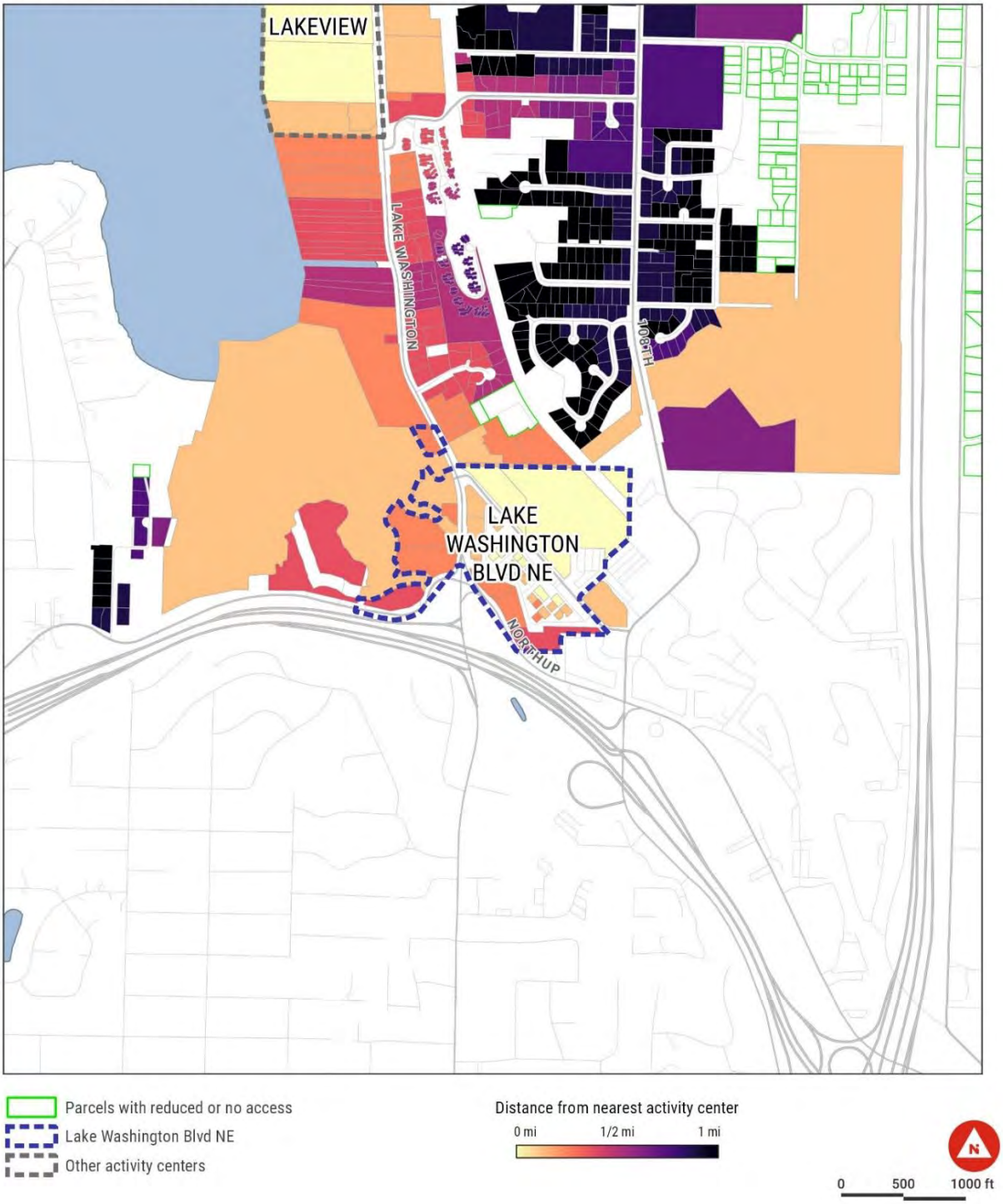
City of Kirkland

Walk Access to Activity Centers



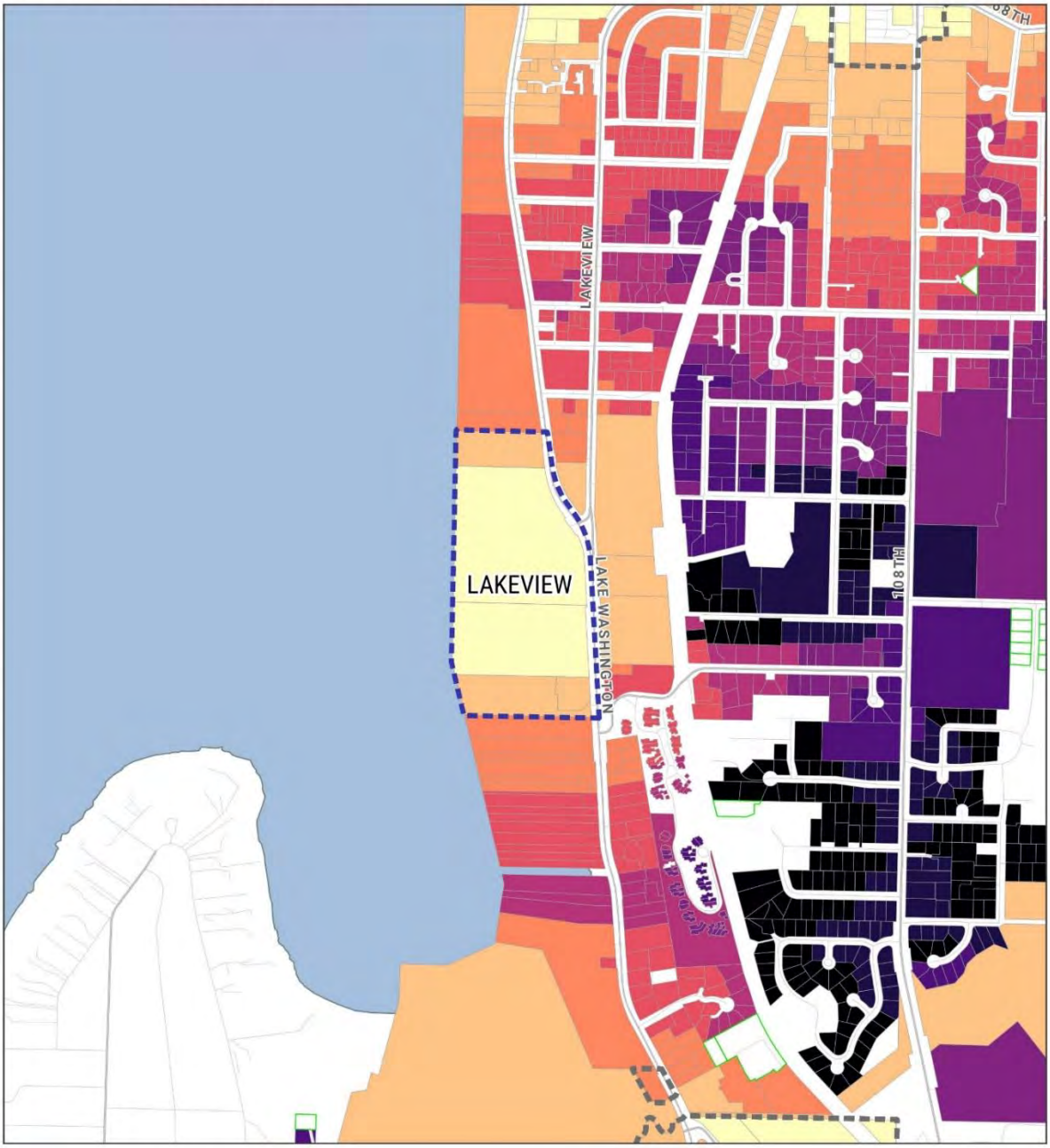
City of Kirkland

Walk Access to Activity Centers



City of Kirkland

Walk Access to Activity Centers



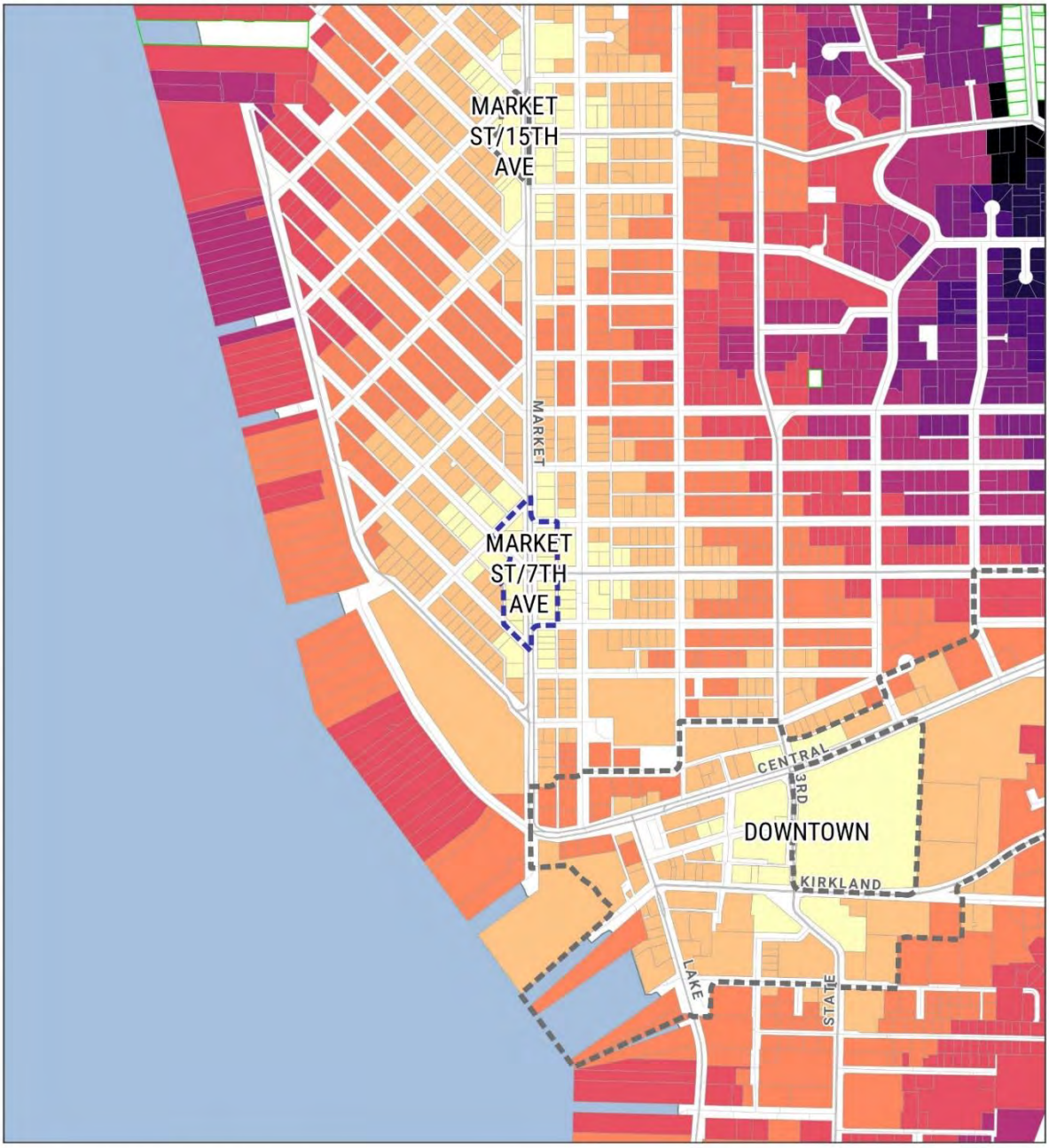
Parcels with reduced or no access
Lakeview
Other activity centers

Distance from nearest activity center
0 mi 1/2 mi 1 mi

0 500 1000 ft

City of Kirkland

Walk Access to Activity Centers



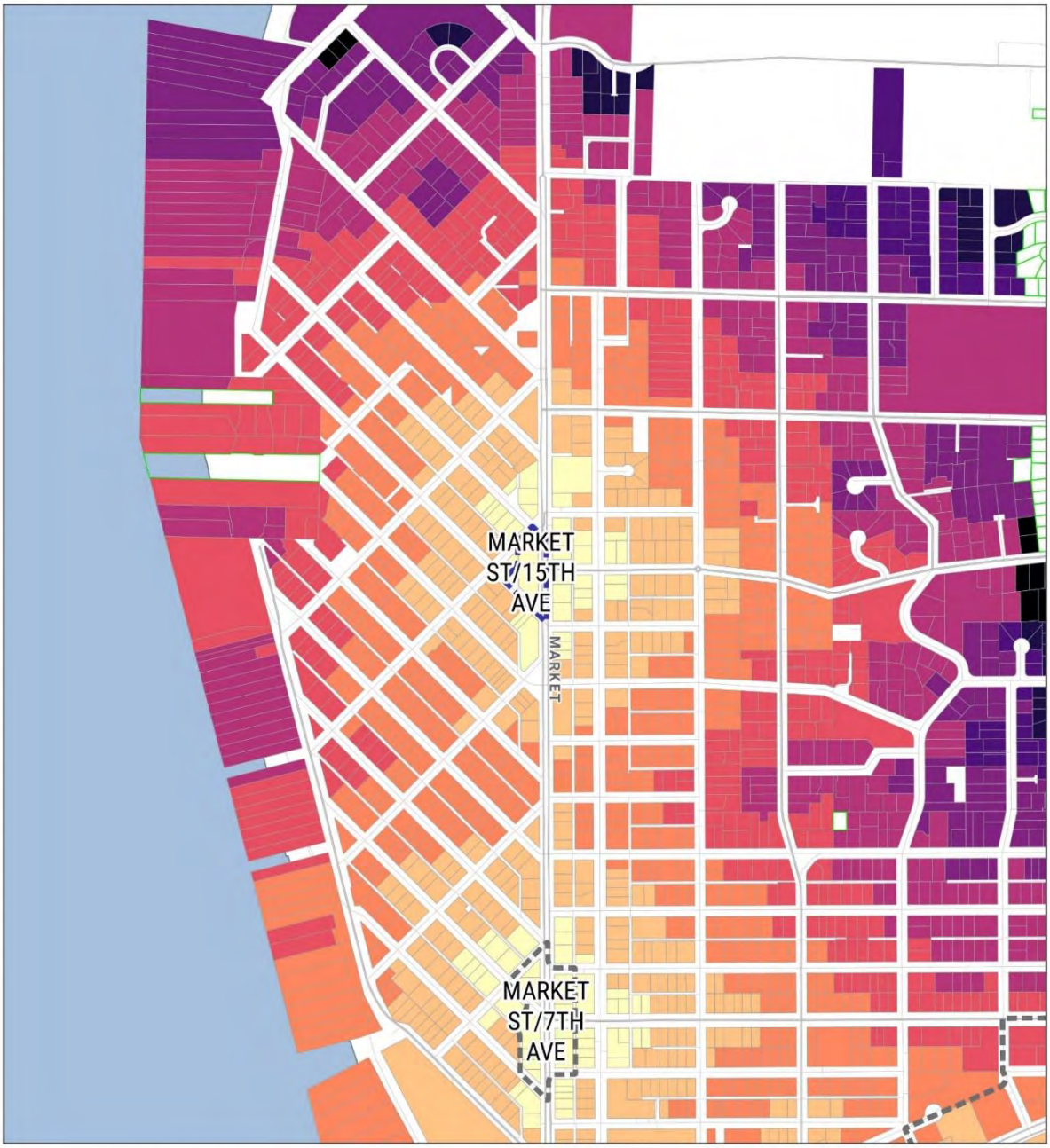
Parcels with reduced or no access
Market St/7th Ave
Other activity centers

Distance from nearest activity center
0 mi 1/2 mi 1 mi

0 500 1000 ft

City of Kirkland

Walk Access to Activity Centers



Parcels with reduced or no access
Market St/15th Ave
Other activity centers

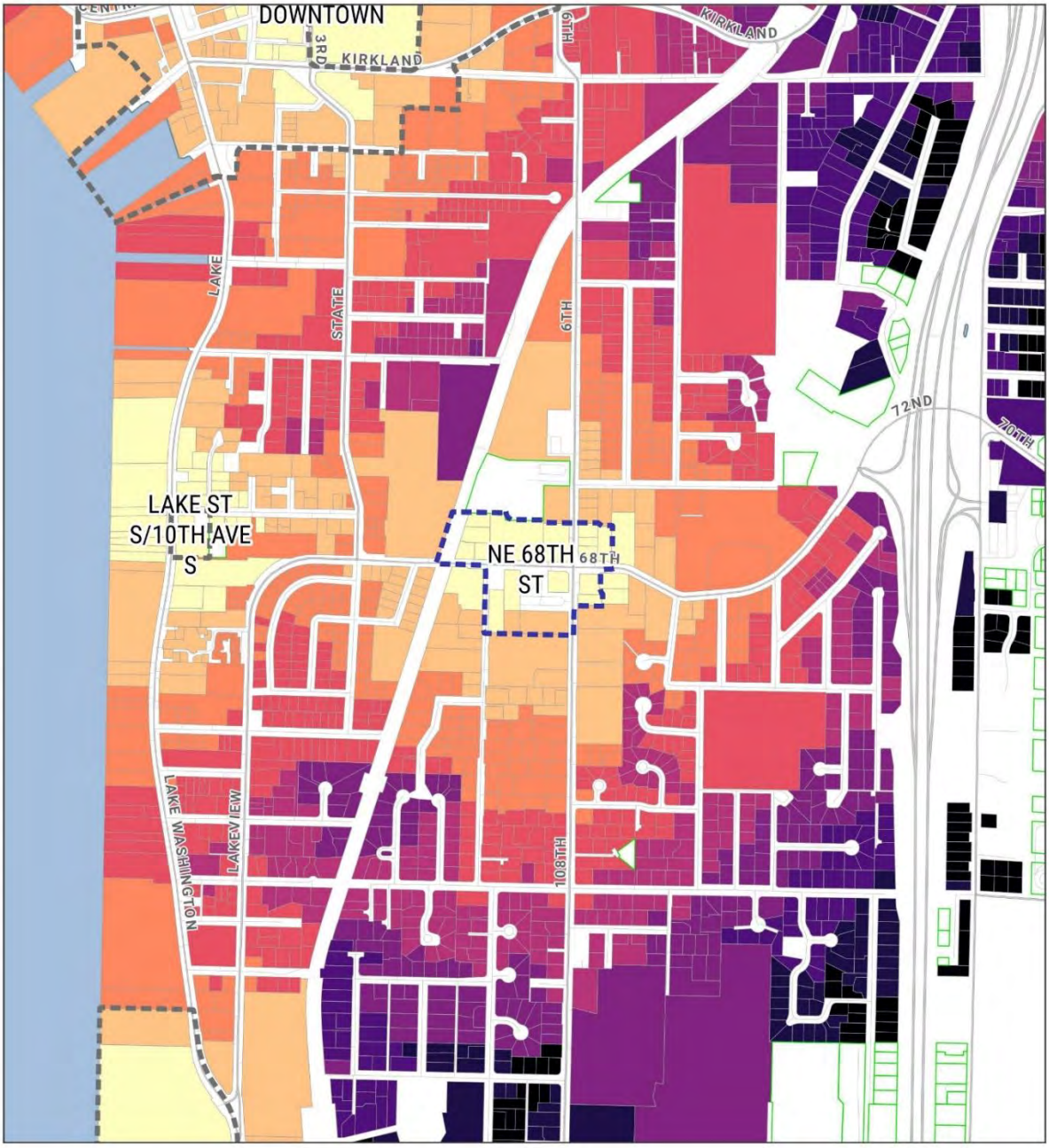
Distance from nearest activity center
0 mi 1/2 mi 1 mi

0 500 1000 ft

City of Kirkland

Walk Access to Activity Centers

TOOLE DESIGN



Parcels with reduced or no access
NE 68th St
Other activity centers

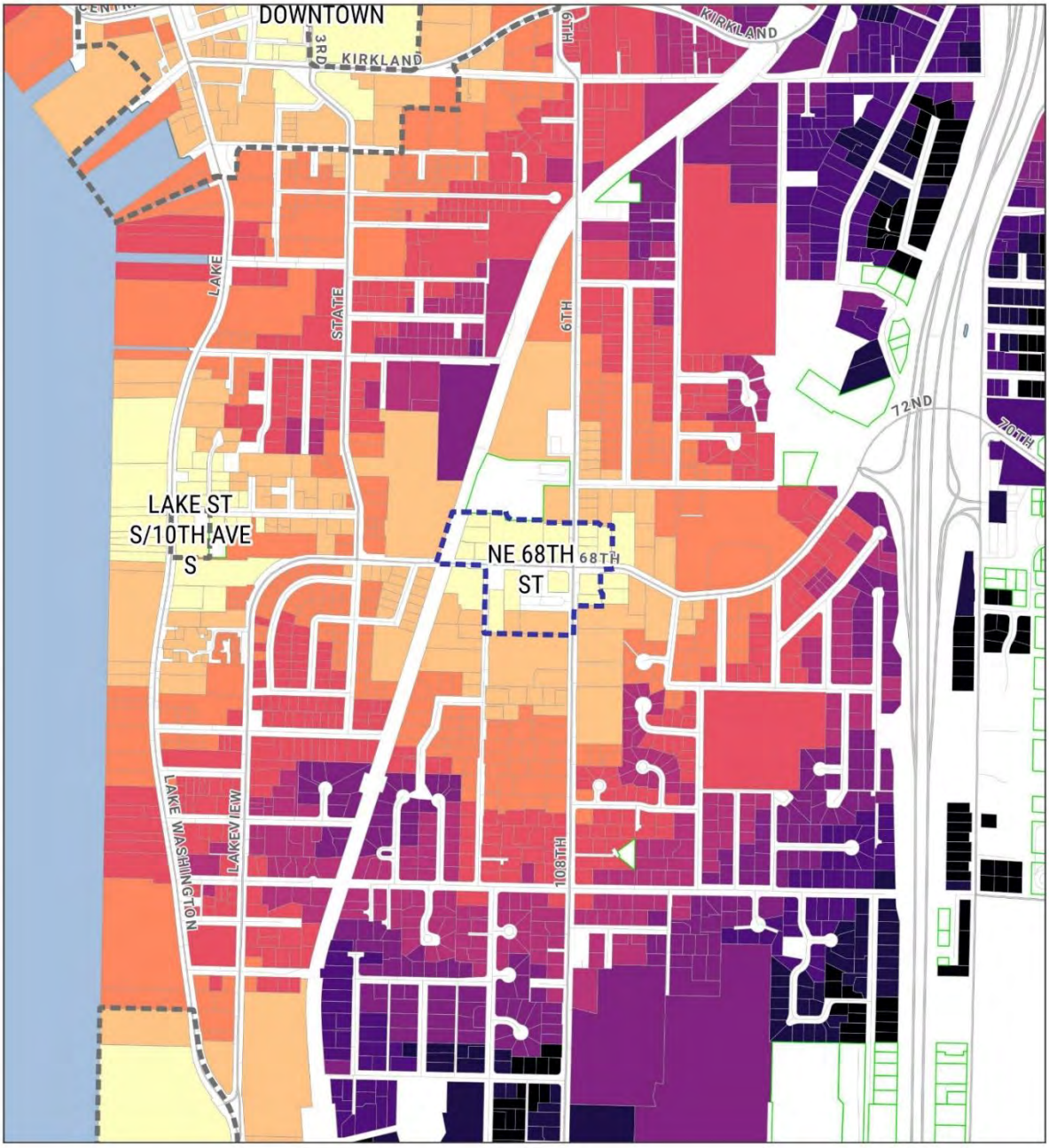
Distance from nearest activity center
0 mi 1/2 mi 1 mi

0 500 1000 ft

City of Kirkland

Walk Access to Activity Centers

TOOLE DESIGN



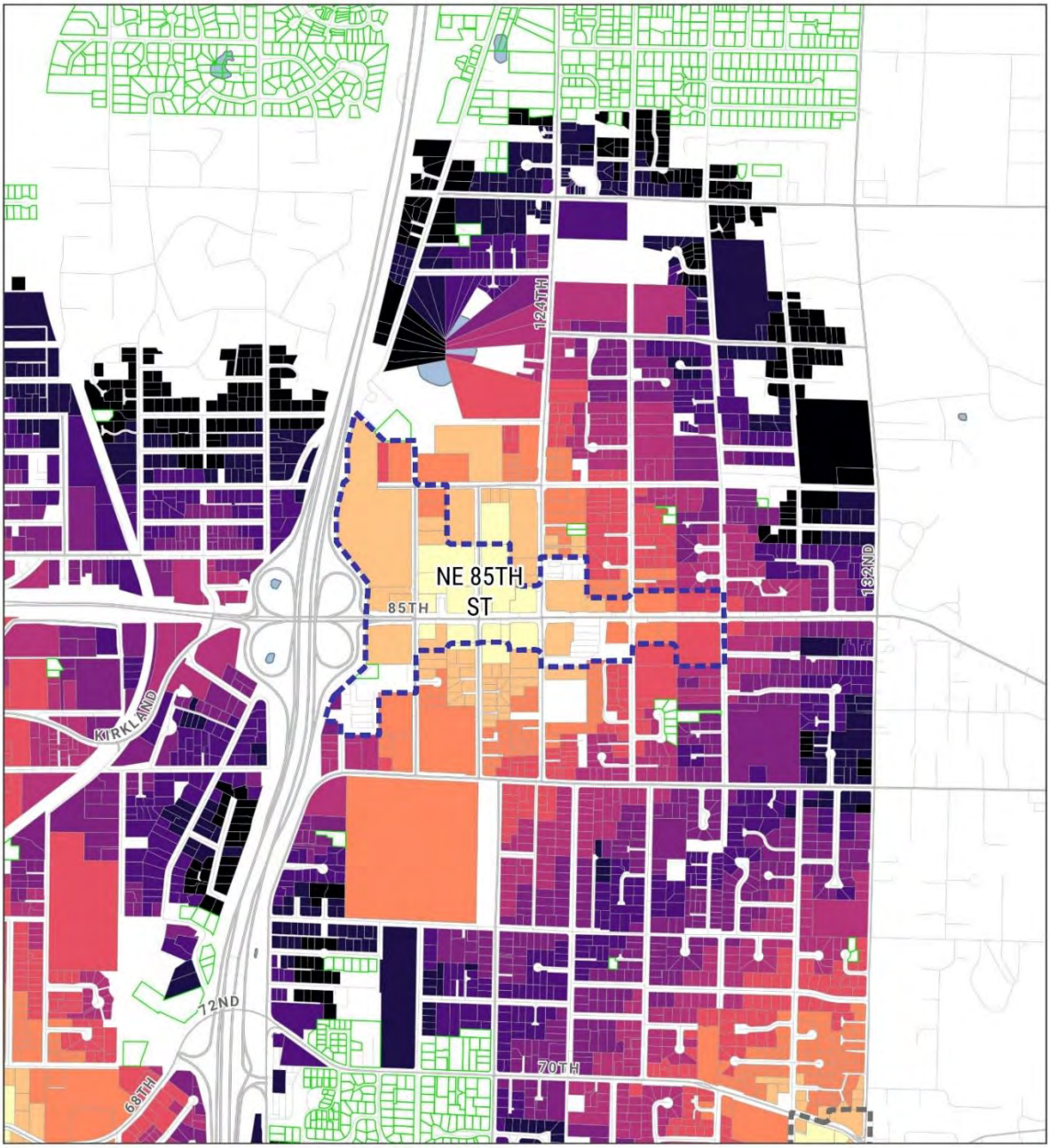
Parcels with reduced or no access
NE 68th St
Other activity centers

Distance from nearest activity center
0 mi 1/2 mi 1 mi

0 500 1000 ft

City of Kirkland

Walk Access to Activity Centers



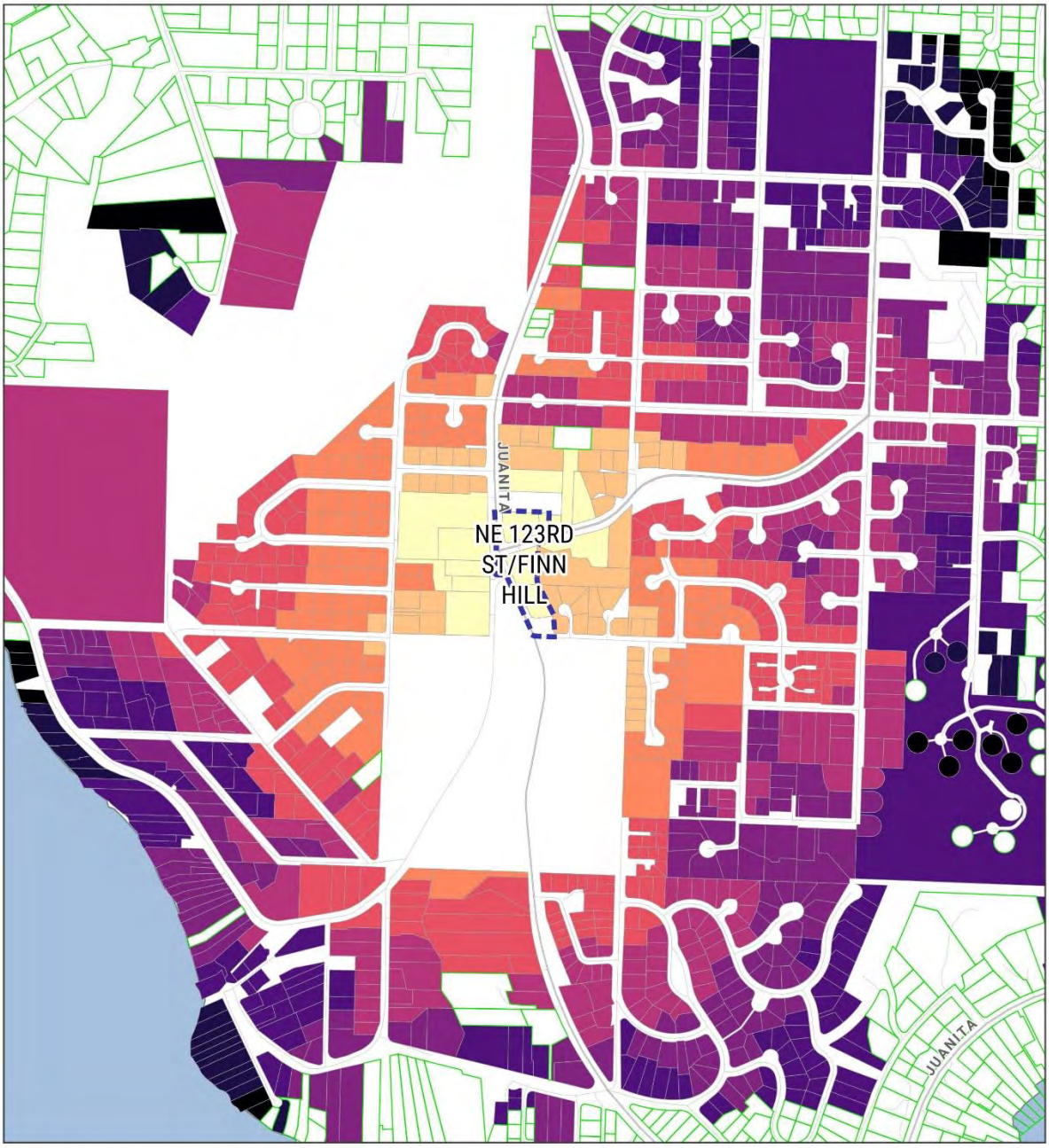
Parcels with reduced or no access
NE 85th St
Other activity centers

Distance from nearest activity center
0 mi 1/2 mi 1 mi

0 500 1000 ft

City of Kirkland

Walk Access to Activity Centers



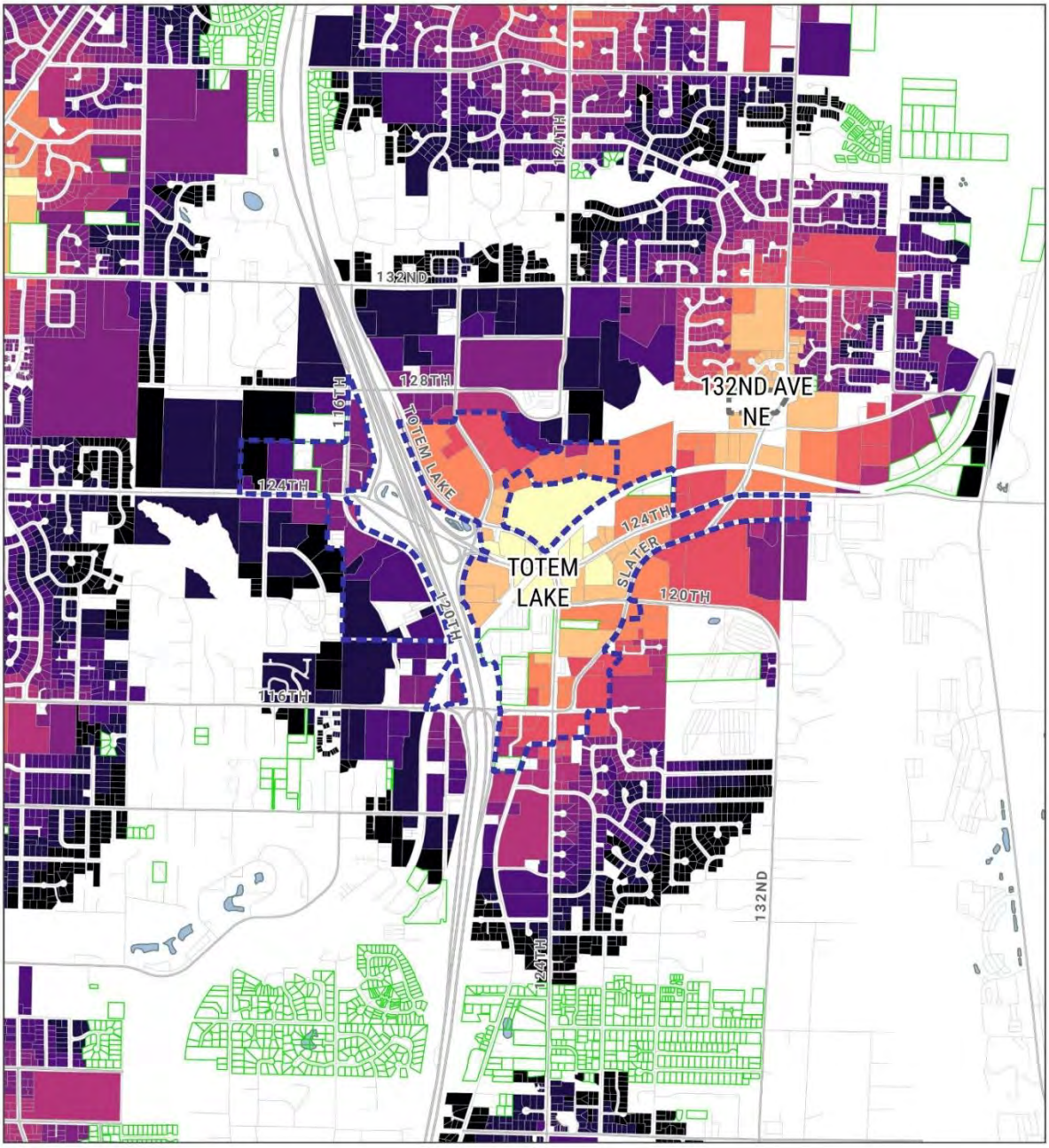
Parcels with reduced or no access
NE 123rd St/Finn Hill
Other activity centers

Distance from nearest activity center
0 mi 1/2 mi 1 mi

0 500 1000 ft

City of Kirkland

Walk Access to Activity Centers



Parcels with reduced or no access
Totem Lake
Other activity centers

Distance from nearest activity center
0 mi 1/2 mi 1 mi

0 500 1000 ft

Citywide Bicycle Network Analysis

The citywide bicycle network analysis is composed of four primary steps (see Figure 1). The first step consists of calculating existing conditions LTS. The LTS results predict how comfortable the street and trail network are to ride a bicycle along under current conditions and how well the planned bicycle facilities address bicyclist comfort. The next step involves taking the existing and future conditions LTS results and feeding those networks into the BNA tool to model existing and future bicycle access to destinations. The result of the existing and future conditions BNA results highlights locations that are connected to other places and people via the low-stress bicycle network, and locations that are disconnected because they lack low-stress connections. To improve low-stress connectivity, on-street and off-street connections are identified and recommended for improvements that reduce the estimated level of stress. Lastly, a final BNA is run using the newly identified recommended improvements to evaluate the how citywide low-stress bicycle connectivity is enhanced.

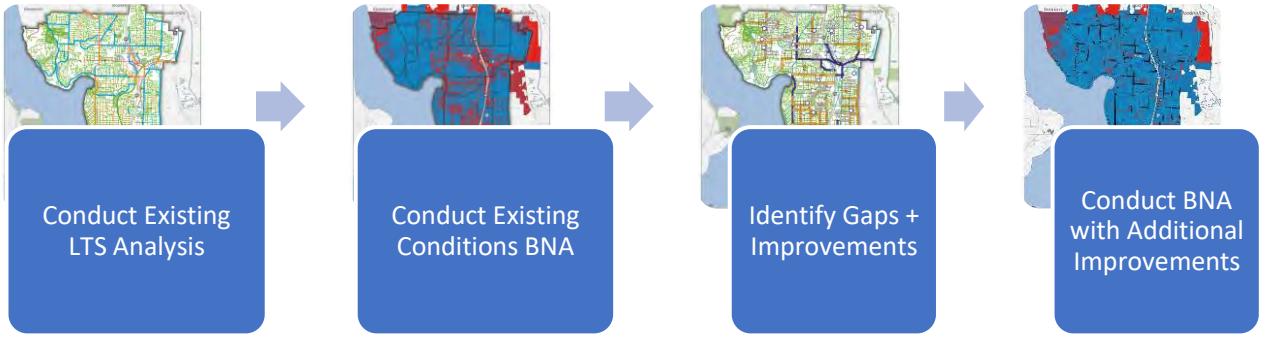


Figure 1: Bicycle Network Analysis Process

Bicycle Level of Traffic Stress

Before using the BNA tool, an LTS analysis is conducted under existing conditions and future conditions to measure comfort along every segment of the transportation network in Kirkland. The current bicycle network is factored into the existing conditions LTS calculation. The future conditions LTS calculation incorporates the planned bike lanes, neighborhood greenways, and off-street connections such as bridges and shared-use paths. Using the LTS analysis results, the BNA is conducted to measure low-stress connectivity throughout Kirkland. Table 1 through

Table 3 outline the LTS classification criteria used in this analysis.

Table 1: Mixed traffic criteria

Number of lanes	ADT	Posted Speed Limit ≤ 20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50+mph
Unlaned 2-way street (no centerline)	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1501-3000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4
	3000+	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
1 thru lane per direction (1-way, 1-lane street or 2-way street with centerline)	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1501+	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
2 thru lanes per direction	0-8000	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	8001+	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
3+ thru lanes per direction	any ADT	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4

Table 2: Bike lanes and shoulders not adjacent to a parking lane

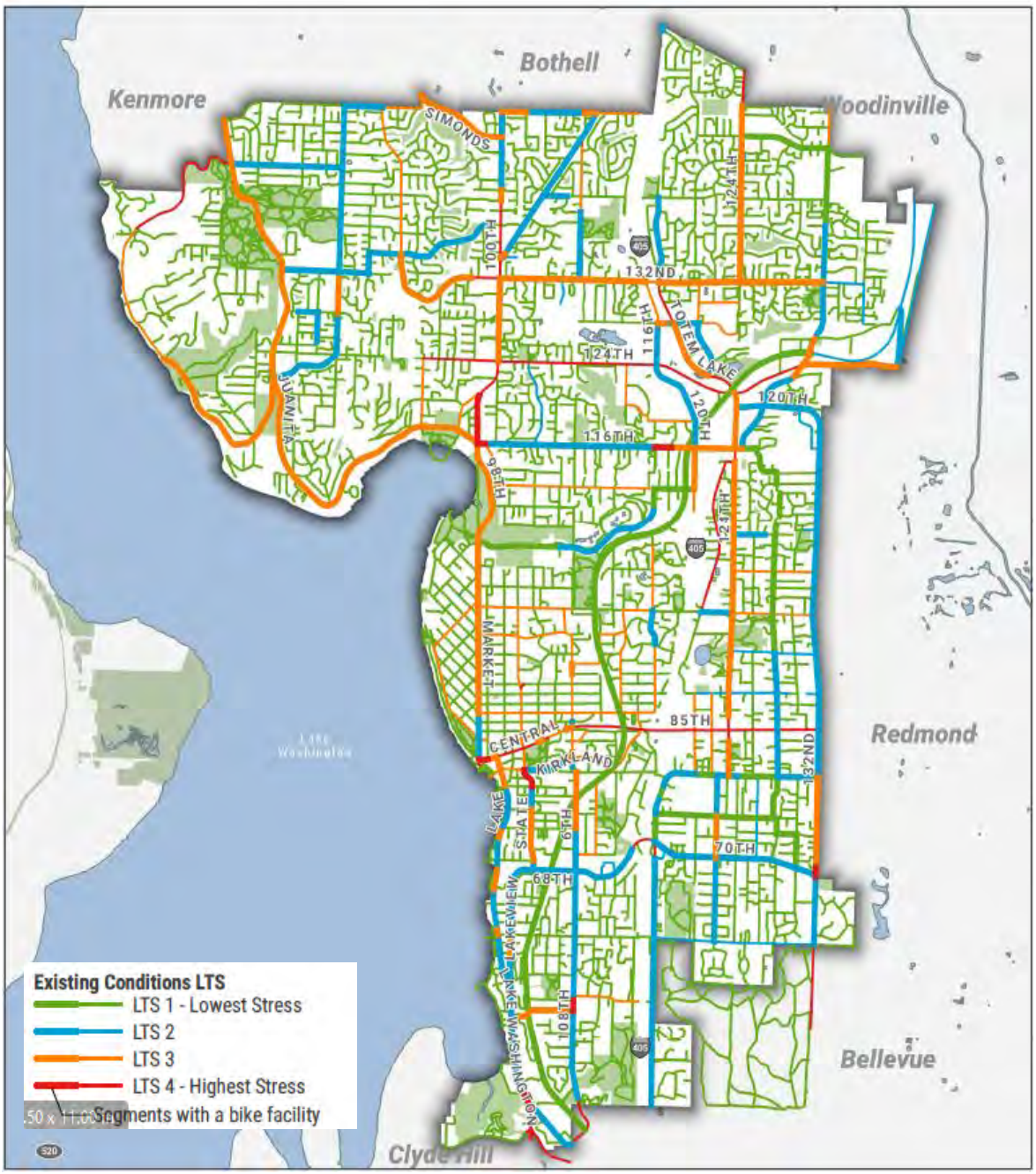
Number of lanes	Bike lane width	Posted Speed Limit ≤ 25 mph	30 mph	35 mph	40 mph	45 mph	50+ mph
1 thru lane per direction, or unlaned (no centerline)	6+ ft	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 3
	4 or 5 ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
2 thru lanes per direction	6+ ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	4 or 5 ft	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
3+ lanes per direction	any width	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4

Table 3: Bike lanes alongside a parking lane

Number of Lanes	Bike lane reach = Bike lane width + Parking lane width	Posted Speed Limit ≤ 25 mph	30 mph	35 mph
1 lane per direction	15+ ft	LTS 1	LTS 2	LTS 3
	12-14 ft	LTS 2	LTS 2	LTS 3
2 lanes per direction (2-way)	15+ ft	LTS 2	LTS 3	LTS 3
2-3 lanes per direction (1-way)		LTS 2	LTS 3	LTS 3
other multilane		LTS 3	LTS 3	LTS 3

Bicycle Level of Traffic Stress Results

The first map displays the LTS analysis under existing conditions. Existing bike facilities are highlighted using thicker lines. The majority of collector and arterial roadways, many of which have an existing bicycle facility, are classified as being high stress (LTS 3 or LTS 4). When possible, this analysis considers locations where a striped bike lane is dropped at intersection. These locations can be seen at NE 116th Ave at 98th Ave NE, NE 132nd St at 100th Ave NE, and at NE 85th Ave at 124th Ave NE. At these location, the mixed traffic criteria are used to categorize LTS (see Table 1).



Bicycle Network Analysis

Using the results from the existing and future conditions LTS analysis, the BNA tool is used to evaluate every census block in Kirkland to determine how well the existing and future bicycle networks connect places and people to one another. Two census blocks are considered connected if and only if there is an unbroken low-stress connection between them that does not require a trip more than 25% longer than the shortest car trip. Even a short stretch of stressful biking negates a potential connection.

The BNA also summarizes the number and types of destinations available in each census block, including population, opportunities (jobs and education), core services, recreation, retail, and transit. Pairing this information with the knowledge of which census blocks are connected on the low-stress network, the BNA tool calculates a score for each census block by comparing the number and type of reachable destinations on the low-stress network to the destinations reachable by car within the same distance. Table 4 outlines the scoring categories used in the BNA.

Table 4: BNA Scoring Categories

Scoring category	Weight	Measure	Subcategory weight
People	15	Population	N/A
Opportunity	20	Employment	35
		K-12 education	35
		Technical/vocational school	10
		Higher education	20
Core Services	20	Doctor offices/clinics	20
		Dentist offices	15
		Pharmacies	15
		Supermarkets	30
		Social services	20
Recreation	15	Parks	60
		Community centers	40
Retail	15	Retail shopping	N/A
Transit	15	Stations/transit centers	N/A

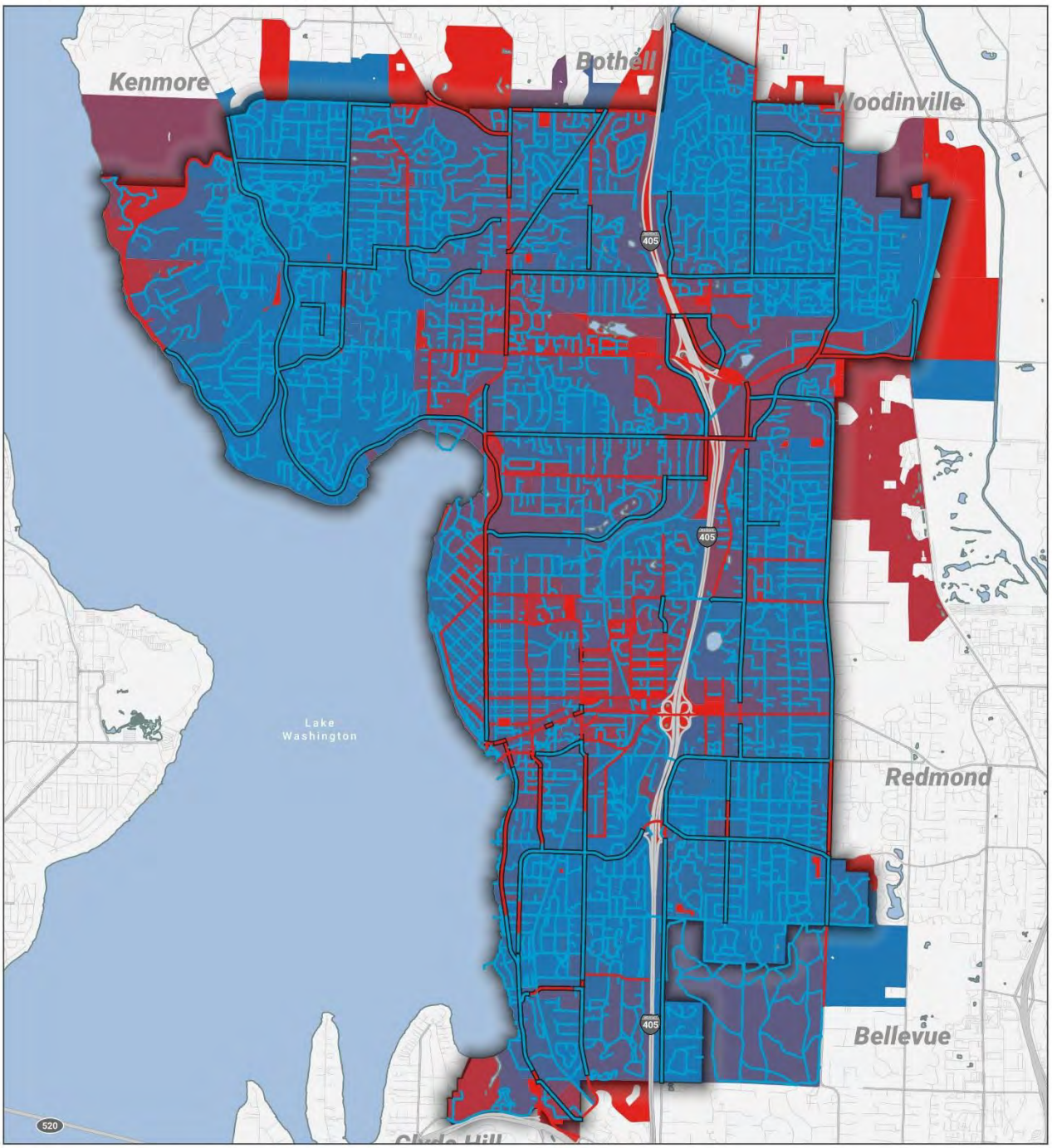
Existing and Future Bicycle Network Analysis Results

The next two maps displays the results from the existing conditions BNA and the future conditions BNA using the planned bike lane, neighborhood greenways, and feasible off-street connections. The two maps provide a snapshot of the degree the planned bicycle improvements improve low-stress connectivity. Improvements in low-stress connectivity in the future condition are not dramatic and widespread. Several key planned bikeway projects are classified as being high-stress (LTS 3-4) even after implementation, which prohibits some areas from experiencing major improvements in low-stress connectivity.

To improve low-stress connectivity, key corridors and segments are highlighted and recommended for a bicycle improvement that will improve the LTS score to either an LTS 1 or LTS. The method in selecting these corridors is simply to improve the LTS score in areas with a low BNA score or at locations that are key gateways or connections to destinations.

City of Kirkland Active Transportation Plan

Bicycle Network Analysis (BNA) - Existing Conditions



Existing BNA Score

Low — High

Existing LTS

Low-Stress (LTS 1 - LTS 2)

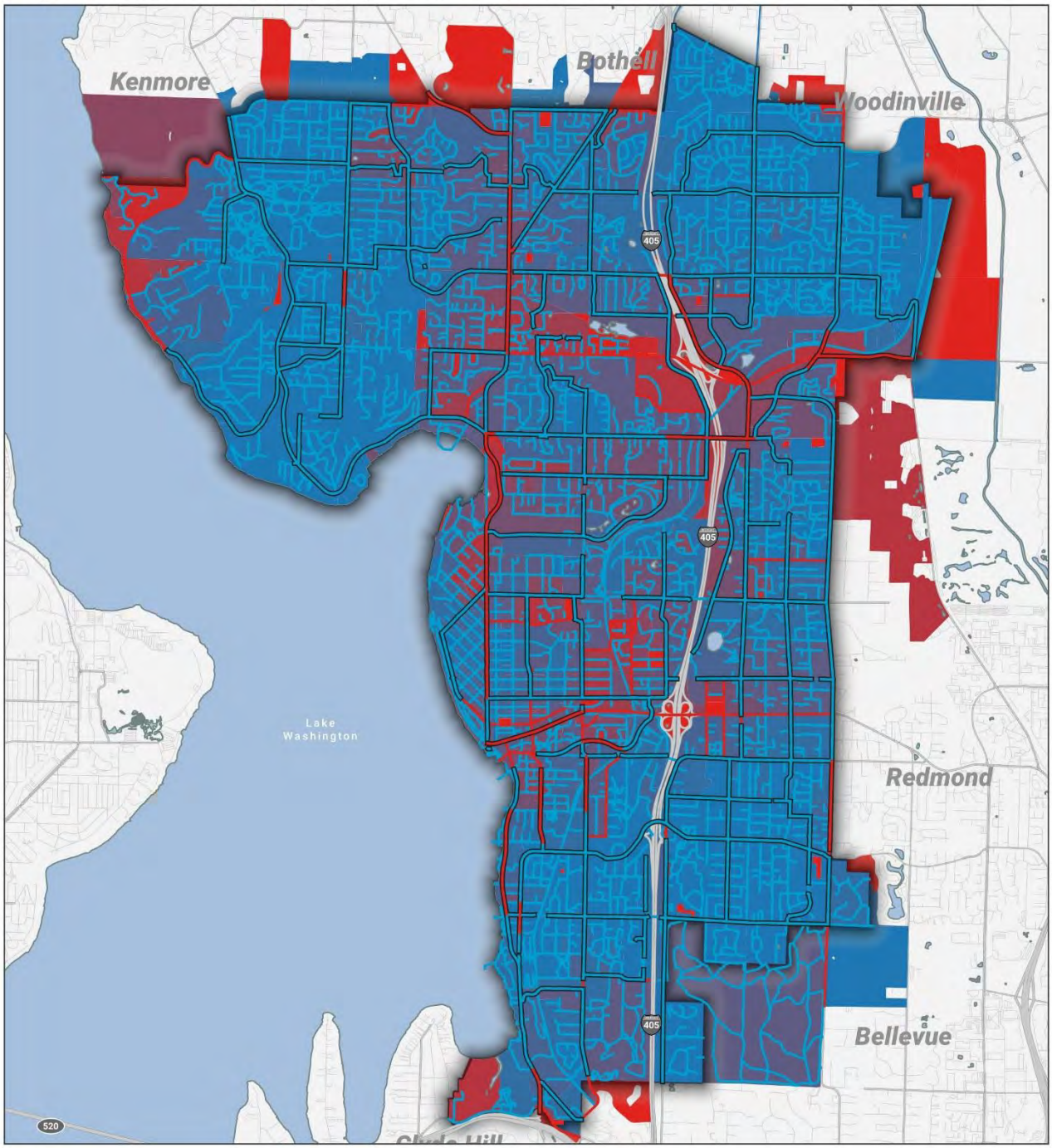
High-Stress (LTS 3 - LTS 4)

Segments with a on-street bike facility

0 0.5 1 miles

City of Kirkland Active Transportation Plan

Bicycle Network Analysis (BNA) - Future Conditions



Future BNA Score

Low — High

Future LTS

- Low-Stress (LTS 1 - LTS 2)
- High-Stress (LTS 3 - LTS 4)
- Segments with a on-street bike facility

0 0.5 1 miles

Prioritization Scoring

The scores and specific measures to prioritize walk and bike routes are outlined below.

Connectivity to Destinations Served			
Factor	**Pedestrian Measure**	**Bicyclist Measure**	**Weight of Score**
Parks, Libraries, and Community / Senior Centers, (schools – bikes only)	# of destinations within 1/2 mile Score scaled by # of destinations	# of destinations within 1 mile Score scaled by # of destinations per mile	med
# of Transit Stops	Within ¼ mile of high frequency transit stop	Within ½ mile of high frequency transit stop	high
	within ¼ mile of non-high frequency bus stop	Non-high frequency bus stop within ½ mile Score scaled by # of stops per mile	low
	Location within ¼ mile of transit with no sidewalks on any side of the street	N/A	med
	Location within ¼ mile of transit with sidewalk on only one side of street	N/A	low
Schools	Along SRTS sidewalk project scored as high priority	N/A	med
	Along SRTS sidewalk project	N/A	low
Proximity to Activity Centers	Within ½ mile Score scaled by distance	Within 1 mile Score scaled by distance	med
Proximity to Cross Kirkland Corridor access point	Within ½ mile scaled by distance	Intersects access point	med

Connectivity		
Factor	**Bicyclist Measure**	**Score**
Bicycle Network Analysis	Lowest scoring BNA locations receive the highest score.	high
Level of Traffic Stress	High-stress under existing conditions	High+

Safety		
Factor	**Pedestrians and Bicycle Measure**	**Score**
Crash History	weighted crashes on a per mile basis (sliding window analysis)	High+

Equity	
Pedestrians and Bicycle Measure	**Score**
% of population who is non-white	med
% of population under 17 and above 65 years of age	med
% of population who identify as disabled	med
% of population living in poverty	med

Appendix C: Draft Bicycle Network Recommendations

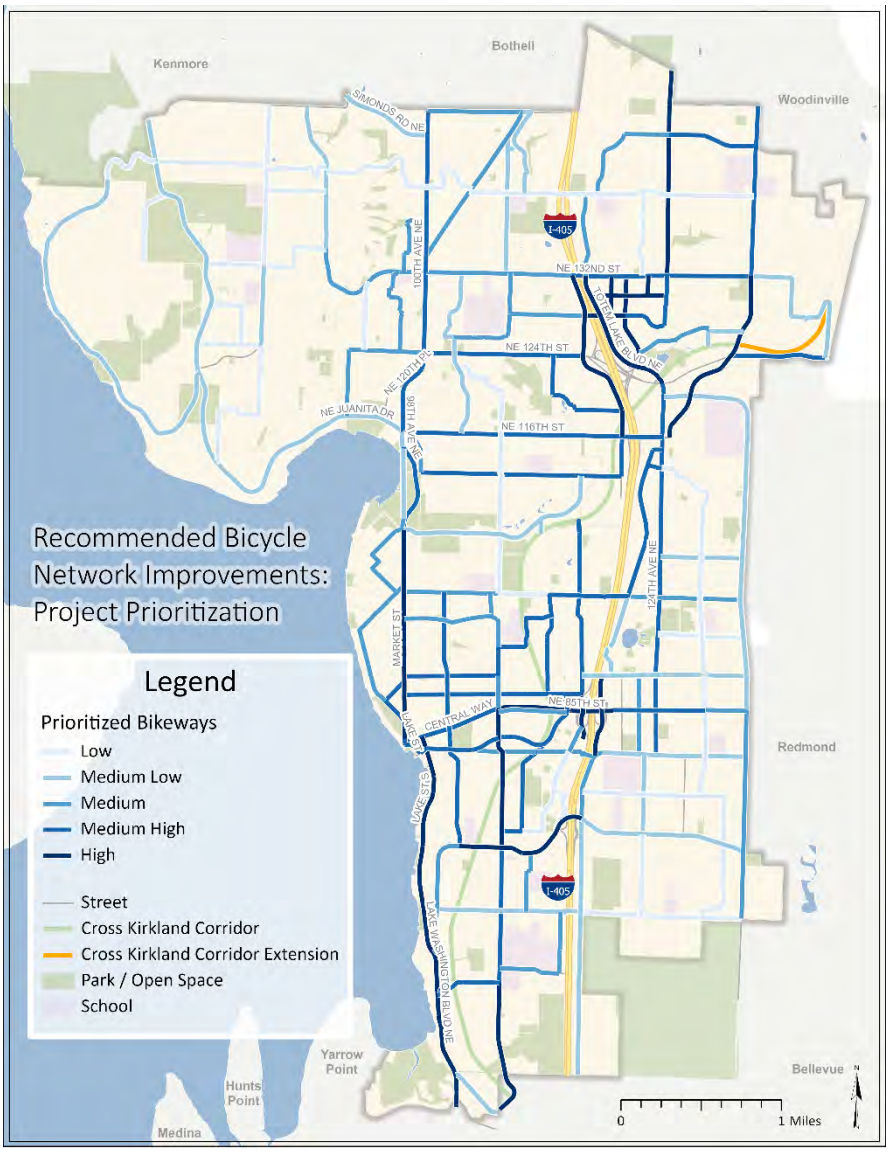
Bicycle Project Prioritization and Recommendations

Bicycle projects were prioritized based three categories that are tied to the goals of the Plan:

- Connectivity- Does the bikeway support connectivity to transit and to/from areas where people are most likely to bike (activity centers, the CKC and parks)?
- Safety and Comfort – Does the bikeway address a location with a past collision(s) or improve comfort for bicyclists?
- Equity – Does the bikeway serve underserved neighborhoods?

OBJECTIVE 2-1: Complete a connected spine network of safe high comfort cycling facilities such as protected facilities, separated trails or pathways, neighborhood greenways and a denser network of additional bike lanes or other on-road bike facilities.

The prioritized bicycle network map shows how the network scored based on the prioritization framework. More information about the Prioritization Process can be found in Appendix B – Project Prioritization.



Both the existing and planned bicycle network were reviewed to assess the most appropriate implementation strategy. Existing bike facilities have identified improvements if needed and gaps in the planned network have proposed improvements. These improvements are organized in three different categories: 'Full Build Out', Catalyst projects and "Quick Win" improvements.

"FULL BUILD OUT" PLANNED INVESTMENTS

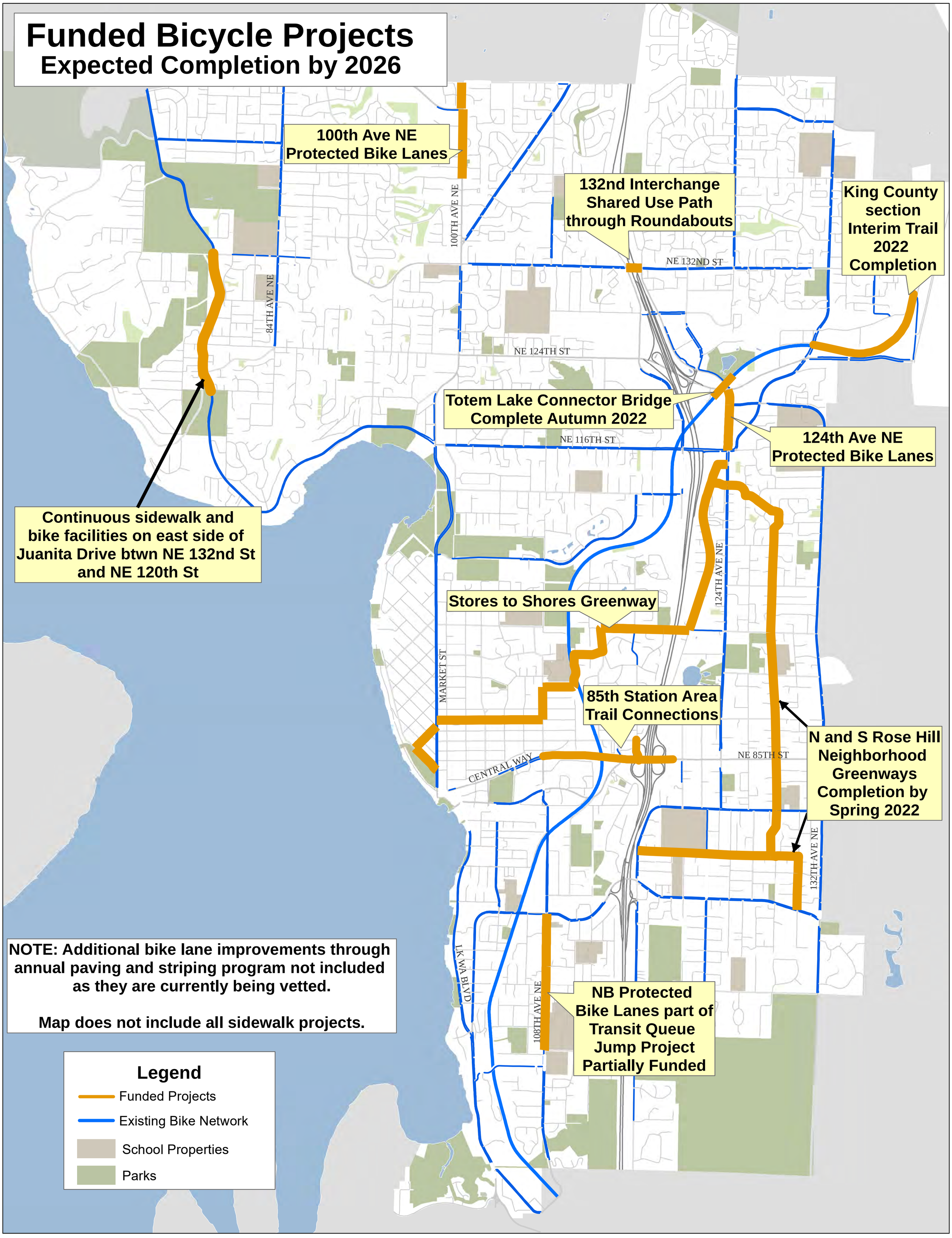
The Full Build Out bicycle network improvements outline the vision for the future bicycle network as the City grows and changes. Many of these improvements will require additional right-of-way and are not necessarily tied to a specific implementation time frame. However, the City is fortunate

to anticipate future development in many neighborhoods. The benefit of having these strategies specifically outlined in the Active Transportation Plan is right of way needs are identified for future project implementation, so there are no lost opportunities as new developments and roadway improvements occur. For instance, the full build out map can be utilized as a tool by planning and development when communicating street frontage requirements as new development occurs. It can also be used as a coordination tool when streets are repaved or impacted by other public works projects such as stormwater improvements.

CATALYST PROJECTS Catalyst projects are larger projects that may require additional right-of-way or greater investment as a City sponsored Capital Improvement Project. These are recommended projects that score high or medium in the prioritization process and provide great benefit for the city-wide bicycle network meeting the prioritization goals. Most of these recommendations indicate the 'full build out' but are recommended for a capital improvement project in the next six-year CIP and recommend the full build out strategy. These support connections to the NE 85th Station Area where significant growth is planned, connections into downtown, into the Totem Lake area and connecting from neighborhoods into denser areas. Table XX (accompanied by Figure XX) presents a list of recommended bicycle catalyst projects that show examples of gaps in the bike network that are scoring highest for future improvements while also providing the greatest benefit to existing and planned development and connectivity. More detail can be found in Appendix C including proposed implementation strategies.

"QUICK WIN" PLANNED IMPROVEMENTS For the most part, quick win strategies involve filling gaps in the planned bicycle network or improving existing bike facilities. Most of these strategies involve improvements that can be made within existing City right-of-way, either the existing paved roadway right-of-way or unpaved/ undeveloped areas within City-owned property. For example, improvements to existing bike facilities could include extending existing bike lanes to intersections, adding green conflict zone markings through intersections or along intersecting streets, and buffering or protecting existing bike facilities if space can be made available through restriping or re-channelization, or completing missing gaps in the system. Neighborhood greenways are also considered 'quick win' planned improvements as they do not require acquisition of additional property and primarily involve lower cost infrastructure investments such as signing and striping. High scoring quick win projects are also candidates to be in the next 6-year Capital Improvement Program but can also be addressed through other programs such as the annual striping program or the Neighborhood Safety Program. These strategies inform the development of the City's Capital Improvement Program over the first six-years of the plan horizon and/or inclusion into implementation programs such as the annual striping program. Many segments in the Recommended Bicycle Network have both an identified 'Quick Win' Improvement and a recommendation for a more robust, 'full build out' design.

Funded Bicycle Projects
Expected Completion by 2026



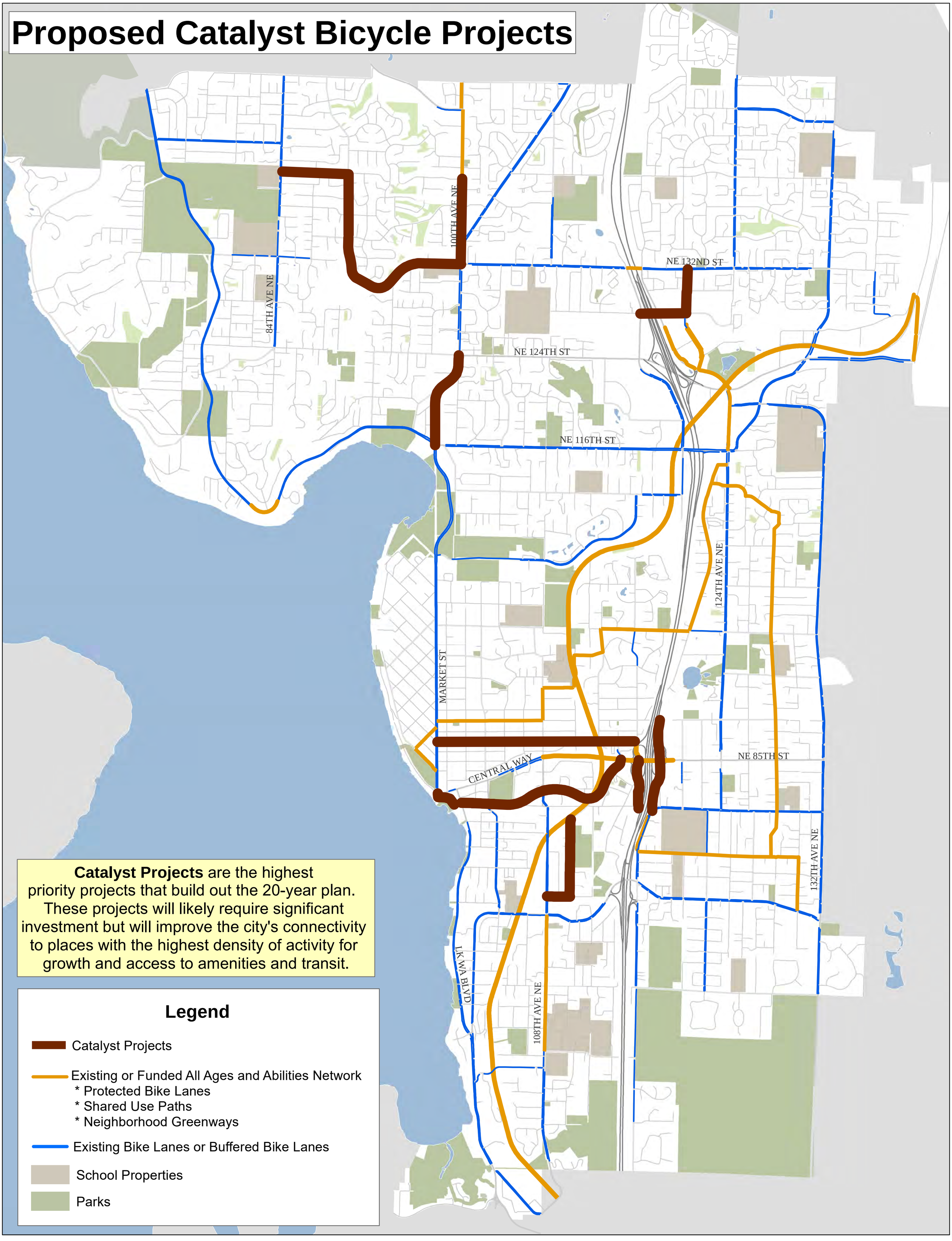
NOTE: Additional bike lane improvements through annual paving and striping program not included as they are currently being vetted.

Map does not include all sidewalk projects.

Legend

- Funded Projects
- Existing Bike Network
- School Properties
- Parks

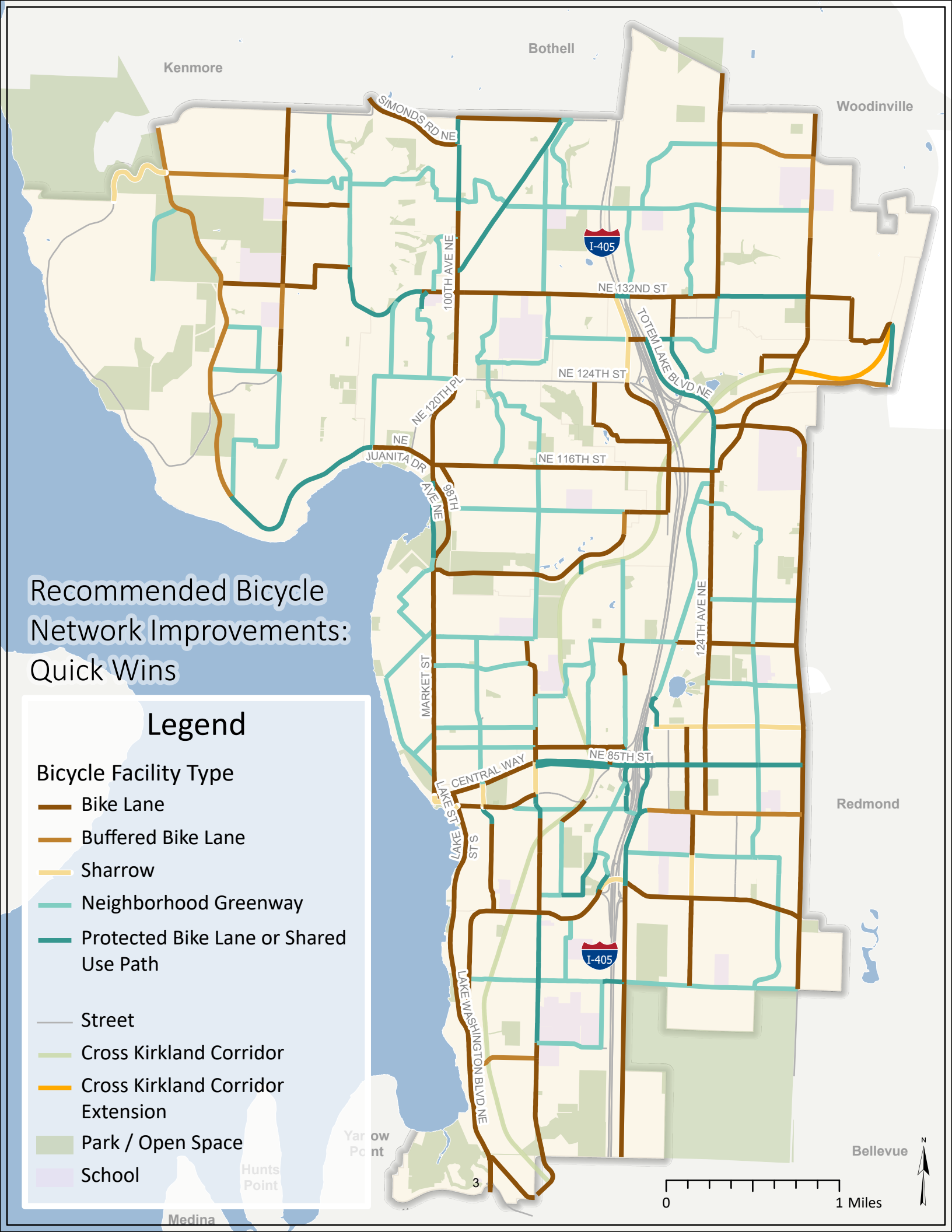
Proposed Catalyst Bicycle Projects

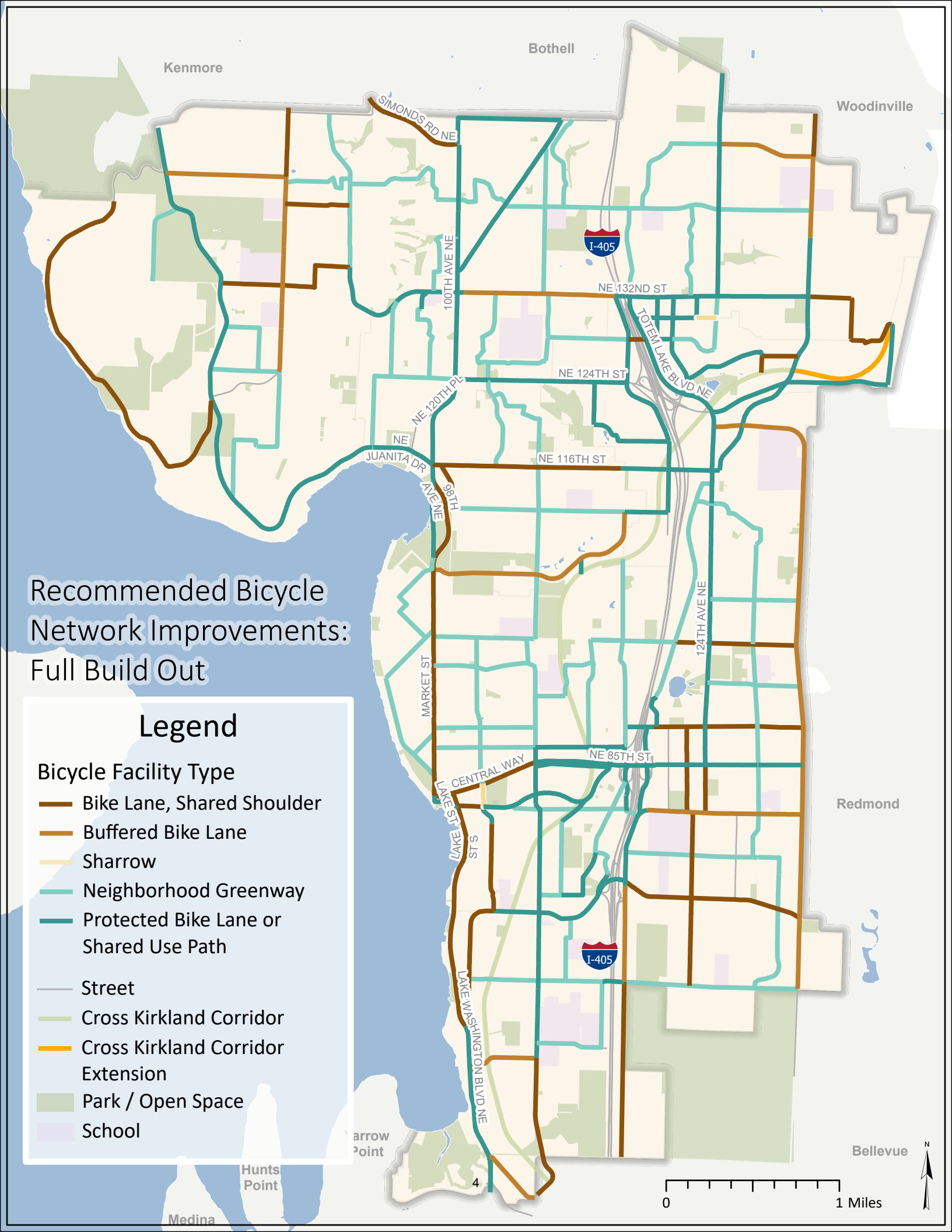


Catalyst Projects are the highest priority projects that build out the 20-year plan. These projects will likely require significant investment but will improve the city's connectivity to places with the highest density of activity for growth and access to amenities and transit.

Legend

- Catalyst Projects
- Existing or Funded All Ages and Abilities Network
  - * Protected Bike Lanes
  - * Shared Use Paths
  - * Neighborhood Greenways
- Existing Bike Lanes or Buffered Bike Lanes
- School Properties
- Parks


Recommended Bicycle Network Improvements: Quick Wins
Legend
Bicycle Facility Type
Bike Lane
Buffered Bike Lane
Sharrow
Neighborhood Greenway
Protected Bike Lane or Shared Use Path
Street
Cross Kirkland Corridor
Cross Kirkland Corridor Extension
Park / Open Space
School
Kenmore
Bothell
Woodinville
Redmond
Bellevue
Medina
Yarrow Point
Hunts Point
SIMONDS RD NE
100TH AVE NE
I-405
NE 132ND ST
TOTEM LAKE BLVD NE
NE 124TH ST
NE 120TH PL
NE JUANITA DR
NE 116TH ST
98TH AVE NE
124TH AVE NE
MARKET ST
NE 85TH ST
CENTRAL WAY
LAKE ST S
LAKE WASHINGTON BLVD NE
0
1 Miles
N


Recommended Bicycle Network Improvements: Full Build Out
Legend
Bicycle Facility Type
Bike Lane, Shared Shoulder
Buffered Bike Lane
Sharrow
Neighborhood Greenway
Protected Bike Lane or Shared Use Path
Street
Cross Kirkland Corridor
Cross Kirkland Corridor Extension
Park / Open Space
School
Kenmore
Bothell
Woodinville
Redmond
Bellevue
Medina
Hunts Point
SIMONDS RD NE
100TH AVE NE
NE 132ND ST
TOTEM LAKE BLVD NE
NE 124TH ST
NE 120TH PL
NE JUANITA DR
NE 116TH ST
98TH AVE NE
MARKET ST
124TH AVE NE
NE 85TH ST
CENTRAL WAY
LAKE ST S
LAKE WASHINGTON BLVD NE
I-405
I-405
0
1 Miles
N

The following list outlines the recommended **catalyst projects** that are high scoring and provide the greatest benefit for bicycle connectivity.

Street Name	From	To	Full Build Out
NE 128th St	116th Way NE	120th Ave NE	Add green conflict zone markings. Move EB bike lane to south curb. (116th Ave NE to Totem Lake Blvd) Add raised protected bike lane at curbside level on north side, in-street with delineators on south side (Totem Lake Blvd to 120th Ave NE)
NE 85th St	6th St	I-405/ 85th Station	Shared-Use Path
120th Ave NE	NE 128th St	NE 132nd St	Protected Bike Lanes
85th interchange area connections	all four quadrants		Shared Use Paths connecting to I-405 / 85th Station
Lakeshore Plaza	Market St	Kirkland Ave	Shared Use Path or two-way protected bike lanes (mixing zones may be required on entrances and potentially on Kirkland Ave to Lake St).
7th Ave	Market St	116th Ave NE	Buffered or Protected Bike Lanes, may require neighborhood greenway style implementation at west end of corridor.
Kirkland Ave/ Way	Lake St	NE 85th St	Add buffered or protected bike lanes. Requires right-of-way in some sections and widening of the CKC Bridge.
Railroad Ave, 8th St S, 9th Ave S	Kirkland Way	6th St S	Recommend Bike Lanes in some sections. Neighborhood Greenway passing Everest Park
98th Ave NE	NE 116th St	NE 124th St	Add buffered or protected bike lanes (both sides)
100th Ave NE	NE 132nd St	NE 139th St	Protected Bike Lanes
NE 132nd St, 131st Way, 90th Ave	100th Ave NE	NE 139th St	Shared-Use Path on west side. Downhill bike sharrow. Bike lanes connecting to 100th.
NE 139th St	90th Ave NE	84th Ave NE	Bike Lanes or Neighborhood Greenway

The following table shows additional quick win projects recommended as the highest priority in the next six years. Additional quick win projects beyond this list will be evaluated through annual programs, through subsequent CIP updates and as opportunities occur.

On	From	To	Quick Win Strategy
Lake St - Lake Wa Blvd	Lakeview Dr	Central Way	Promenade Study
124th Ave NE (north)	NE 132nd St	north city limits	Add pavement markings to existing bike lanes and extend bike lanes where they currently do not exist. Buffer where there is room.
113th Ave to 120th/ 118th St	NE 124th St	120th Ave NE	Restripe to add bike lane or neighborhood greenway. Would need comprehensive review to bike lanes.
6th St S	NE 68th St	Kirkland Way	Add green conflict zone markings, protected bike lanes around curve
NE 68th St	State	108th Ave NE	Re-channel to extend existing bike lanes, add green conflict zone markings

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
Totem Lake Blvd	NE 124th St	120th Ave NE	Add wayfinding and shared use signs for existing wide sidewalk	Protected Bike Lane southbound connecting to the Totem Lake Bridge Connector. Additional right-of-way required.	North Rose Hill		High
Totem Lake Blvd	120th Ave NE	NE 128th St	Completed 10' wide path on east side of Totem Lake Blvd.	Widen protected space on east side for shared path or protected bike lane(s). Additional right-of-way required.	North Rose Hill		High
Totem Lake Blvd	NE 128th St	NE 132th St	Existing sidewalk	Two-way protected bike lane(s) or widen existing shared-use path on east side. Additional right-of-way required.	North Rose Hill		High
NE 124th St	116th Ave NE	124th Ave NE	No bike facillities recommended over I-405 freeway interchange.	No bike facillities recommended over I-405 freeway interchange.	North Rose Hill		High
NE 124th St	124th Ave NE	Slater Ave NE	Buffered bike lanes as development occurs	Protected Bike Lanes - utilize buffered bike lane space and COK right-of-way.	North Rose Hill		High
Lakeshore Plaza	Central Way	Boat launch	Downhill sharrow, uphill bike lane or shared use path on east side adjacent to auxiliary lot. Considerations with boat launch and queueing. Shared Use Path on east side adjacent to auxiliary lot avoids bike conflicts with the boat launch traffic but downhill SB cyclists unlikely to use this facility so downhill sharrows are still needed to raise awareness about potential conflicts	Further protected space as area develops. Considerations with boat launch and queueing.	Moss Bay		High
Market at Central	Central Way	Just S of Heritage Hall	Completed SB Bike Lane to intersection.	Improve existing bike lanes	Market	Moss Bay	High
Market St	Central Way	Forbes Creek Dr	Maintain green conflict zone markings. Provide protected space connecting Stores to Shores Greenway across Market between 9th Ave and 2nd St W (pending Greenway alignment design)	Study - Improve existing bike lanes, parking utilization analysis. Part of evalulation of corridor with planned transit improvements.	Norkirk	Market	High
120th Ave NE	NE 116th St	NE 118th St	Extend NB bike lane stripe to 116th St, add thermo bicycle symbols, remove sharrow. Evaluate with pedestrian improvements and improved access to Cross Kirkland Corridor.	Protected Bike Lanes as development occurs. Additional right-of-way required.	North Rose Hill		High
120th Ave NE	NE 118th St	NE 124th St	Add green conflict zone markings and add bike symbols to existing bike lanes. Complete bike lane to intersection at north end.	Protected Bike Lanes as development occurs. Additional right-of-way required.	North Rose Hill		High
116th Ave NE	NE 124th St	NE 132nd St	Add Sharrows. Requires right-of-way for additonal improvements	Protected Bike Lanes as development occurs. Additional right-of-way required.	North Rose Hill		High
Lake St - Lake Wa Blvd	Lakeview Dr	Central Way	Lake St - Lake Washington Blvd Promenade study	Study recommendations could include protected bike lanes, share use paths or some other type of improvement that would upgrade the existing bike lanes.	Moss Bay, Lakeview	Lakeview	High
6th St	NE 68th St	5th Ave S	Add green conflict zone markings	Protected Bike Lanes as development occurs on east side. Additional right-of-way required.	Everest		High

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
6th St	5th Ave S	1st Ave S	Add green conflict zone markings	Protected Bike Lanes as development occurs on east side. Additional right-of-way required.	Everest	Moss Bay	High
6th St	1st Ave S	6th St turn off	Parking utilization and channelization analysis for protected bike lane	Protected Bike Lane. Additional right-of-way may be required.	Moss Bay		High
6th St	6th St turn off	Kirkland Ave - Way	COK right-of-way between Kirkland Ave and 6th St at triangle. Protected Bike Lanes up-hill	Protected Bike Lane. Additional right-of-way may be required. Triangle at Kirkland Ave and 6th provides right-of-way opportunity.	Moss Bay		High
6th St	Kirkland Ave - Way	Central Way	Add Sharrows. Requires right-of-way for additonal improvements	Protected Bike Lane or Shared Use Path on eastside of street. Additional right-of-way required.	Moss Bay		High
NE 128th St	116th Way NE	Totem Lake Blvd	Add green conflict zone markings. Move EB bike lane to south curb.	Maintain improved bike lanes	North Rose Hill		High
NE 128th St	Tote Lake Blvd	120th Ave NE	Add raised protected bike lane at curbside level on north side, in-street with delineators on south side	Maintain protected bike lanes	North Rose Hill		High
NE 130th Pl	Tote Lake Blvd	120th Ave NE	New street extension. Protected Bike Lanes as development occurs. Additional right-of-way required.	New street extension. Protected Bike Lanes as development occurs. Additional right-of-way required.	North Rose Hill		High
NE 130th Lane	120th Ave NE	121st Ave NE	Protected Bike Lanes. Additional right-of-way may be required.	Protected Bike Lanes. Additional right-of-way may be required.	North Rose Hill		High
NE 130th Lane	121st Ave NE	124th Ave NE	Recommended Sharrows	Recommended Sharrows	North Rose Hill		High
118th Ave NE	NE 128th St	NE 130th Pl	New street extension. Protected Bike Lanes as development occurs. Additional right-of-way required.	New street extension. Protected Bike Lanes as development occurs. Additional right-of-way required.	North Rose Hill		High
118th Ave NE	NE 130th Pl	NE 132nd St	New extension. Recommend Shared Use Path. Additional right-of-way required.	New extension. Recommend Shared Use Path. Additional right-of-way required.	North Rose Hill		High
121st Ave NE	NE 130th Ln	NE 132nd St	New street extension. Protected Bike Lanes as development occurs. Additional right-of-way required.	New street extension. Protected Bike Lanes as development occurs. Additional right-of-way required.	Totem Lake		High
NE 68th St	State St	108th Ave NE	Rechannel/ restripe to complete WB bike lane to 108th, add green paint at driveways.	Protected Bike Lanes as development occurs. Additional right-of-way required.	Everest	Moss Bay, Central Houghton	High
NE 68th St	108th Ave NE	I-405 off-ramp	Rechannel/ restripe to complete bike lane to 405 ramps and add green paint at driveways.	Protected Bike Lanes as development occurs. Additional right-of-way required.	Everest	Central Houghton	High
NE 72nd St over I-405	I-405 off-ramp	116th Ave NE	Work with WSDOT to improve bike markings, merge.	Improvements to add bike protection would require bridge widening.	Everest	South Rose Hill	High
NE 85th St	6th St	Kirkland Way	Shared-Use Path	Shared-Use Path	Moss Bay	Norkirk, Highlands	High

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
NE 85th St	Kirkland Way	I-405 off-ramp	Shared-Use Path	Shared-Use Path	North Rose Hill	South Rose Hill, Highlands, Everest	High
NE 85th St	I-405 off-ramp	128th Ave NE	Protected Bike Lanes	Protected Bike Lanes	North Rose Hill	South Rose Hill	MedHigh
NE 85th St	128th Ave NE	130th Ave NE	Shared Use Path (wide sidewalk)	Shared Use Path (wide sidewalk)	North Rose Hill	South Rose Hill	Medium
Lk Wa Blvd	south city limits	just N of NE 38th Pl	Maintain green conflict zone markings. Buffer where appropriate.	Evaluate improvements based on Lake-Lake Washington Blvd Promenade Study north of Lakeview Drive	Lakeview		High
Lake Wa Blvd	NE 38th Pl	Lakeview Dr	Maintain green conflict zone markings. Buffer where appropriate.	Evaluate improvements based on Lake-Lake Washington Blvd Promenade Study north of Lakeview Drive	Lakeview		High
124th Ave NE (north)	NE 132nd St	NE 144th St	Add pavement markings to existing bike lanes.	Protected Bike Lanes as development occurs. Additional right-of-way required.	Kingsgate		High
124th Ave NE (north)	NE 144th St	NE 145th Pl	maintain existing bike lanes	Protected Bike Lanes as development occurs. Additional right-of-way may be required.	Kingsgate		High
124th Ave NE (north)	NE 145th Pl	north city limits	Extend current bike lanes	Protected Bike Lanes as development occurs. Additional right-of-way required.	Kingsgate		High
120th Ave NE	Totem Lake Blvd	NE Totem Lake Way	Add wayfinding and shared use signs for existing wide sidewalk	Shared-Use Path	North Rose Hill		High
120th Ave NE	NE Totem Lake Way	NE Village Plaza	Add wayfinding and improved signage or stencils to existing bike lanes	Maintain protected Bike Lane	North Rose Hill		High
120th Ave NE	NE Village Plaza	NE 128th St	Add wayfinding and improved signage or stencils to existing bike lanes	Maintain protected Bike Lane	North Rose Hill		High
120th Ave NE	NE 128th St	NE 132nd St	Uphill bike lane	Protected Bike Lanes as development occurs. Additional right-of-way may be required.	North Rose Hill		High
108th Ave NE	south city limits	NE 52nd St	Stripe uphill bike lane from south city limit to NE 41st Dr, green intersection markings. Will require coordination with Bellevue to the south	Protected bike lanes as development occurs. Additional right-of-way required, easement on Lake Washington School district property.	Central Houghton		High
NE 116th St	124th Ave NE	Slater	Extend bike lane to 116th intersection, add green conflict zone markings	Protected Bike Lanes as development occurs. Additional right-of-way required.	Totem Lake		High
85th interchange area connections	116th Ave NE	NE 87th St	Shared Use Path connecting to I-405 / 85th Station	Shared Use Path connecting to I-405 / 85th Station	Everest	Highlands	High
85th interchange area connections	NE 80th St	NE 85th St	Shared Use Path connecting to I-405 / 85th Station	Shared Use Path connecting to I-405 / 85th Station	South Rose Hill		High
85th interchange area connections	NE 85th St	NE 90th St	Shared Use Path connecting to I-405 / 85th Station	Shared Use Path connecting to I-405 / 85th Station	North Rose Hill		High
Slater St	Kirkland Ave	NE 85th St Station Area connector path	Neighborhood Greenway to a Shared Use Path	Neighborhood Greenway to a Shared Use Path	Everest		Medium
Slater Ave NE	NE 116th St	NE 124th St	Add green conflict zone markings.	Protected Bike Lanes as development occurs. Additional right-of-way required.	Totem Lake	North Rose Hill	High
Slater/ 132nd Ave NE	NE 124th St	NE 129th St	Add bike symbol markings to existing bike lanes, add green conflic zone markings. Oher improvements as recommended from CKC/ 132nd crossing study.	Protected Bike Lanes as development occurs. Additional right-of-way required.	Totem Lake	Kingsgate	High
132nd Ave NE	NE 129th St	NE 132nd St	Add bike symbol markings to existing bike lanes, add green conflic zone markings.	Protected Bike Lanes as development occurs. Additional right-of-way required.	Kingsgate		High

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
NE 128th St	120th Ave NE	124th Ave NE	Was not prioritized in 128th Corridor Study in lieu of other, more direct and flatter bike connections.	Neighborhood Greenway	North Rose Hill		High
124th Ave NE	NE 128th St	NE 132nd St	There is a potential to add bike lanes on this segment of 124th Avenue NE between NE 130th Ln to NE 132nd St that would require the removal of the northbound right turn lane at the NE 132nd Street/124th Avenue NE intersection. The 128th Corridor Study recommends monitoring traffic volumes to determine if the northbound right turn lane can be removed.	Protected bike lanes as development occurs to extend 124th Ave bike lanes/ PBL's south to this segment. Additional right-of-way required.	Totem Lake	Kingsgate	High
NE 124th St	Slater Ave NE	Willows	Buffered bike lanes as development occurs. Development related buffered bike lane and shared use path on S side, bike lane on N side in vicinity of Willows Rd and 134th Ct.	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.	North Rose Hill		MedHigh
113th Ave to 120th/ 118th St	NE 124th St	120th Ave NE	Restripe to add bike lane or neighborhood greenway. Would need comprehensive review to bike lanes.	Evaluate as part of all-ages and abilities network. Volume and speeds are slow to warrant a protected bike lane but could be warrented as an all-ages and abilities bypass of NE 116th Ave. Additional right-of-way required.	North Rose Hill		MedHigh
7th Ave	Market St	6th St	Add neighborhood greenway type improvements	Evaluate greater protection. Concern with negotiating intersections with existing curb extensions, circles and appropriateness of protected bike lane with many driveways.	Norkirk	Highlands	MedHigh
7th Ave	6th St	116th Ave NE	Uphill bike lane CKC to 116th	Buffered or Protected Bike Lanes. May require impacts to parking. Impact to driveways are a consideration.	Norkirk	Highlands	MedHigh
124th Ave NE	NE 80th St	NE 84th Ln	maintain existing bike lanes	maintain existing bike lanes	South Rose Hill		MedHigh
124th Ave NE	NE 84th Lane	NE 85th St	extend bike lanes to 85th intersection	maintain existing bike lanes	South Rose Hill		MedHigh
124th Ave NE	NE 85th St	NE 112th Pl	Add green conflict zone markings. Buffers have already been added that fit within existing right-of-way	Protected bike lanes with further development. Requires right-of-way, moving power poles and tree removal	North Rose Hill		MedHigh
124th Ave NE	NE 112th Pl	NE 115th Pl / Slater	Add green conflict zone markings	Protected bike lanes with further development. Requires right-of-way, moving power poles and tree removal	North Rose Hill		MedHigh
124th Ave NE	NE 115th Pl / Slater	NE 116th St	Bike lanes or protected bike lanes if rechannelization is possible. NB bike lane recently added buffer from 112th Pl to Slater	Protected bike lanes with further development on east side. Additional right-of-way may be required.	North Rose Hill		MedHigh
124th Ave NE	NE 116th St	NE 120th St	Protected Bike Lanes - funded as part of NE 124th Ave Improvement project	Maintain protected bike lanes	North Rose Hill		MedHigh

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
124th Ave NE	NE 120th St	NE 124th St	Protected Bike Lanes - funded as part of NE 124th Ave Improvement project	Maintain protected bike lanes	North Rose Hill		MedHigh
NE 124th St	100th Ave NE	103rd Ave NE	long-term shared use path or two-way protected bike lane on north side could happen earlier as the city implements prioritized projects and development occurs along the corridor	Shared-Use Path or Two-Way Protected Bike Lane on north side. City right-of-way on north side. Would require tree removal.	Juanita	Totem Lake	MedHigh
NE 124th St	103rd Ave NE	116th Ave NE	long-term shared use path or two-way protected bike lane on north side could happen earlier as the city implements prioritized projects and development occurs along the corridor	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.	Juanita	Totem Lake	MedHigh
Kirkland Way	6th St	9th St	Conduct parking utliization analysis. Long-term strategy could happen earlier as development occurs in the 85th Station Area and I-405 freeway station is built	Add buffered or protected bike lanes as area further develops. Would likely require parking utilization analysis and potential removal of parking. Long term based on coordination with potential widening or replacement of CKC bridge.	Moss Bay		MedHigh
Kirkland Way	9th St	NE 85th St	Long-term strategy could happen earlier as development occurs in the 85th Station Area and I-405 freeway station is built.	Protected bike lanes as development occurs. Additional right-of-way required. Would require widening or replacement of CKC bridge	Everest	Moss Bay	MedHigh
114th Ave NE	NE 85th St	NE 87th St	partial SB bike lane	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 supplement connection and would be a protected bike lane. Right-of-way required north of NE 86th St. City of Kirkland right-of-way south of 86th but would require retaining wall reconstruction to the east, potential rechannelization at 87th intersection.	Highlands		MedHigh
NE 116th St	98th Ave NE	99th Pl NE	Continue bike lane to intersection/ bike box	maintain	Juanita		MedHigh
NE 116th St	99th Pl NE	115th Ln NE	Add green conflict zone markings	Buffer bike lanes as development occurs. Some property lines are set-back farther than others. New develoment should require the same set-back from street to allow consistent right-of-way along the corridor for future improvements.	Juanita		MedHigh
NE 116th St	115th Ln NE	120th Ave NE	Add green conflict zone markings	Protected Bike Lanes as development occurs. Additional right-of-way required.	Totem Lake	Juanita	MedHigh
NE 116th St under I-405	120th Ave NE	124th Ave NE	Add green conflict zone markings	Protected Bike Lanes as development occurs. Under 405 needs coordination with WSDOT. Additional right-of-way may be required.	Totem Lake		MedHigh
State St	NE 68th St	2nd Ave S	Add green conflict zone markings. Complete bike lane to NE 68th St.	maintain bike lanes	Moss Bay		MedHigh
State St	Kirkland Ave	2nd Ave NE	Buffered or protected uphill bike lane. Improve downhill sharrow marking	maintain bike lanes	Moss Bay		MedHigh
Kirkland Ave	Lake St	east of library (end of EB bike lane)	Add bike lanes	Secure right-of-way to add protection for bike lanes if/ when development occurs on north side. Address conflicts between bike lanes and bulb-outs for curbsite improvements.	Moss Bay		MedHigh

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
Kirkland Way-Ave	3rd St	6th St	Conduct parking utliization analysis with consideration of future parking changes and added parking in Kirkland Urban. Add bike symbols to eastbound bike lane between Kirkland Way and 6th. Add green conflict zone markings.	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 may be required.	Moss Bay		MedHigh
Slater Ave (Stores to Shores)	NE 100th St	NE 112th Pl	Funded Stores to Shores Neighborhood Greenway (construction 2023-24)	maintain neighborhood greenway	North Rose Hill		MedHigh
NE 115th Pl, Slater (Stores to Shores)	NE 112th Pl	124th Ave NE	Funded Stores to Shores Neighborhood Greenway (construction 2023-24)	maintain neighborhood greenway	North Rose Hill		MedHigh
NE 112th Pl (Stores to Shores)	Slater Ave	124th Ave NE	Funded Stores to Shores Neighborhood Greenway (construction 2023-24). Provides greenway 'connector' with North Rose Hill 128th Ave Greenway.	maintain neighborhood greenway	North Rose Hill		MedHigh
NE 52nd St	Lake Wa Blvd	CKC	Uphill Bike Lane, downhill Sharrow	uphill buffered bike lanes	Lakeview		MedHigh
NE 52nd St	CKC	108th Ave NE	Uphill Bike Lane, downhill Sharrow	uphill buffered bike lanes	Central Houghton		MedHigh
9th Ave S	6th St S	8th St S	Recommend Bike Lanes or Greenway	maintain	Everest		MedHigh
8th St S	9th Ave S	Railroad Ave	Recommend Bike Lanes or Greenway	maintain	Everest		MedHigh
Railroad Ave	8th St S	Kirkland Way	Recommend Bike Lanes	Shared Use path on east side or Protected Bike Lanes as development occurs on east side.	Everest		MedHigh
Waverly Way (Stores to Shores)	Market St	2nd St W	Funded Stores to Shores Neighborhood Greenway (construction 2023-24)	maintain neighborhood greenway	Market		MedHigh
2nd St W (Stores to Shores)	Waverly Way	Market St	Funded Stores to Shores Neighborhood Greenway (construction 2023-24)	maintain neighborhood greenway	Market		MedHigh
9th Ave (Stores to Shores)	Market St	6th St	Funded Stores to Shores Neighborhood Greenway (construction 2023-24)	maintain neighborhood greenway	Norkirk		MedHigh
6th St (Stores to Shores)	9th Ave	12th Ave	Funded Stores to Shores Neighborhood Greenway (construction 2023-24)	maintain neighborhood greenway	Norkirk		MedHigh
12th Ave (Stores to Shores)	6th St	110th Ave NE	Funded Stores to Shores Neighborhood Greenway (construction 2023-24)	maintain neighborhood greenway	Norkirk		MedHigh
112th Ave, 97th, 110th Ave NE (Stores to Shores)	117th Pl NE	12th Ave	Funded Stores to Shores Neighborhood Greenway (construction 2023-24)	maintain neighborhood greenway	Highlands	Norkirk	MedHigh
NE 100th St Bridge (Stores to Shores)	117th Pl NE	Slater Ave	Funded Stores to Shores Neighborhood Greenway (construction 2023-24). Project will modify gate on east end of bridge to allow direct access to the bridge without having to use the ADA switchback ramps.	maintain	North Rose Hill	Highlands	MedHigh
112th Ave NE	NE 87th St	NE 97th St	Neighborhood Greenway	Neighborhood Greenway	Highlands		MedHigh
NE 132nd St under I-405	116th Way NE	116th Ave NE	Funded as part of I-405 / 132nd Interchange project. Wide sidewalks/ shared use path in and between round-abouts.	maintain Shared Use Path	Totem Lake	KIngsgate, Juanita	MedHigh

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
NE 132nd St	116th Ave NE	124th Ave NE	Add bike symbol pavement markings and green conflict zone markings	Preserve additional right-of-way for greater protected facilities as development occurs	Totem Lake	Kingsgate	MedHigh
NE 132nd St	124th Ave NE	132nd Ave NE	Buffered or Protected Bike Lanes, extend to interesection at E end	maintain	Kingsgate		MedHigh
Central Way	Market St	Lake St	EB Bike Lanes are being added as part of rechannelization project.	Maintain bike lanes. Explore greater protection if more parking moves underground with development and if city changes parking policies.	Moss Bay		MedHigh
Central Way	Lake St	Peter Kirk Lane	Complete bike lane gaps. Add green conflict zone markings.	Maintain bike lanes. Explore greater protection if more parking moves underground with development and if city changes parking policies.	Moss Bay		MedHigh
Central	Peter Kirk Lane	6th St	Add green conflict zone markings.	Maintain bike lanes. Explore greater protection if more parking moves underground with development and if city changes parking policies.	Moss Bay		MedHigh
116th Ave NE	NE 87th St	NE 95th St	Neighborhood Greenway. Recommended bike/ ped route as part of 85th Station Area Plan.	Neighborhood Greenway. Will require a high level of greenway implementation to reduce volumes.	Highlands		MedHigh
116th Ave NE	NE 95th St	NE 100th St	Northbound bike lanes exist. Add bike symbol to NB bike lane.	Add southbound bike lane (and sidewalks) as development occurs. Additional right-of-way required.	Highlands		MedHigh
116th Ave NE	NE 110th St	NE 107th Ln	Neighborhood Greenway	Neighborhood Greenway	Highlands		MedHigh
Lakeshore Plaza	Central	Lake St	Add 'neighborhood greenway' style implementation strategies such as signs, sharrows, etc. along Lakeshore Plaza (drive lane).	Add protected bike lanes along Marina Park if/ when development occurs of the Lakeshore parking lot and surrounding area.	Moss Bay		MedHigh
98th Ave NE	Forbes Creek Dr		Completed NB Buffered Bike Lane, SB Bike lane and shared bike/ transit lane at transit queue jump. Work with Parks to better faciliate connection the intersection at Forbes Creek Drive and the Old Market Street trail.		Juanita	Market	MedHigh
98th Ave NE		NE 116th St	Completed Bike Lanes	Create protected intersection amenities at the corner of 98th Ave and 116th St. Also extend shared use path coming from Old Market Street trail north to Juanita Drive and around the SW corner to the west. This will require development to happen for additional right-of-way.	Juanita		MedHigh
98th Ave NE	NE 116th St	NE 120th Pl	Add green conflict zone markings. Add NB Bike Lane	Add buffered or protected bike lanes (both sides) as development occurs on east side. Additional right-of-way required.	Juanita		MedHigh
NE 120th Pl	NE 120th Pl	NE 124th St	Explore opportunities to add bike lanes within existing ROW	Add protected bike lanes as development occurs. Additional right-of-way required.	Juanita		MedHigh
100th Ave NE	NE 124th St	NE 125th Dr	Complete bike lanes to NE 124th St. Add green conflict zone markings. Buffer in areas with room.	Add protected bike lanes as development occurs. Additional right-of-way required.	Juanita		MedHigh
100th Ave NE	NE 125th Dr	NE 132nd St	Add green conflict zone markings. Buffer if room.	Add protected bike lanes as development occurs. Additional right-of-way required.	Juanita		MedHigh
Main St/ Transit Center	Kirkland Ave	Central Way	Add sharrows through transit center.	maintain	Moss Bay		MedHigh
3rd St	Central Way	7th Ave	Neighborhood Greenway type implementation here or along parallel route	maintain	Norkirk	Moss Bay	MedHigh

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
3rd St	7th Ave	18th Ave	Neighborhood Greenway type implementation here or along parallel route. Requires high level of greenway implementation to reduce volumes.	maintain	Norkirk		MedHigh
132nd Ave NE	NE 132nd St	NE 137th Pl	Add bike symbol pavement markings to existing bike lanes.	Add protected bike lanes as development occurs. Additional right-of-way required.	Kingsgate		MedHigh
132nd Ave NE	NE 137th Pl	NE 143rd St	Complete bike lanes at north end to NE 143rd St.	maintain	Kingsgate		MedHigh
132nd Ave NE	NE 143rd St	north city limits	Add bike lanes	Coordinate with the City of Woodinville for seamless connection and facility type.	Kingsgate		MedHigh
NE 143rd St	124th Ave NE	132nd Ave NE	Buffered Bike Lanes	Buffered Bike Lanes	Kingsgate		MedHigh
NE 112th St	100th Ave NE	108th Ave NE	Neighborhood Greenway. Requires high level of greenway implementation to reduce volumes.	maintain	Juanita		MedHigh
NE 112th St	108th Ave NE	116th Ave NE	Neighborhood Greenway. Requires high level of greenway implementation to reduce volumes.	maintain	Juanita		MedHigh
NE 112th St	116th Ave NE	116th Pl NE	complete bike lanes to intersection at 116th Ave NE	Protected bike lanes as development occurs. Additional right-of-way required.	Juanita		MedHigh
NE 112th St	116th Pl NE	120th Ave NE	complete bike lanes to intersection at 120th Ave NE	Protected bike lanes as development occurs. Additional right-of-way required.	Totem Lake	Juanita	MedHigh
120th Ave NE	NE 112th St	NE 116th St	complete bike lanes to intersections at north and south end.	Protected bike lanes as development occurs. Additional right-of-way required.	North Rose Hill		MedHigh
108th Ave NE	NE 52nd St	NE 53rd St	Work with Lake Washington School district to acquire space for NB bike lane.	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.	Central Houghton		MedHigh
108th Ave NE	NE 53rd St	NE 59th St	NB Protected bike lanes planned as part of 108th Ave queue jump project funded through design.	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.	Central Houghton		MedHigh
108th Ave NE	NE 59th St	NE 62nd St	NB Protected bike lanes planned as part of 108th Ave queue jump project funded through design.	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.	Central Houghton		MedHigh
108th Ave NE	NE 62nd St	NE 68th St	NB Protected bike lanes planned as part of 108th Ave queue jump project funded through design.	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.	Central Houghton		MedHigh

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
100th Ave NE	NE 132nd St	NE 137th St	Add bike lanes through rechannelization	Add protected bike lanes as development occurs or with phase 2 of 100th Avenue NE Corridor Improvements project. Additional right-of-way may be required.	Juanita	Finn Hill	MedHigh
100th Ave NE	NE 137th St	NE 139th St	Add bike lanes through rechannelization	Add protected bike lanes as development occurs or with phase 2 of 100th Avenue NE Corridor Improvements project. Additional right-of-way may be required.	Juanita	Finn Hill	MedHigh
100th Ave NE	NE 139th St	Simonds	Protected bike lanes - funded as part of 100th Avenue NE Corridor Improvements	maintain	Finn Hill	Juanita	MedHigh
100th Ave NE	Simonds	north city limits	Protected bike lanes - funded as part of 100th Avenue NE Corridor Improvements	maintain	Juanita		MedHigh
NE 132nd St	100th Ave NE	100th Pl NE	Extend bike lane to intersection if rechannelization is possible of existing configuration.	Protected bike lanes as development occurs. Some city right-of-way exists, mostly on north side but some properties would need to redevelop to achieve a continuous right-of-way.	Juanita		MedHigh
NE 132nd St	100th Pl NE	116th Way NE	Add green conflict zone markings. Seek opportunities to widen or buffer existing bike lane with restriping or repaving.	Protected bike lanes as development occurs. Some city right-of-way exists, mostly on north side but some properties would need to redevelop to achieve a continuous right-of-way.	Juanita		MedHigh
Waverly Way	6th St W	2nd St W	Neighborhood Greenway. Requires high level of greenway implementation to reduce volumes.	maintain	Market		Medium
6th St W	Waverly Way	Market St	Neighborhood Greenway. Requires high level of greenway implementation to reduce volumes.	maintain	Market		Medium
Proposed Neighborhood Greenway	6th St W	9th St W	Neighborhood Greenway	maintain	Market		Medium
Access to Juanita Bay Park	9th St W	Juanita Bay Park boardwalk	Neighborhood Greenway. Coordinate with Parks to provide link to Old Market Street Trail through Juanita Bay Park.	maintain	Market		Medium

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
Lakeview Dr	Lake Wa Blvd	101st Ct NE	Complete Bike Lane through merge and intersection. Add green conflict zone markings. Buffer if room in existing right-of-way.	maintain	Lakeview		Medium
Lakeview Dr	101st Ct NE	State St	Add green conflict zone markings. Buffer if room in existing right-of-way.	maintain	Lakeview	Moss Bay	Medium
15th Ave	Market St	5th Pl	Neighborhood Greenway type implementation here or along parallel route (15th Ave or 18th Ave) as E/W corridor in Norkirk neighborhood.	maintain	Norkirk		Medium
122nd Ave NE	NE 80th St	NE 85th St	Assess parking needs to add space for bike lanes.	Buffer as development occurs. Additional right-of-way required.	South Rose Hill	North Rose Hill	Medium
NE 53rd St (by NWU)	108th Ave NE	114th Ave NE	Neighborhood Greenway. Would require high level of greenway implementation to reduce volumes. Bike lanes would be an alterive on tihis segment.	maintain	Central Houghton		Medium
114th Ave NE (by NWU)	NE 53rd St	NE 60th St	Neighborhood Greenway	maintain	Central Houghton		Medium
11th Ave	NE 60th St	NE 68th St	Neighborhood Greenway	maintain	Central Houghton		Medium
18th Ave	Market St	6th St	Neighborhood Greenway type implementation here or along parallel route (15th Ave or 18th Ave) as E/W corridor in Norkirk neighborhood. Would require a high level of greenway implementation to reduce volumes.	maintain	Norkirk		Medium
6th St or 5th St	Central Way	7th Ave	Key connection between Central and 7th. 5th Street a likely flatter and lower stress alternative for this connection but less direct than 6th. Bike Lanes best due to volumes.	Protected Bike Lanes. Additional right-of-way may be required.	Moss Bay	Norkirk	Medium
6th St	7th Ave	18th Ave	Neighborhood Greenway. Requires high level of greenway implemenation to reduce volumes.	maintain	Norkirk		Medium
99th Pl NE	NE 112th St	NE 116th ST	Bike Lanes	Bike Lanes	Juanita		Medium
NE 125th Pl - 113th Ext is Alternative (CW Connct)	103rd Ave NE	109th Ave NE	Neighborhood Greenway. Requires coordination and easement with Lake Washington School District around Juanita High School.	maintain	Juanita		Medium
ROW - 113th Ext is Alternative (CW Connct)	109th Ct NE	NE 128th St	Neighborhood Greenway. Requires coordination and easement with Lake Washington School District around Juanita High School.	maintain	Juanita		Medium
109th Ave NE (by Juanita HS)	NE 128th St	NE 132nd Sr	Neighborhood Greenway	maintain	Juanita		Medium
NE 128th ST (E of 405)	109th Ave NE	116th Ave NE	Neighborhood Greenway	maintain	Totem Lake	Juanita	Medium

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
131st Way, 90th Ave	NE 134th St	W end of Juanita Elementary School	Shared-Use Path on west side. Downhill bike sharrow. All ages can use shared use path. Faster cyclists to use the lane.	Elevate Shared Use path on west side. Widen corridor required to improve downhill bike lane and provide enough shoulder buffer from edge of roadway due to ravine below.	Finn Hill		Medium
NE 132nd St	W end of Juanita Elementary School	100th Ave NE	Bike implementation should accommodate receiving bike lane from east of 100th then transition to the shared use path on north side of street heading up-hill. School circulation and fire station consideration. Bike facilities being added on north side of street with fire station.	Further buffer or protect bike facilities as develoment occurs. May require additional right-of-way.	Juanita	Finn Hill	Medium
NE 100th St	124th Ave NE	132nd Ave NE	add bike lanes in existing right-of-way	maintain	North Rose Hill		Medium
132nd Ave NE	NE 60th St	NE 85th St	Add green conflict zone markings. Buffer in areas where there is room in existing right-of-way.	Buffer bike lanes as development occurs. Additional right-of-way required.	South Rose Hill	Bridle Trails	Medium
Juanita Woodinville Way NE	100th Ave NE	NE 145th St	Add green conflict zone markings. Buffer or protect bike lanes within existing right-of-way	Preserve additional right-of-way for greater protected facilities as development occurs. Heavy impacts to trees along corridor with any widening.	Juanita		Medium
Kirkland Way	Kirkland Way	116th Ave NE	Neighborhood Greenway	Work with WSDOT to improve bike/ pedestrian bridge.	Everest	Moss Bay	Medium
93rd Ave NE/ 124th St	Juanita Dr	100th Ave NE	Neighborhood Greenway. Requires high level of greenway implemenation to reduce volumes.	maintain	Juanita		Medium
98th Ave NE	NE 124th St	NE 139th Pl	Neighborhood Greenway. From 98th to 100th change facilty type to bike lanes for one block uphill climb.	maintain	Juanita		Medium
trail west of Juanita Elementary School	NE 130th Pl	NE 132nd St	Existing paved shared use path. Add wayfinding for Greenway route.	maintain	Juanita		Medium
98th Ave NE	NE 132nd St	100th Ave NE	Neighborhood Greenway	maintain	Finn Hill	Juanita	Medium
Path north of Totem Lake (frm TL Way to NE 126th Pl)	120th Ave NE	128th Ln NE	None	Shared Use Path. Part of CitywideTransportation Connections.	North Rose Hill		Medium

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
NE 145th St	100th Ave NE	Juanita Woodinville Dr	Formalize paved shoulders as bike lanes or buffered bike lanes. Interim treatment must consider areas with no sidewalks. In those spaces, shoulder may require shared walk/ bike lane markings.	As development occurs, preserve right-of-way for existing space and add buffered bike lanes when adjacent sidewalks get built.	Juanita		Medium
4th Ave or 5th Ave	6th St	Kirkland Way	Existing shared use path from 4th Ave to 10th St can be used in interim but requires use of sidewalk or in-street bicycling on 10th St to connect to staircase and trail up to the CKC. Add bike sharrows on 4th Ave between 6th St and trail and on 10th St between 4th Ave Trail and CKC connector trail. Improve trail connection to CKC by adding bike runnels.	Shared Use Path along 5th Ave between 6th St and trail connection to the CKC. Seek additional improvements on trail connector to CKC. Additional right-of-way may be required.	Moss Bay		Medium
116th Ave NE	NE 70th St	NE 75th St	Add protection to Shared Use Path on west side of street.	Buffer northbound bike lane as development occurs. Right of way may be required.	South Rose Hill		Medium
116th Ave NE	NE 75th St	NE 80th St	Add protection to Shared Use Path on west side of street. Assess crossing of 116th at bicycle and pedestrian bridge.	Buffer northbound bike lane as development occurs. Right of way may be required.	South Rose Hill		Medium
116th Ave NE	NE 132nd St	NE 140th St	Neighborhood Greenway. Bike lanes between 132nd St and 115th Ave (steep grade, shoulder width available to allocate bike lanes).	maintain	Kingsgate		Medium
NE 143rd St	NE 140th St	124th Ave NE	Neighborhood Greenway. Will need protected approach to 124th Ave NE	maintain	Kingsgate		Medium
Juanita Drive	80th Ave NE	93rd Ave NE	Refresh green paint markings or add where missing at conflict zones. Existing bike lanes buffered in places.	maintain	Finn Hill	Juanita	Medium
Juanita Drive	93rd Ave NE	98th Ave NE	Refresh conflict zone markings or add where missing	Buffer or protect bike lanes. Requires redevelopment on south side and coordination with parks for additional right-of-way.	Juanita		Medium
Simonds	north city limits	100th Ave NE	Add bike symbol markings to downhill S side, N side bike lane	Additional protection would require significant investment in existing city right-of-way and with redevelopment. Additional right-of-way may be required.	Finn Hill		MedLow
NE 90th St	116th Ave NE	east end of Costco Parking lot	None	Bridge over I-405	Highlands	North Rose Hill	MedLow
NE 90th St	east end of Costco Parking lot	124th Ave NE	Add bike symbol markings	Add bike lane or buffered bike lanes as development occurs. Additional right-of-way required.	North Rose Hill		MedLow
NE 90th St	124th Ave NE	132nd Ave NE	Add bike symbol markings	Add bike lane or buffered bike lanes as development occurs. Additional right-of-way required.	North Rose Hill		MedLow
116th Ave NE	south city limits	NE 60th St	Add bike symbol markings where missing. Ensure bike lanes meet minimum width.	Explore opportunities to widen pavement to connect bike lanes to Bellevue's bike lanes. May require redevelopment/ additional right-of-way in some areas.	Bridle Trails		MedLow
116th Ave NE	NE 60th St	NE 70th St	Extend bike lanes at north end to NE 70th St. Add green conflict zone markings.	Buffer bike lanes as development occurs.	Bridle Trails		MedLow
NE 38th Pl	Lake Wa Blvd	108th Ave NE	Add green conflict zone markings. Buffer where there is space in existing right-of-way.	Add buffered or protected bike lanes as development occurs. Additional right-of-way may be required.	Lakeview		MedLow
NE 104th St	124th Ave NE	132nd Ave NE	Neighborhood Greenway	maintain	North Rose Hill		MedLow
122nd Ave NE	NE 70th St	NE 75th St	Add bike lanes if repaving or restriping street.	Add bike lanes and sidewalks as development occurs. Additional right-of-way required.	South Rose Hill		MedLow

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
122nd Ave NE	NE 75th St	NE 80th St	Add bike symbol markings to existing bike lane	Add bike lanes and sidewalks as development occurs. Additional right-of-way required.	South Rose Hill		MedLow
NE 60th St	Lake Wa Blvd	114th Ave NE	Neighborhood Greenway	maintain	Central Houghton	Lakeview	MedLow
NE 60th St	114th Ave NE	116th Ave NE	Neighborhood Greenway	maintain	Bridle Trails	Central Houghton	MedLow
90th Ave NE	NE 134th St	NE 145th St	Bike lanes from 134th to 139th up the hill, then neighborhood greenway to the north. Requires a high level of greenway implementation to reduce volumes.	maintain	Finn Hill		MedLow
108th Ave NE (Near Helen Keller Elem)	NE 132nd St	Juanita Woodinville Dr	Maintain bike lanes where present. Complete bike lanes between 132nd St and 140th St. Neighborhood Greenway north of 140th St. High level of greenway implementation required to reduce volumes.	maintain	Juanita		MedLow
110th/ 109th Ave NE	NE 140th St	NE 145th St	Neighborhood Greenway	maintain	Juanita		MedLow
Holmes Pt	Juanita Dr	St Edwards St Park		Holmes Pt Corridor Study recommendations, mix of facility types based on segment including protected mixed use shoulders.	Finn Hill		MedLow
Holmes Pt	St Edwards St Park	Juanita Drive	Sharrows	Sharrows	Finn Hill		MedLow
132nd Ave NE	Slater	NE 85th St	Improve bike lanes around curve from 132nd Ave to 120th St	Buffer bike lanes as development occurs. Additional right-of-way required.	North Rose Hill		MedLow
NE 120th St	124th Ave NE	Slater	Maintain existing bike lanes. Extend bike lanes to intersection.	Buffer bike lanes as development occurs. Additional right-of-way required.	North Rose Hill		MedLow
NE 132nd St	132nd Ave NE	136th Ave NE	Add bike lanes	maintain	Kingsgate		MedLow
136th Ave	NE 128th St	NE 132nd St	Maintain existing bike lanes. Add bike symbol markings to uphill bike lane. Add downhill sharrows.	maintain	Kingsgate		MedLow
128th Pl, 139th Ave NE to Willows	136th Ave NE	Willows Rd	Add bike symbol markings to uphill bike lane. Add downhill sharrows on NE 128th St. Assess right-of-way to add uphill bike lane and downhill sharrow on 139th Ave NE.	maintain	Totem Lake	Kingsgate	MedLow
Willows Connector	CKC	NE 124th St	Willows Connector: Existing 11' wide shared use path.	maintain	North Rose Hill		MedLow
NE 80th St	118th Ave NE	132nd Ave NE	maintain existing bike lanes	Continue to buffer remaininig bike lanes as develoment occurs. Additional right-of-way may be required.	South Rose Hill		MedLow
NE 126th Pl	128th Ln NE	132nd Ave NE	Bike Lanes	Bike Lanes	Totem Lake		MedLow
128th Ln NE	CKC	NE 126th Pl	Bike Lanes	Bike Lanes	Totem Lake		MedLow
NE 70th St	116th Ave NE	132nd Ave NE	Add green conflict zone markings	maintain	South Rose Hill	Bridle Trails	MedLow

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
Juanita Dr	80th Ave NE	north city limits	Continue to maintain buffered and protected bike lanes.	Continue to seek opportunities to provide buffers to southbound bike lane. Make improvements as development occurs.	Finn Hill		MedLow
btwn Slater and 90th by Costco	NE 90th St	120th Ave NE	maintain existing shared use path	maintain	North Rose Hill		MedLow
Slater Ave NE	120th Ave NE	NE 100th St	Neighborhood Greenway	maintain	North Rose Hill		MedLow
116th Ave NE	Kirkland Ave (I-405 bike/ped bridge)	85th Station Area shared use path (SW corner)	Shared Use Path connecting to I-405 / 85th Station	Shared Use Path connecting to I-405 / 85th Station		Everest	MedLow
Old Market St Trail	Juanita Bay Park	Juanita Bay Park	Exixting Old Market St trail through Juanita Bay Park	maintain	Market	Juanita	MedLow
Corner 98th Ave NE and 116th	Juanita Bay Park Boardwalk	Juanita Drive			Juanita		MedLow
Sidepath - 98th Ave NE	98th Ave NE/ Juanita Dr SW corner				Juanita		MedLow
Forbes Creek Dr	Market St	108th Ave NE	Maintain existing bike lanes and extend to the 98th Ave intersection.	Widen to add buffered or protected bike lanes in existing City right-of-way.	Juanita		MedLow
Forbes Creek Drive	108th Ave NE	116th Ave NE	Add buffered bike lanes within existing paved right-of-way	Widen to add buffered or protected bike lanes in existing City right-of-way.	Juanita		MedLow
116th Ave NE	Forbes Creek Drive	NE 112th St	Maintain buffered bike lanes	maintain	Juanita		MedLow
Forbes Creek CKC Crossing	Forbes Creek Drive	CKC	CKC Connection. Combined improved bike and pedestrian path with emergency access.	maintain	Juanita		MedLow
84th Ave NE	NE 124th St	just south of NE 126th Pl	maintain existing bike lanes	Add buffered bike lanes as development occurs. Additional right-of-way may be required.	Finn Hill		MedLow
84th Ave NE	just south of NE 126th Pl	NE 128th St	maintain existing bike lanes	Add buffered bike lanes as development occurs. Additional right-of-way may be required.	Finn Hill		MedLow
84th Ave NE	NE 128th St	north end of Carl Sandburg Elementary	maintain existing SB bike lane and NB buffered bike lane	Add buffered bike lanes SB as development occurs. Additional right-of-way may be required.	Finn Hill		MedLow
84th Ave NE	north end of Carl Sandburg Elementary	NE 132nd St	maintain existing SB bike lane and NB buffered bike lane	Add buffered bike lanes SB as development occurs. Additional right-of-way may be required.	Finn Hill		MedLow
104th Ave NE	NE 116th St	NE 123rd St	Neighborhood Greenway	maintain	Juanita		MedLow
103rd Ave NE	NE 123rd St	NE 124th St	Neighborhood Greenway	maintain	Juanita		MedLow
103rd Ave NE	NE 124rd St	NE 125th St	Neighborhood Greenway	maintain	Juanita		MedLow

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
103rd Pl NE	NE 125th Pl	NE 132nd St	Neighborhood Greenway	maintain	Juanita		MedLow
Crestwoods Park, stairs & unpaved path	6th St	111th Ave NE	trail	explore improvements to CKC access and Crestwoods park such as paving, etc.	Norkirk	Highlands	MedLow
to CKC/ Crestwoods	111th Ave NE	112th Ave NE	trail	explore improvements to CKC access and Crestwoods park such as paving, etc.	Highlands		MedLow
NE 140th St	108th Ave NE	west of I-405	Neighborhood Greenway	Neighborhood Greenway, New Bike/Ped Bridge over 405	Juanita	Kingsgate	Low
NE 140th St	117th Pl NE	132nd Ave NE	Neighborhood Greenway	Neighborhood Greenway, New Bike/Ped Bridge over 405	Kingsgate		Low
108th Ave NE (Crestwoods to McCaulif)	18th Ave	NE 116th St	Neighborhood Greenway. Significant slope and stairs north of Crestwoods park and won't be ADA accesible.	maintain	Juanita	Norkirk	Low
108th Ave NE (Crestwoods to McCaulif)	NE 116th St	104th Ave NE	Neighborhood Greenway	maintain	Juanita		Low
121st Ave NE	NE 132nd St	NE 140th St	Neighborhood Greenway	maintain	Kingsgate		Low
NE 141st St	84th Ave NE	90th Ave NE	Neighborhood Greenway	maintain	Finn Hill		Low
NE 140th St	98th Ave NE	Juanita Woodinville Dr	Neighborhood Greenway. Need signalized xing of 100th.	maintain	Juanita	Finn Hill	Low
NE 140th St	Juanita Woodinville Dr	108th Ave NE	Neighborhood Greenway	maintain	Juanita		Low
128th Ave NE Greenway			Completed 128th Ave NE Greenway	maintain	South Rose Hill		Low
128th Greenway	NE 80th St	NE 100th St	Completed 128th Ave NE Greenway	maintain	North Rose Hill	South Rose Hill	Low
128th Greenway			Completed 128th Ave NE Greenway	maintain	North Rose Hill		Low
128th Greenway			Completed 128th Ave NE Greenway	maintain	North Rose Hill		Low
128th Greenway			Completed 128th Ave NE Greenway	maintain	North Rose Hill		Low
NE 95th St	124th Ave NE	132nd Ave NE	Neighborhood Greenway	maintain	North Rose Hill		Low
130th Ave NE	NE 60th St	NE 70th St	Continue NE 75th St Greenway south of 70th.	maintain	Bridle Trails		Low
NE 75th Greenway (on 130th Ave NE)			Completed NE 75th St Greenway	maintain	South Rose Hill		Low

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
NE 75th Greenway (on 130th Ave & 75th)			Completed NE 75th St Greenway	maintain	South Rose Hill		Low
NE 75th Greenway			Completed NE 75th St Greenway	maintain	South Rose Hill		Low
NE 75th Greenway	116th Ave NE	127th Pl NE	Completed NE 75th St Greenway	maintain	South Rose Hill		Low
NE 60th St	116th Ave NE	132nd Ave NE	Neighborhood Greenway	maintain	Bridle Trails		Low
122nd Ave NE	NE 60th St	NE 70th St	maintain existing bike lanes	maintain	Bridle Trails		Low
80th Ave NE	Juanita Drive	S end of Juanita Woodlands Park	Neighborhood Greenway	maintain	Finn Hill		Low
NE 117th Pl	S end of Juanita Woodlands Park	NE 117th St	Neighborhood Greenway	maintain	Finn Hill		Low
84th Ave NE	82nd Ave NE	NE 124th St	Neighborhood Greenway	maintain	Finn Hill		Low
NE 141st St	Juanita Drive	84th Ave NE	maintain existing buffered bike lanes	maintain	Finn Hill		Low
Alexander to NE 68th St	NE 68th St	Alexander Ave	create a new shared use path connection from Alexander to connect to bus stops on NE 68th St.	maintain	Everest		Low
Alexander Ave	Kirkland Ave	recommended pathway to NE 68th St	Neighborhood Greenway	maintain	Everest		Low
10th St and Right-of-Way behind Everest Park	9th Ave	Alexander Ave	Shared Use Path	Shared Use Path	Everest		Low
84th Ave NE	NE 132nd St	north end of Finn Hill Middle School	Add bike symbols to bike lanes	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.	Finn Hill		Low
84th Ave NE	north end of Finn Hill Middle School	NE 136th St	Extruded curb needs to be moved and lines adjusted just south of 136th St. NB bike lane runs into extruded curb in the middle of the path and it becomes an indadequate bike lane for about 200ft. This is also at a bus stop location. West of extruded curb is intended for pedestrians.	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 require	Finn Hill		Low
84th Ave NE	NE 136th St	NE 138th St	Maintain existing regular and buffered bike lanes.	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 require	Finn Hill		Low
84th Ave NE	NE 138th St	NE 141st St	Maintain existing buffered bike lanes. Extend to intersection at NE 141st St. Add green conflict zone marking where SB bike lane interacts with dedicatd 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 require	Finn Hill		Low
84th Ave NE	NE 141st St	NE 145th St	maintain existing bike lanes	maintain	Finn Hill		Low
NE 132nd St, 87th Ave and 134th	80th Ave NE	90th Ave NE	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.	maintain	Finn Hill		Low

StreetName	From	To	Quick Win' Treatment	Full Build Out' Vision	Primary Neighborhood	Secondary Neighborhood	Prioritization
NE 138th Pl, 72nd Ave NE	NE 132nd St	Juanita Drive	Neighborhood Greenway	maintain	Finn Hill		Low
NE 124th St	Juanita Drive	84th Ave NE	Neighborhood Greenway	maintain	Finn Hill		Low
82nd Ave, NE 128th St	Juanita Drive	NE 124th St	Neighborhood Greenway	maintain	Finn Hill		Low

Appendix D. Planned Pedestrian Network Recommendations

Summary

The plan includes the identification of crossing improvements as well as two objectives to address sidewalk gaps. Objective 1-1 prioritizes gaps based on access to amenities and Objective 1-2 addresses the need to complete sidewalks on both sides of all remaining arterials as well as both sides of the street on transit routes. Projects identified through these objectives have equal weight in the plan in terms of opportunity for implementation, although projects that have a higher prioritization score for Objective 1-1 will be considered before lower scoring projects.

While much of Kirkland's sidewalk system is built as development occurs, projects identified to meet these objectives are candidates for projects to be added in the Capital Improvement Program (CIP), grant opportunities, etc.

OBJECTIVE 1-1: Prioritize sidewalk gaps that connect people to activity centers, transit, parks and the Cross Kirkland Corridor. Include equity measures as part of the prioritization process.	**OBJECTIVE 1-2**: Complete sidewalk on both sides of transit routes and at least one side of all remaining arterials.

Pedestrian Network Analysis

The pedestrian network in Kirkland is comprised of many different parts, including sidewalks, trails, short neighborhood connections, curb ramps and other intersection crossing infrastructure, as well as all the destinations that people access by foot. A key focus of this Plan is to identify improvements to increase safe and convenient access to transit, activity centers, parks and to the Cross Kirkland Corridor.

Planned Pedestrian Network

The planned pedestrian network aims to fill critical sidewalk gaps and strategically enhance street crossings that currently impede access to transit, activity centers, and parks and impact safe and comfortable pedestrian travel. As stated above, there are many other features that comprise the pedestrian network, which are also a focus for the City. For example, curb ramps and other infrastructure that improves access for persons with disabilities are acknowledged in the City's *Pathway to Transition*, a step towards developing a Transition Plan for improvements that need to be made to bring the City into full compliance with Title II of the Americans with Disabilities Act. The *Safer Routes to School Action Plans* identify improvements specifically for increasing access to schools, many of which also improve access to other destinations in Kirkland. The City has also developed a Citywide Transportation Connections Map that identifies pathways to improve network connectivity. The Cross Kirkland Corridor is another facility that contributes significantly to Kirkland's pedestrian network. More work is being done by the City and its partners to improve connectivity to the trail such as the Totem Lake Connector and more localized neighborhood connections.

Sidewalk Gaps

Kirkland has made significant progress in meeting its policy goals focused on building out the sidewalk network along major streets, but there are still some important gaps to be filled. This plan identifies remaining sidewalk gaps and prioritizes the gaps to identify the highest priority projects the City should focus on next. Many remaining sidewalk gaps are on neighborhood streets that don't provide through

connections or access to community destinations. Still others are along major streets with transit, within activity centers, or along other streets that provide direct access to these destinations, as well as parks. Sidewalk gaps were analyzed to determine which gaps, if filled, would provide the greatest benefits in terms of providing access to transit, activity centers, and parks. These high benefit sidewalks were then grouped into logical extents.

Street Crossings

Being able to cross major streets without having to go too far out of direction and with confidence that drivers will stop or yield are two important factors that support walking. Kirkland has been a model for making street crossings safer and more convenient for people walking with its pedestrian flag program and widespread deployment of safety treatments such as crossing islands and rapid flashing beacons. There is still work to do. This plan identifies where additional street crossing enhancements are needed to improve access to high frequency transit, activity centers, and parks. Similar to sidewalk gaps, there are street crossing enhancements identified in the *Safer Routes to School Action Plans* which also provide broader pedestrian network benefits and improve community access and safety.

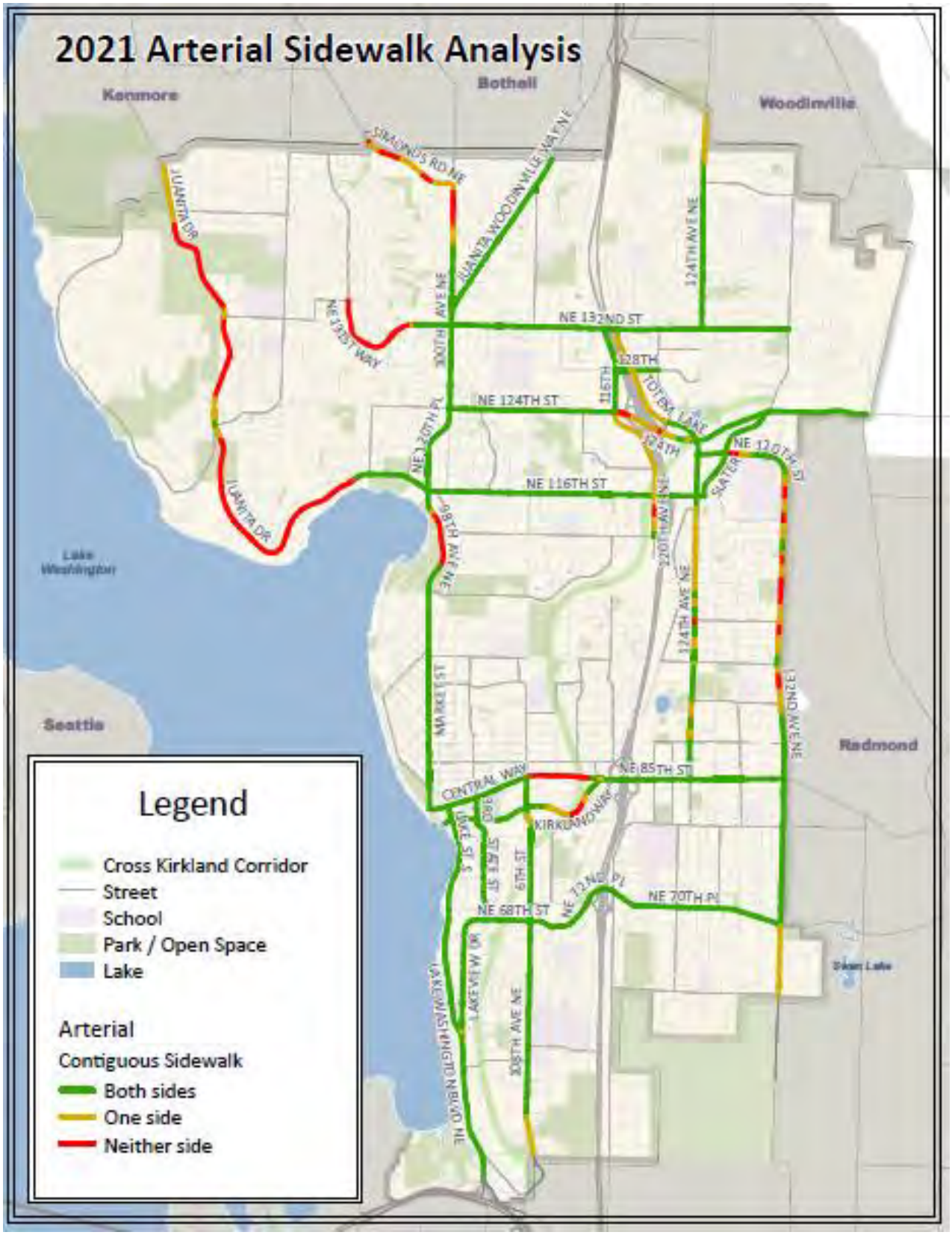
Connections to the Cross Kirkland Corridor

Crossings of the Cross Kirkland Corridor (CKC) were not included in this analysis. Objective S1-1 states that the city will create a Cross Kirkland Corridor Implementation/Action Plan that addresses the remaining unfinished investments noted in the CKC Master Plan.

There are two crossings of the CKC that the city is currently working on which include the crossing at 132nd Ave NE/ Slater and the crossing at Willows Road coinciding with the opening of the interim trail between 132nd Ave NE and Willows Road by King County.

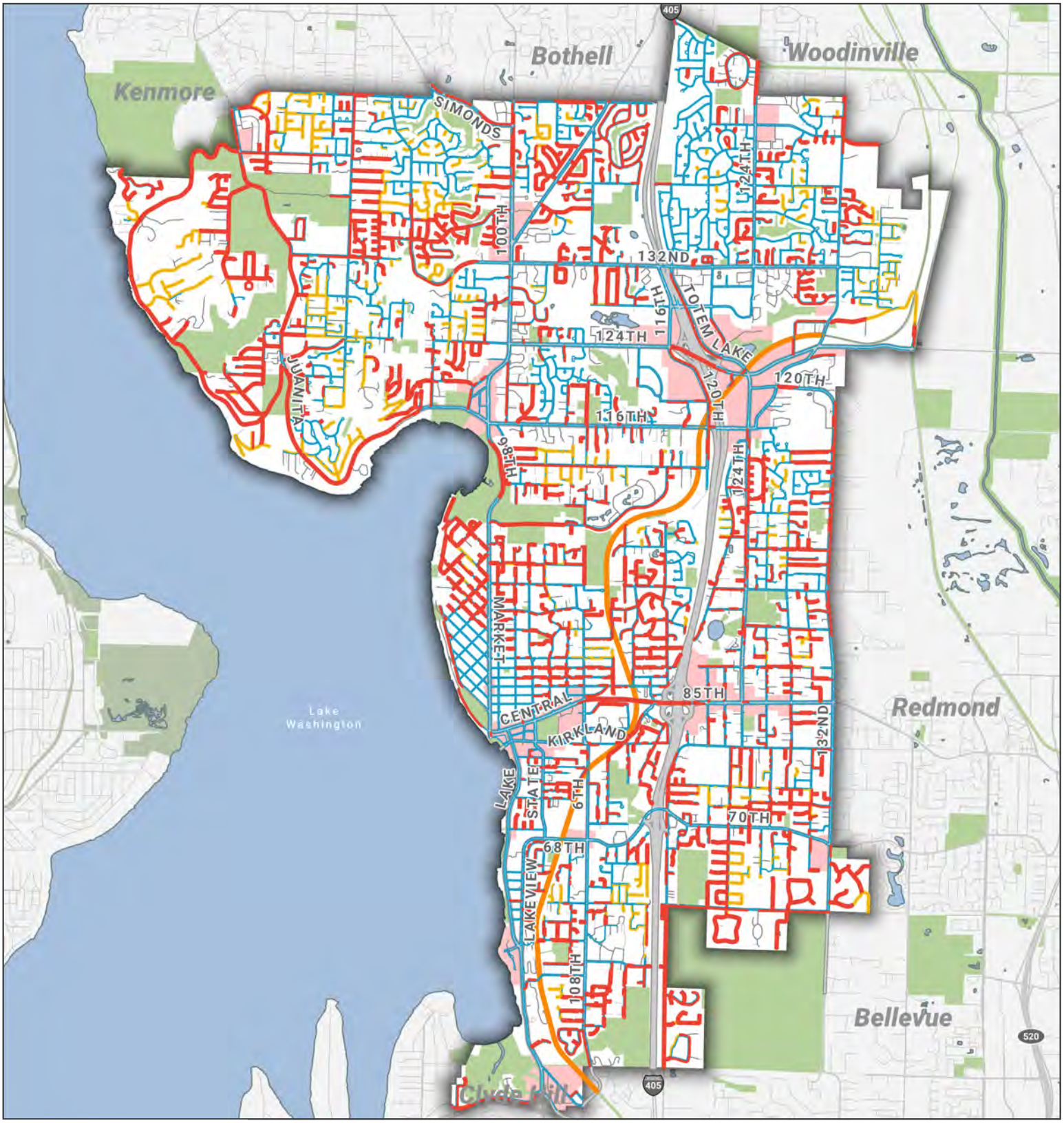
Pedestrian Project Prioritization and Recommendations

Pedestrian projects were prioritized based on walk distances to destinations identified above (Objective 1-1). This prioritization process identified both a set of prioritized sidewalk gaps and investments needed but also a set of crossings that help to complete pedestrian networks. More information about how the prioritization process can be found in Appendix B – Project Prioritization.


2021 Arterial Sidewalk Analysis
Kenmore
Bothell
Woodinville
Lake Washington
Seattle
Redmond
Legend
Cross Kirkland Corridor
Street
School
Park / Open Space
Lake
Arterial
Contiguous Sidewalk
Both sides
One side
Neither side

City of Kirkland Active Transportation Plan

Existing Pedestrian Network and Sidewalk Gaps



Sidewalk Gaps

- Included in Prioritization
- Excluded in Prioritization
- Existing Sidewalks
- Cross Kirkland Corridor
- Activity Centers

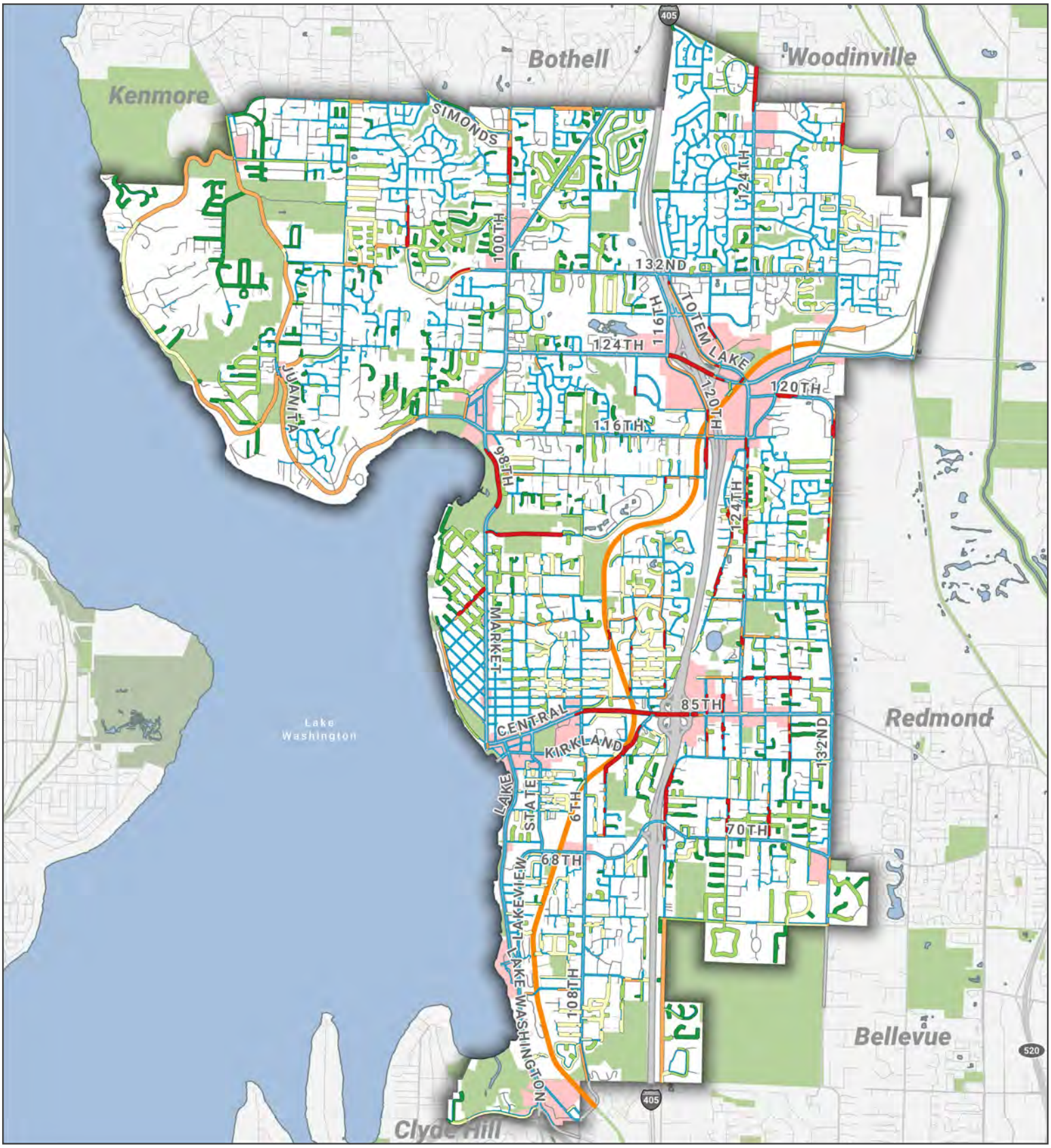
Sidewalk gaps that are included in the prioritization analysis must meet the following criteria:

- o Not located along a private street.
- o Located along any street type within 1/8 mile of a park, activity center, or transit stop.
- o If sidewalk gap is not within 1/8 mile of the above destination types, the gap must be along a collector or arterial roadway.

0 0.5 1 miles

City of Kirkland Active Transportation Plan

Prioritized Pedestrian Network - Final Score



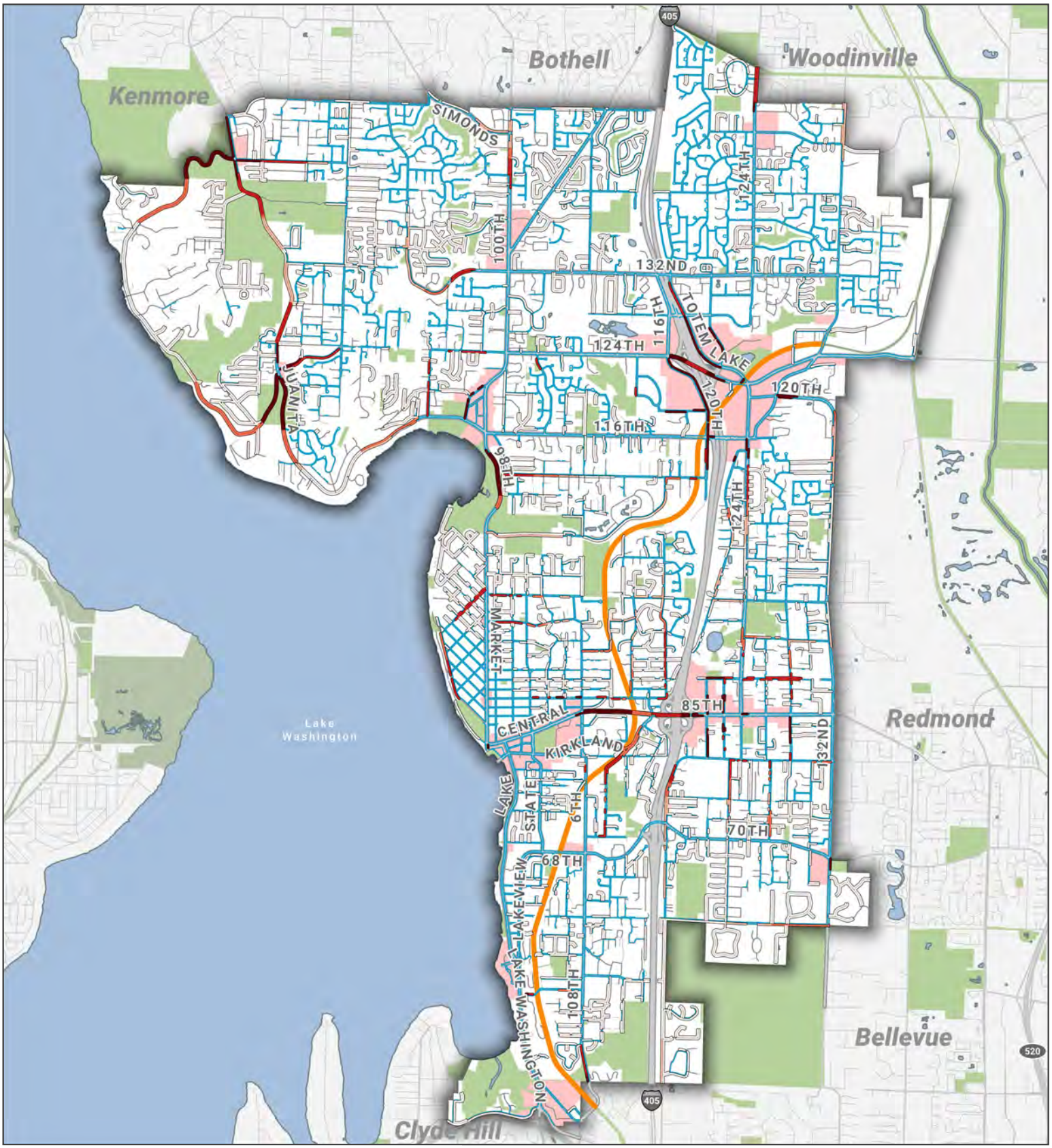
Prioritized Sidewalk Gaps: Final Score

- Low
- Low-Medium
- Medium
- Medium-High
- High
- Existing Sidewalks
- Cross Kirkland Corridor
- High Frequency transit Stops
- Transit Stops
- Activity Centers

0 0.5 1 miles

City of Kirkland Active Transportation Plan

Prioritized Pedestrian Network - Proximity to Activity Centers Subscore



Prioritized Sidewalk Gaps: Activity Center Subscore

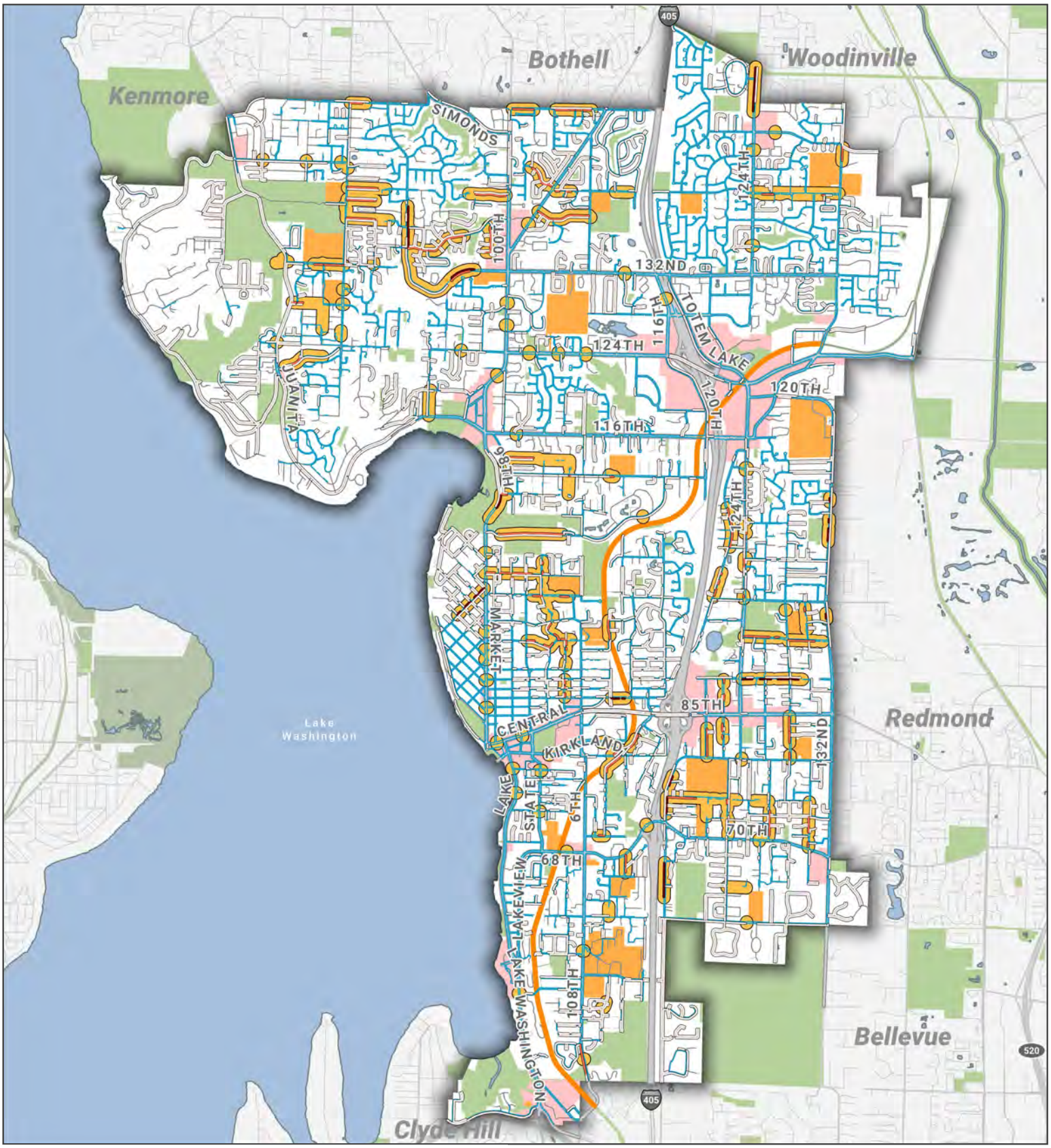
- Low
- Low-Medium
- Medium
- Medium-High
- High

- Existing Sidewalks
- Cross Kirkland Corridor
- High Frequency transit Stops
- Transit Stops
- Activity Centers

0 0.5 1 miles

City of Kirkland Active Transportation Plan

Prioritized Pedestrian Network - SRTS Subscore



Prioritized Sidewalk Gaps: Safer Routes to School (SRTS)

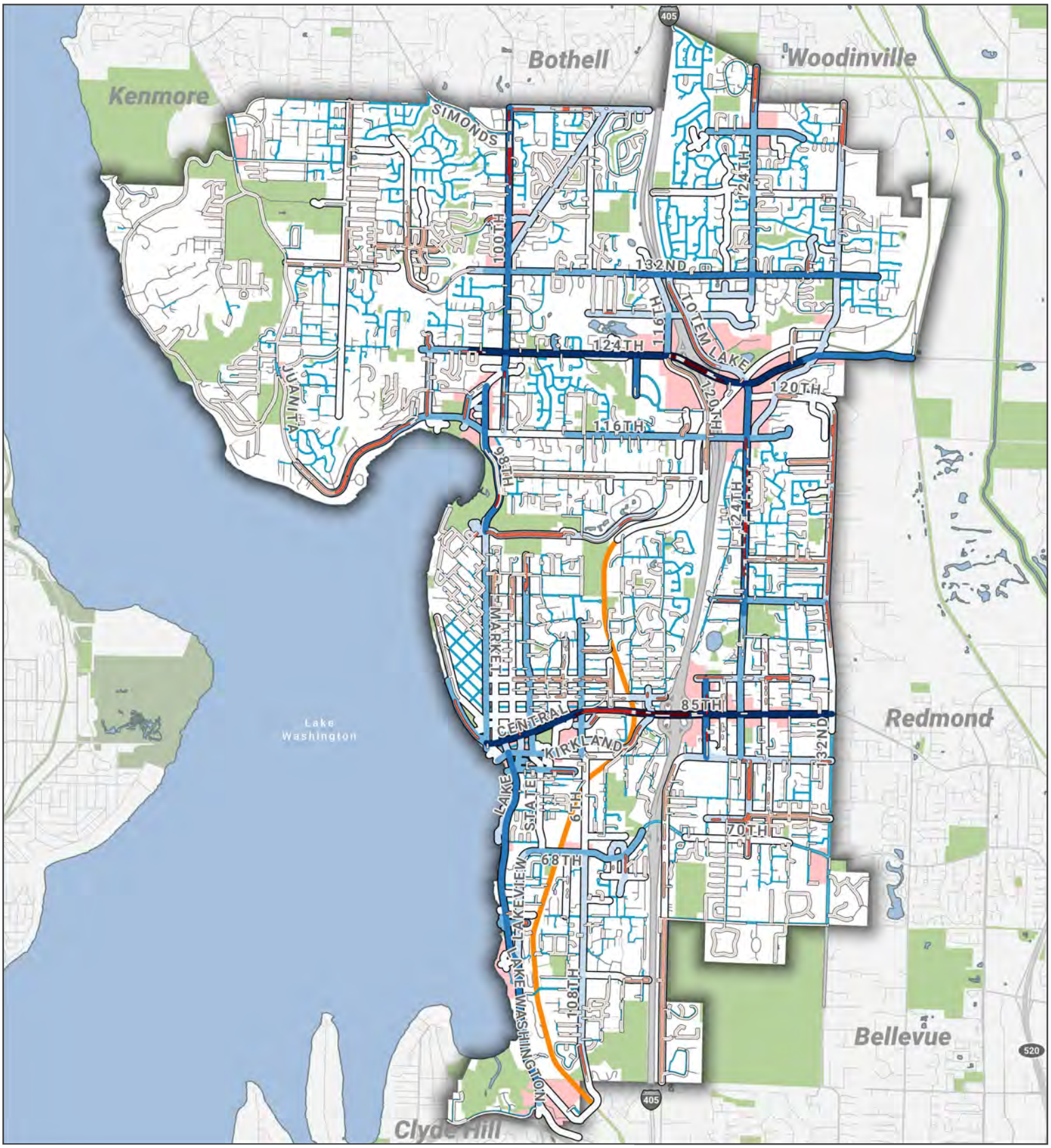
- Low
- Low-Medium
- Medium
- Medium-High
- High

- Existing Sidewalks
- Cross Kirkland Corridor
- Activity Centers
- Schools
- SRTS Project

0 0.5 1 miles

City of Kirkland Active Transportation Plan

Prioritized Pedestrian Network - Safety Subscore



Prioritized Sidewalk Gaps: Safey Subscore

- Low
- Low-Medium
- Medium
- Medium-High
- High

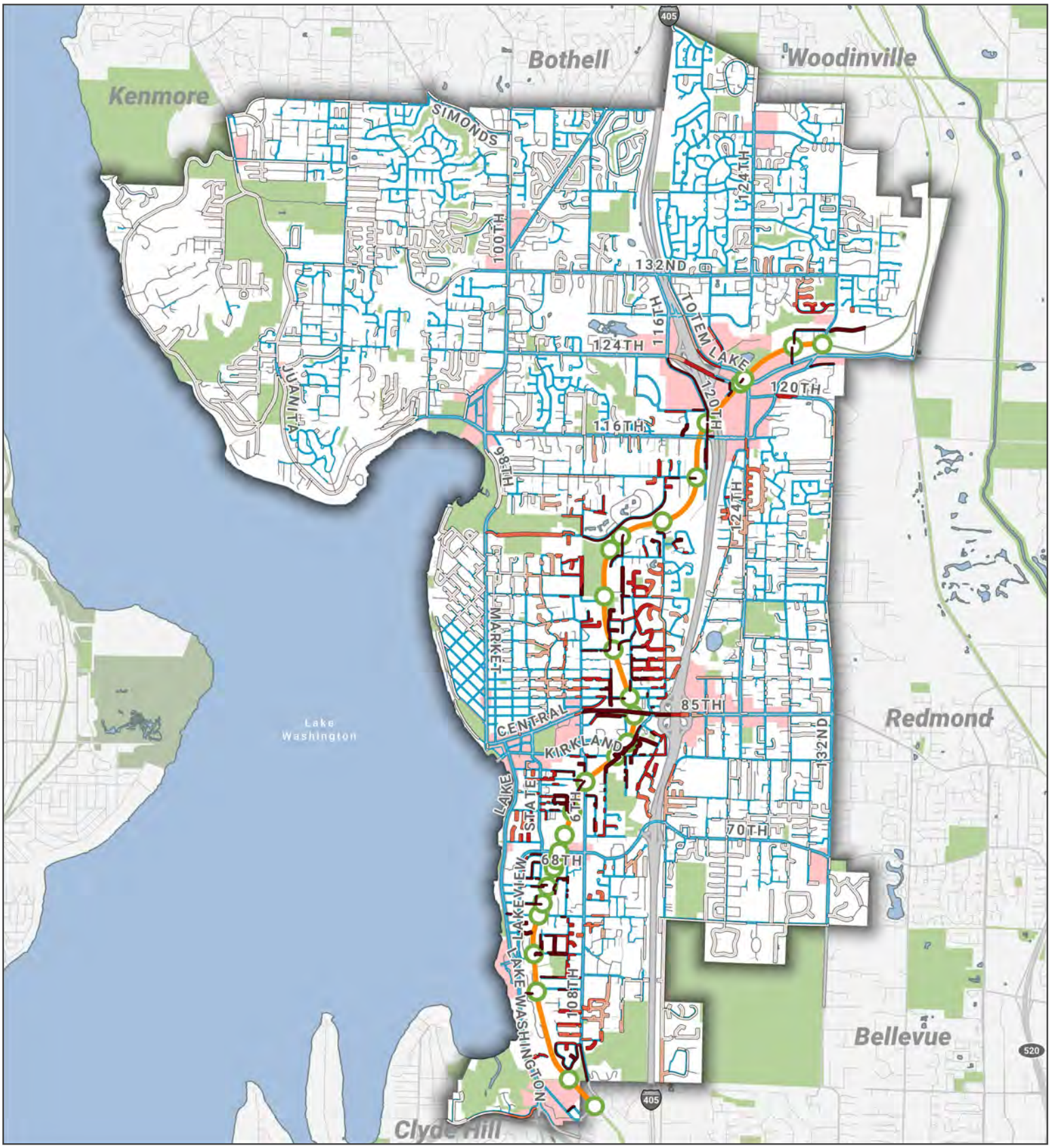
Pedestrian Crashes Per Mile

- Low
- Low-Medium
- Medium
- Medium-High
- High

0 0.5 1 miles

City of Kirkland Active Transportation Plan

Prioritized Pedestrian Network - Cross Kirkland Corridor (CKC) Subscore



Prioritized Sidewalk Gaps: CKC Subscore

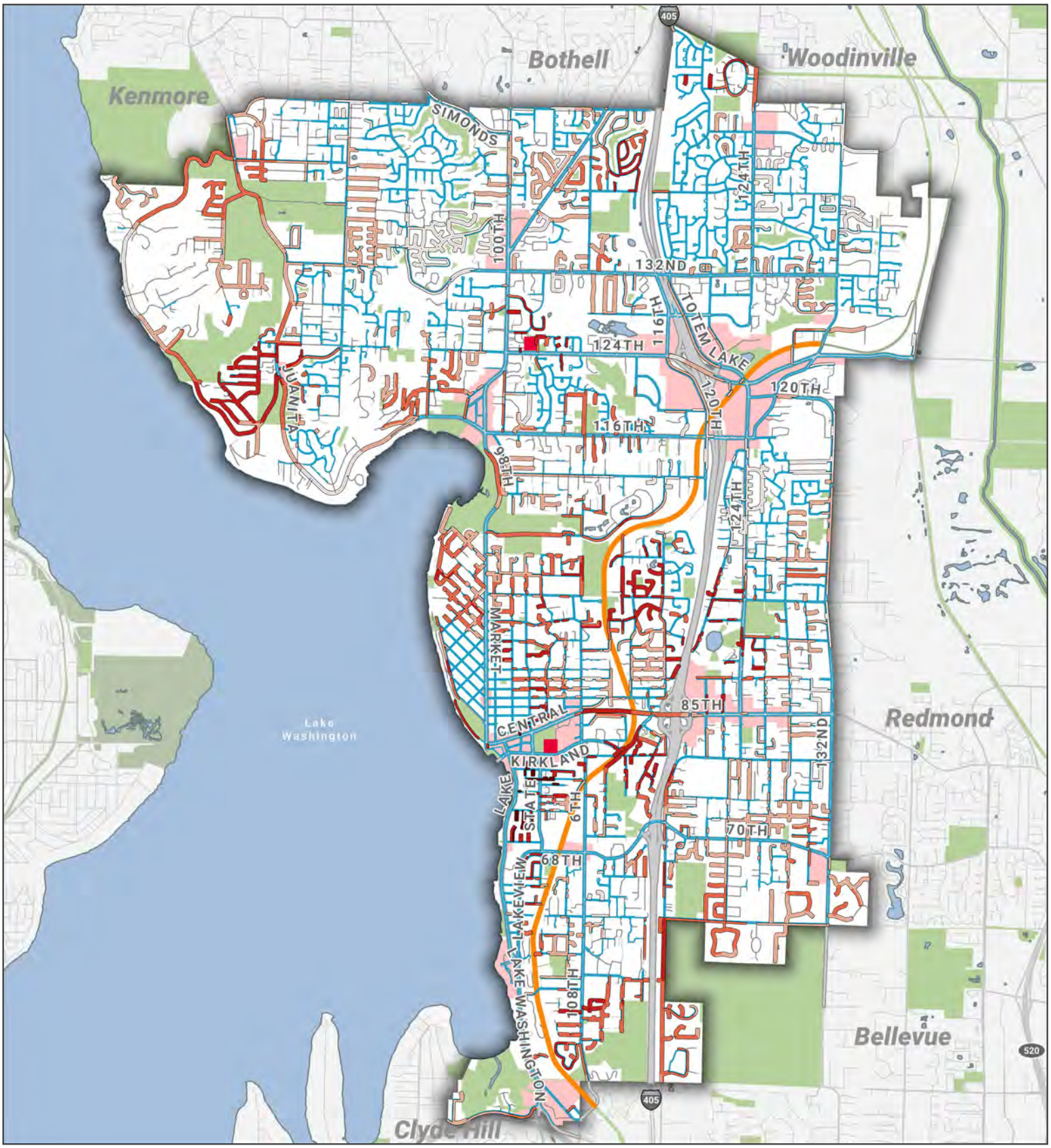
- Low
- Low-Medium
- Medium
- Medium-High
- High

- Cross Kirkland Corridor
- CKC Access Points

0 0.5 1 miles

City of Kirkland Active Transportation Plan

Prioritized Pedestrian Network - Park, Community Center, and School Subscore



Prioritized Sidewalk Gaps: Park, Community Center, and School Subscore

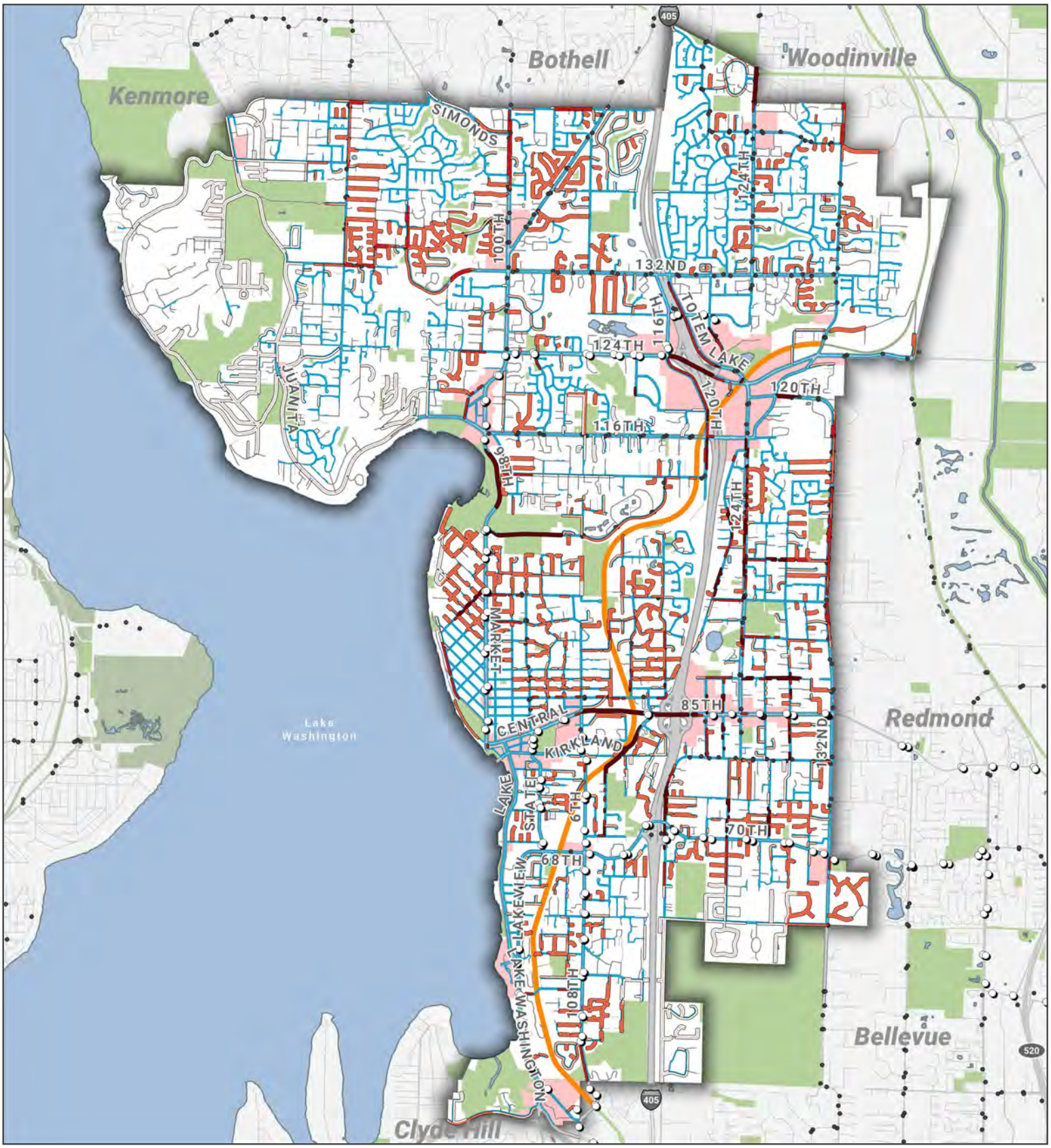
- Low
- Low-Medium
- Medium
- Medium-High
- High

- Park
- Community Center

0 0.5 1 miles

City of Kirkland Active Transportation Plan

Prioritized Pedestrian Network - Transit Subscore



Prioritized Sidewalk Gaps: Transit Subcore

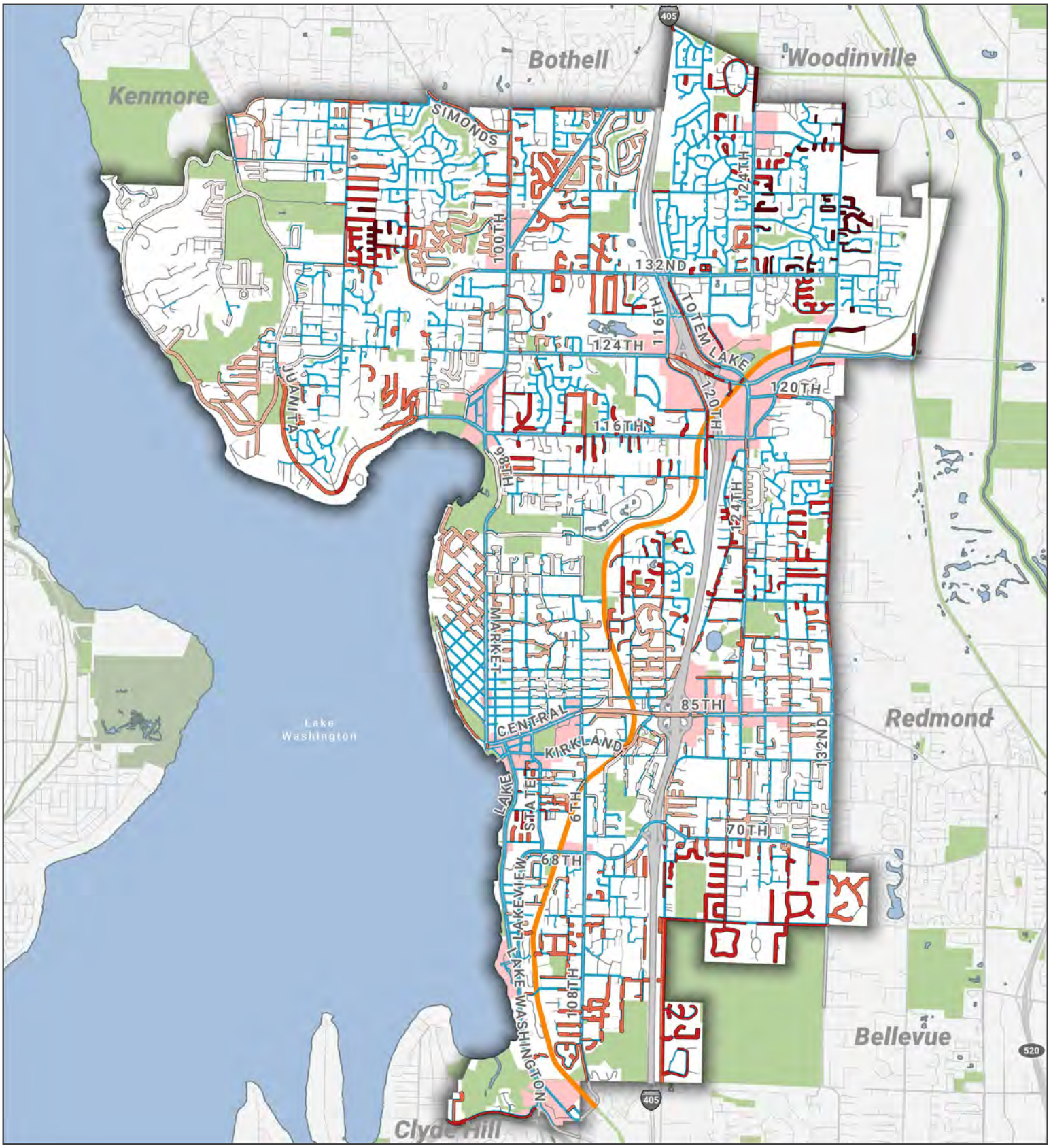
- Low
- Low-Medium
- Medium
- Medium-High
- High

- High Frequency Transit Stop
- Non-High Frequency Transit Stop

0 0.5 1 miles

City of Kirkland Active Transportation Plan

Prioritized Pedestrian Network - Equity Subscore



Prioritized Sidewalk Gaps: Equity Subscore

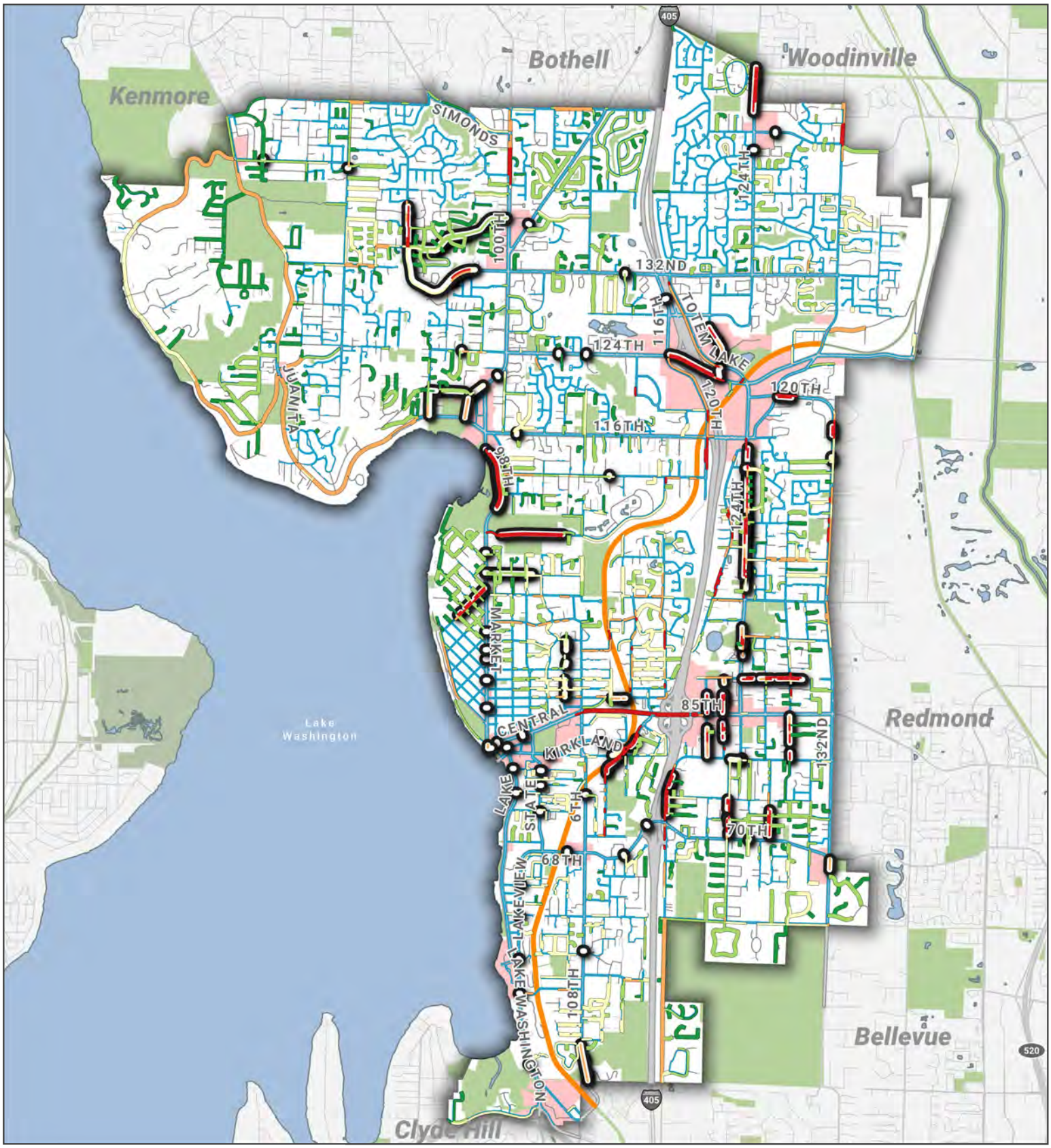
- Low
- Low-Medium
- Medium
- Medium-High
- High

The Equity Subscore prioritizes projects that are located in:
- communities with higher populations of Black, Indigenous, People of Color (BIPOC)
- communities with higher shares of people who are disabled
- communities with higher shares people aged under 18 or over 65 years
- communities that have a higher share of households living in poverty (185% of federal poverty threshold)

0 0.5 1 miles

City of Kirkland Active Transportation Plan

Prioritized Pedestrian Network - Final Score and Draft Projects



Prioritized Sidewalk Gaps: Final Score

- Low
- Low-Medium
- Medium
- Medium-High
- High

- Proposed Pedestrian Projects
- Existing Sidewalks
- Cross Kirkland Corridor
- High Frequency transit Stops
- Transit Stops
- Activity Centers

0 0.5 1 miles

High Priority Prioritized Crossings

The plan identified 44 high priority **crossings** noted below:

Crossing Name	Score
Lake St - 2nd Ave S	high
Lake St - 5th Ave S	high
Central Way - Main St	high
Lake Wash Blvd - North of NE 52nd St	high
NE131st Way - 94th Ave NE	high
Kirkland Ave - KPC	high
2nd Ave S - State St	high
NE 124th St - 105th Pl NE	high
NE 124th St - 108th Ct NE	high
Central Way - 1st St	high
State St S - 7th Ave S	high
NE 68th St - 106th Ave NE	high
Lake Washington - NE 43rd St	high
NE 144th St - 126th Ave NE	high
108th Ave NE - 107th Ave NE	med
124th Ave NE - NE 143rd St	med
124th Ave NE - NE 112th Pl	med
124th Ave NE - NE 112th Pl	med
Slate St - 4th Ave S	med
NE 116th St - 101st Pl NE	med
108th Ave NE - North of NE 55th St	med
Market St - 9th Ave	med
Lakeview Dr - Lake Washington Blvd ND Slip Lane	med
Market St - 12th Ave	med
Market St - 6th Ave	med
116th Ave NE - North of NE 128th St	med
NE 72nd Pl - S I-405 Offramp	med
Lakeview Dr - NE 64th St	med
NE 132nd St - 111th Pl NE	med
NE 120th Pl - NE 122nd Street	med
Lakeview Dr - NE 60th St	med
Market St - 11th Ave	med
Market St - 19th Ave	med
NE 68th St - 112th Ave NE	low
Market St - 14th Ave	low
Lake St - Park Ln	low
6th St South - 5th Ave S	low
NE 80th St - 124th Ave NE	low
Market - 20th Ave	low
Juanita-Woodinville Way NE - NE 136th Pl	low

NE 70th St - 124th Ave NE	low
NE 124th St - 95th Pl NE	low
84th Ave NE - NE 141st St	low
NE 112th St - 111th Ave NE	low
NE 141st St - 75th Ave NE	low

The plan also identified 46 **sidewalk segments** that were prioritized using the framework described above.

On	From	To	Rank
124th Ave NE	NE 145th St	City Limits	high
NE 124th St	116th Ave NE	120th Ave NE	high
120th Ave NE	Totem Lake Blvd NE	NE 124th St	high
116th Ave NE	NE 73rd St	NE 75th St	high
116th Ave ne	NE 75th St	NE 75th Pl	high
Kirkland Way	East of CKC Bridge	W/O 2nd Ave	high
NE 90th St	124th Ave NE	128th Way NE	high
6th St W	13th Ave W	Market St	high
Railroad St	8th St S	Kirkland Ave	high
116th Ave NE	South of NE 75th Pl	North of 75th Pl	high
Forbes Creek Dr	NE 107th Pl	Market	high
98th Ave NE	Forbes Creek Dr	Old Market St Trail	high
120th Ave NE	N 85th St	NE 90th St	high
96th Ave NE	Old Market Street Trail	Forbes Creek Dr	med
126th Ave NE	NE 70th St	North of NE 73rd St	med
124th Ave NE	Slater Ave NE	NE 110th Pl	med
90th Ave NE	NE 134th St	North of NE 137th Pl	med
NE 120th St	93rd Pl NE	NE 120th Pl	med
122nd Ave NE	NE 73rd St	NE 70th St	med
90th Ave NE/131St Way/NE 132nd St	9600 Block	NE 134th Street	med
122nd Ave NE	NE 73rd St	NE 75th St	med
NE 131st Way	94th Ave NE	Approx 9600 Block	med
NE 120th st	Slater Ave NE	W/O 128th Way NE	med
5th St	7th Ave	13th Ave	med
124th Ave NE	NE 108th St	NE 102nd Ln	med
120th Ave NE	S/O NE 128th St	S/O Totem Lake Way	med
Kirkland Way	2nd Ave	8th St	med
108th Ave NE	107th Ave NE	City Limit	med
7th Ave	8th St	9th St	med
120th Ave NE	NE 80th St	North of NE 83rd St	med
122nd Ave NE	NE 85th Street	NE 90th Street	med
19th Ave	Market St	4th St	low
Lakeshore Plaza	Central Way	S/o Central Way	low
93rd Ave NE	Juanita Drive	NE 120th Street	low

122nd Ave NE	NE 85th St	S/O NE 90th St	low
124th Ave NE	S/O NE 97th St	S/O NE 94th Pl	low
122nd Ave NE	NE 82nd Ln	NE 85th St	low
124th Ave NE	NE 95th St	N/O NE 92nd St	low
128th Ave NE	NE 80th St	NE 85th St	low
97th Ave NE	NE 120th St	NE Juanita Dr	low
132nd Ave NE	NE 66th St	NE 70th Pl	low
NE 120th Pl	NE 120th St	98th Ave NE	low
132nd Ave NE	S/O NE 117th St	N/O NE 114th St	low
NE 80th St	122nd Ave NE	123rd Ave NE	low
132nd Ave NE	S/O NE 114th St	NE 113th St	low

Maintaining existing sidewalks

As the city grows and expands sidewalk infrastructure, it is important to ensure those sidewalks are maintained and repaired if needed. The city conducted a sidewalk condition study in 2015 which identified approximately $23 million in needed investments. These were then prioritized into high-walkable areas and so far, the city is making progress toward addressing high-priority repairs and has progressed about 20% toward these needed investments, particularly in high-priority areas. Additional sidewalk repairs and replacements have occurred through development.

OBJECTIVE: Develop and operationalize a sidewalk repair program that includes periodic inventories to ensure the city maintains current and future sidewalks.

The objective in this plan aims to operationalize needed repair and ensure that they city can continue to track this inventory and progress made.

Appendix E: Baseline Report

2015 TMP and 2009 ATP Bicycle and Pedestrian Progress

CKC: ATP Goal G1. Develop the Cross-Kirkland Trail

Plan	Objective, Policy or Strategy or Action		2021 status:
TMP	Pol T-1.5	Build world class CKC with ample connections	• Kirkland built first segment built on ERC – purchased in 2012, Master Plan completed in 2014, interim trail complete Jan 2015 • Totem Lake Connector under CN to be completed in 2022 • Willows Rd Connector completed • Working with KC on three new crossings and the completion of KC's owned section between 132nd and Willows • Art/ placemaking/ history on the corridor – depot, mural, rail tie art, new art program • 22 neighborhood access points were created in addition to existing roadway access • 5 sets of staircases that include runnels for bike access • four benches donated • Google Feriton Spur park completed, expansion underway • Adjacent park – Totem Lake Park completed
ATP	Obj G1.1	Be the first to build a segment of the ERC	

Safety: ATP Goal G2. Reduce crash rates; ATP Goal G5. Improve safety for people crossing streets;
TMP Goal T-0 Safety: By 2035 eliminate all transportation related fatal and serious injury crashes in Kirkland

Plan	Objective, Policy, Strategy or Action		Current Status
TMP	Pol T-0.1	Develop Vision Zero (VZ) Safety Plan	Staff are developing the Vision Zero Action Plan
ATP	Obj G2.1	Reduce crash rates involving cyclists and pedestrians	Pedestrian and cycling related crashes increased between 2010 - 2015 but reduced between 2015 and 2017, had another spike in 2019 but reduced again in 2019 but not to the levels in 2016 and 2017.
TMP/ ATP	Pol T-1.7, Obj G5.1 and 2	Improve street crossings, reduce pedestrian crashes at signalized intersections, plan for improved safety at crosswalks	Implemented engineering solutions: • added lighting at 72 intersections, assessed additional lighting at crosswalks – future needs • 63 RRFB's, 3 additional crosswalk flashers, 2 additional 4-way flashers • 131 curb extensions • long time implementer of 'skinny streets' to reduce speeding, etc.
TMP	Pol T-1.1	Improve the safety of walking in Kirkland.	
ATP	Obj G5.5	Perform pilot Road Safety Audit and identify other locations	Completed pilot Road Safety Audit and have identified other locations - Pilot was on 116th and 98th

Walking: ATP Goal G3. Add facilities for pedestrians, ATP Goal G6. Remove physical barriers to walking,
TMP Goal T-1 Walking: Complete a safe network of sidewalks, trails and crosswalks where walking is comfortable and the first choice for many trips.

Plan	Objective, Policy, Strategy or Action		Current Status
TMP, ATP	Pol T-1.2, Obj G6.1	Identify and remove barriers to walking, Reduce the number of sidewalk obstructions.	• Sidewalk barrier and obstructions are removed opportunistically with projects or, based on community complaints, when possible. • Sidewalk condition survey finished • Have a 'suggest a project' map
TMP, ATP	Pol T-1.3, Obj G3.2	Make getting around on foot intuitive, Plan and install a pedestrian wayfinding system.	• Planned wayfinding for the CKC • Greenways includes wayfinding • Wayfinding for Lake Washington Loop
TMP	Pol T-1.4	Support all the goals in the TMP when planning and implementing pedestrian facilities.	• Neighborhood Safety Program was established in 2014 • TMP criteria is being used for pedestrian facilities in these programs: Neighborhood Safety Program, prioritize school walk routes
ATP	Obj G3.1, 3.3	Complete sidewalk on one side of all principal and minor arterials improve lighting at uncontrolled crosswalks on higher volume streets	• 85.78% completion (including annexed area) • Neighborhood street light program has $75k (Council memo 2020) for 47 lights at crossings on high volume streets. • Additional crossings on high volume streets have been identified or are in the process • See above under 'safety'
ATP	Obj G6.2	Develop ADA Transition Plan	• Pre/ Self - Assessment Complete • Overlay program is upgrading ADA ramps on all arterial streets where there is an overlay (levy report and CIP) • DT ADA parking has been assessed and installed • $100k per year ADA annual project in CIP • Developers required to improve ADA
TMP	Pol T-1.5	Create a plan for a Promenade along portions of the shore of Lake Washington.	Data collection study completed. Further study and design to continue in 2022.

Bicycling: ATP Goal G7. Improve on-street bicycle facilities; ATP Goal G8. Make bicycling more convenient
TMP Goal T-2 Biking: Interconnect bicycle facilities that are safe, nearby, easy to use and popular with people of all ages and abilities.

Plan	Objective, Policy, Strategy or Action		Current Status
TMP/ ATP	Pol T-2.2, Obj G7.1, G7.2	Create new and improve existing on-street bike facilities, complete marking and capital improvements to the bicycle network	• 56 lane miles of bike lanes • 8.6 lane miles of buffered bike lanes • 989 feet of buffered bike lane
TMP/ ATP	Pol T-2.1, Obj G8.4	Make bicycling safer, add pavement markings at signalized intersections	• Green lanes through unsignalized intersections along Lake Washington Blvd, Market and Juanita Drive • have fallen short on markings through signalized intersections • re-designed bike box at Juanita/ 98th to accommodate NB to WB left turn
TMP	Pol T-2.3	Build a network of greenways	• Neighborhood Greenways Guide for Implementation was adopted • The first two greenways will be completed in 2020 • Next 'Stores to Shores' greenway grant funded for 2023
TMP/ ATP	Pol T-2.5, Obj G8.1	Make it easy to navigate the bicycle network, plan and install a bicycle wayfinding system	• Planned wayfinding for the CKC • Greenways includes wayfinding • Wayfinding for Lake Washington Loop
TMP	Action T-1.2.5, T-2.2.1	Recognize bicycle design guidelines (such as NACTO) and adopt them into pre-approved plans	• Council has endorsed best practice guidance when Complete Streets was adopted • New and improved bike infrastructure has been built according to best practice since the adoption of the TMP (sidewalk level bike lanes in a number of CIP projects and development projects)
TMP	Pol T-2.4	Implement elements and programs that make cycling easier (referenced bike share).	• Council approved bike share program (not scooters). Still assessing the market to find an interested bike (only) share company that will come to Kirkland.

Access to Schools: ATP Goal G4. Increase the number of children who use active transportation to travel to and from school
TMP Goals of Walking, Biking and Safety

Plan	Objective, Policy, Strategy or Action		Current Status
TMP	Pol T-1.6	Make it safe and easy for children to walk to school and other destinations.	• Safer Routes to School Action Plan complete • Two school zone safety cameras and assessing future opportunities • 34 school zone flashers • 100% of sidewalks on one side of school walk routes (on collector or arterial streets) have been completed
ATP	Obj G4.1	Complete sidewalk on one side of all school walk route segments of all arterials and collector streets	

TMP/ ATP	Pol T-7.5	Work closely with the Lake Washington School District/ develop a project at one or more elementary schools to encourage and increase more children to walk and bike to school.	• Participating schools for pilot phase of SchoolPool program include Thoreau Henry David Elementary School, Juanita Elementary School, Finn Hill Middle School • Bike trailer and education program – grant funded in coordination with LWSD and COK • PD – school resource officers have agreed to walk/ bike education • Staff participation in walk/ bike to school month activities

Programmatic Elements and Monitoring: Within various goals across both plans

Plan	Objective, Policy, Strategy or Action		Current Status
TMP/ ATP	Action T-1.1.1, Obj G2.2	Develop a program to count pedestrian volume in a manner that is meaningful for measuring safety trends, Develop a reliable and accurate measure of pedestrian and cyclist volumes.	• Regular counts are conducted on the CKC • Every other year - counts at signalized intersections include ped/ bike counts • Before/ after counts – greenways • other traffic studies completed (CKC Crossing at hairpin for instance)
ATP	Obj G5.4	Monitor performance of “take it to make it” pedestrian flags.	• The flags designs were updated to be more intuitive and this has had success with awareness. • A volunteer program was established and program has grown
TMP	Action T-1.1.2	Integrate efforts between the Public Works and Police Departments to ensure timely reporting and accurate cataloging of crash data.	• Purchased Crossroad Analytics analysis software to better track COK crash data
ATP	Obj G2.3, G2.5	Increase the number of people walking and cycling through programs that focus on encouragement and education. Add or improve an encouragement element each year.	• The city hired a transportation program coordinator • GreenTrip since 2014 • SchoolPool is now in three pilot schools • first Bike to School month in 2018 • participated in walk to school week (Oct)