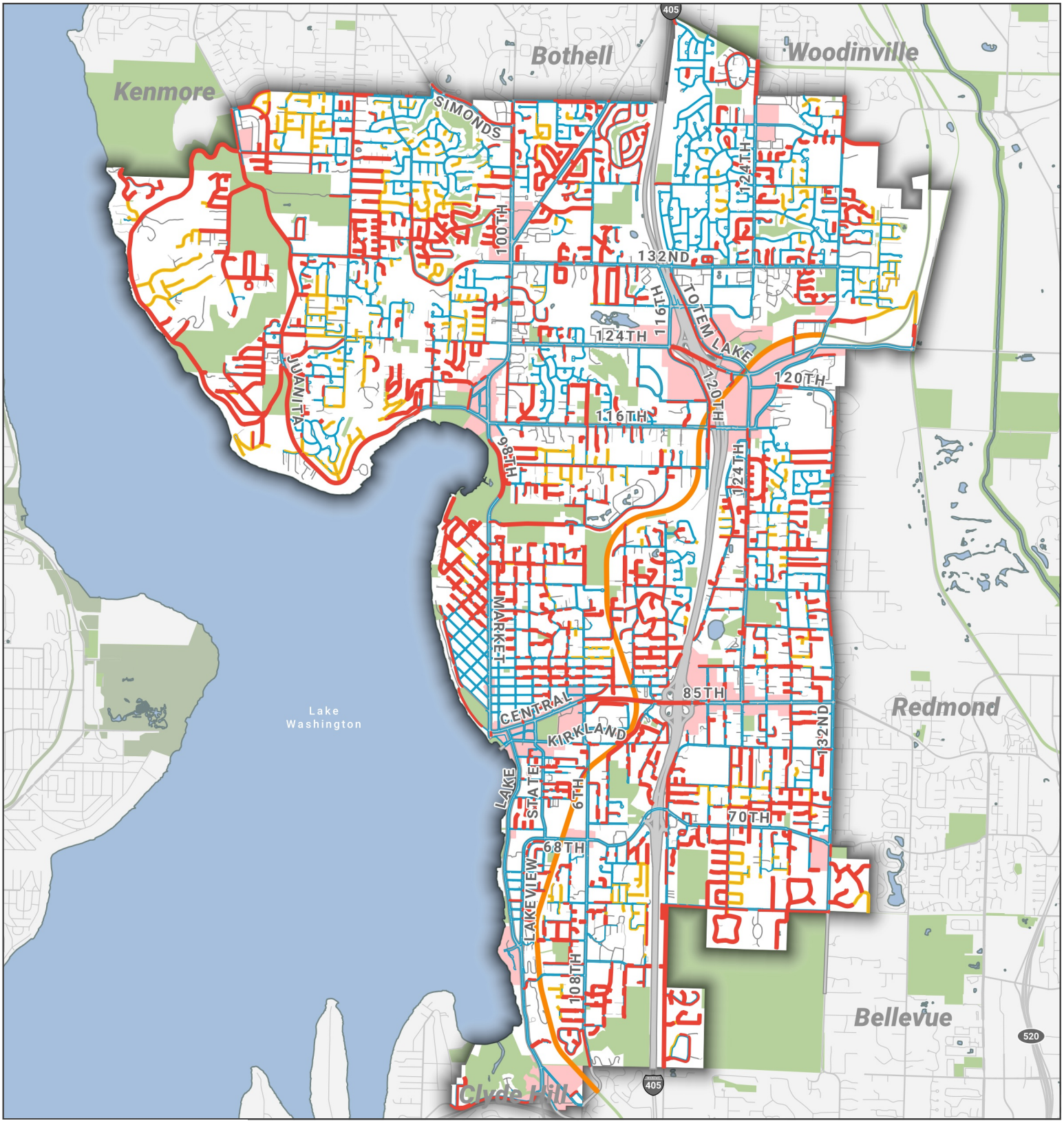
APPENDIX D.

PEDESTRIAN NETWORK RECOMMENDATIONS

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

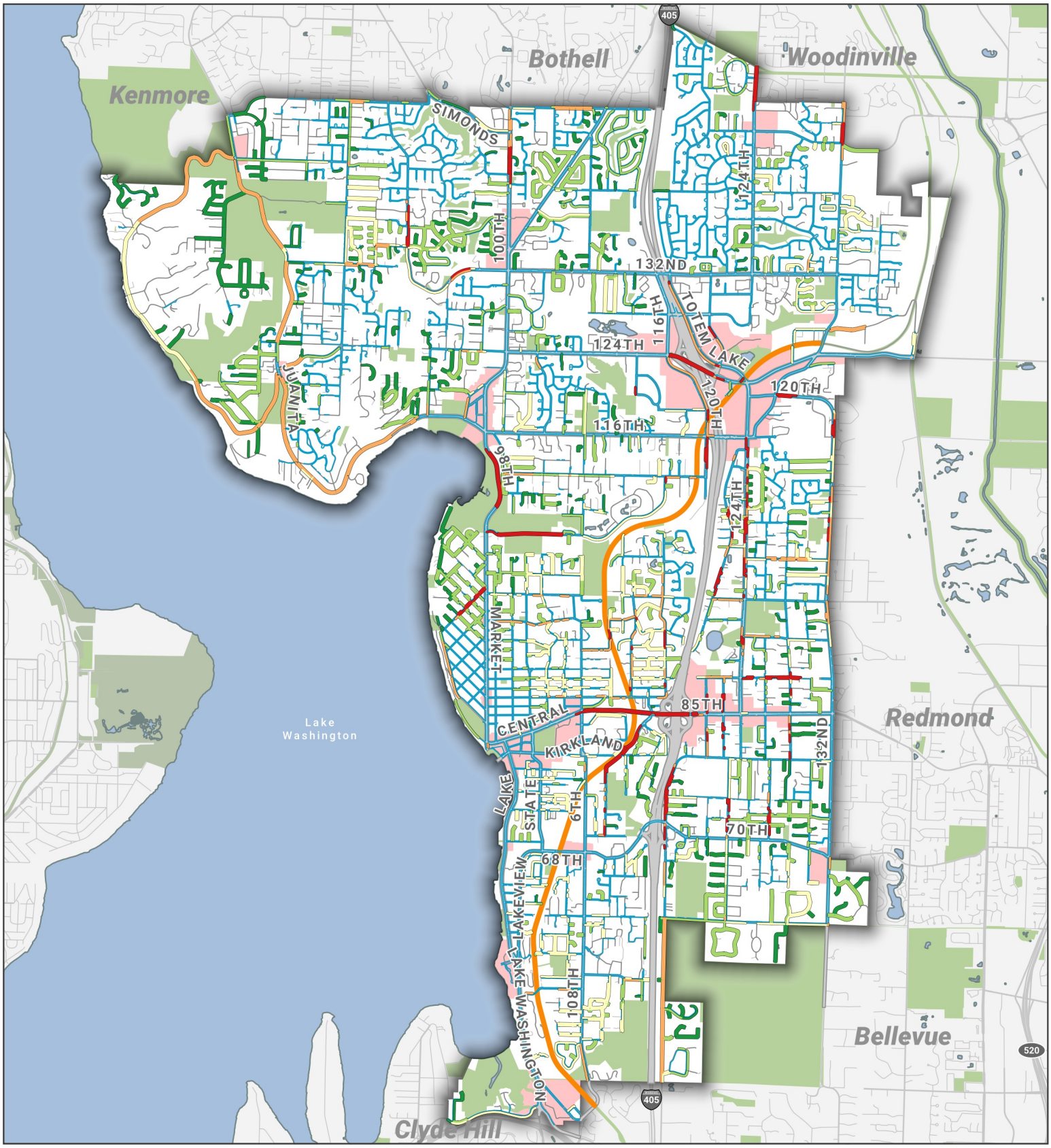
Sidewalk gaps that are included in the prioritization analysis must meet the following criteria:

- 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

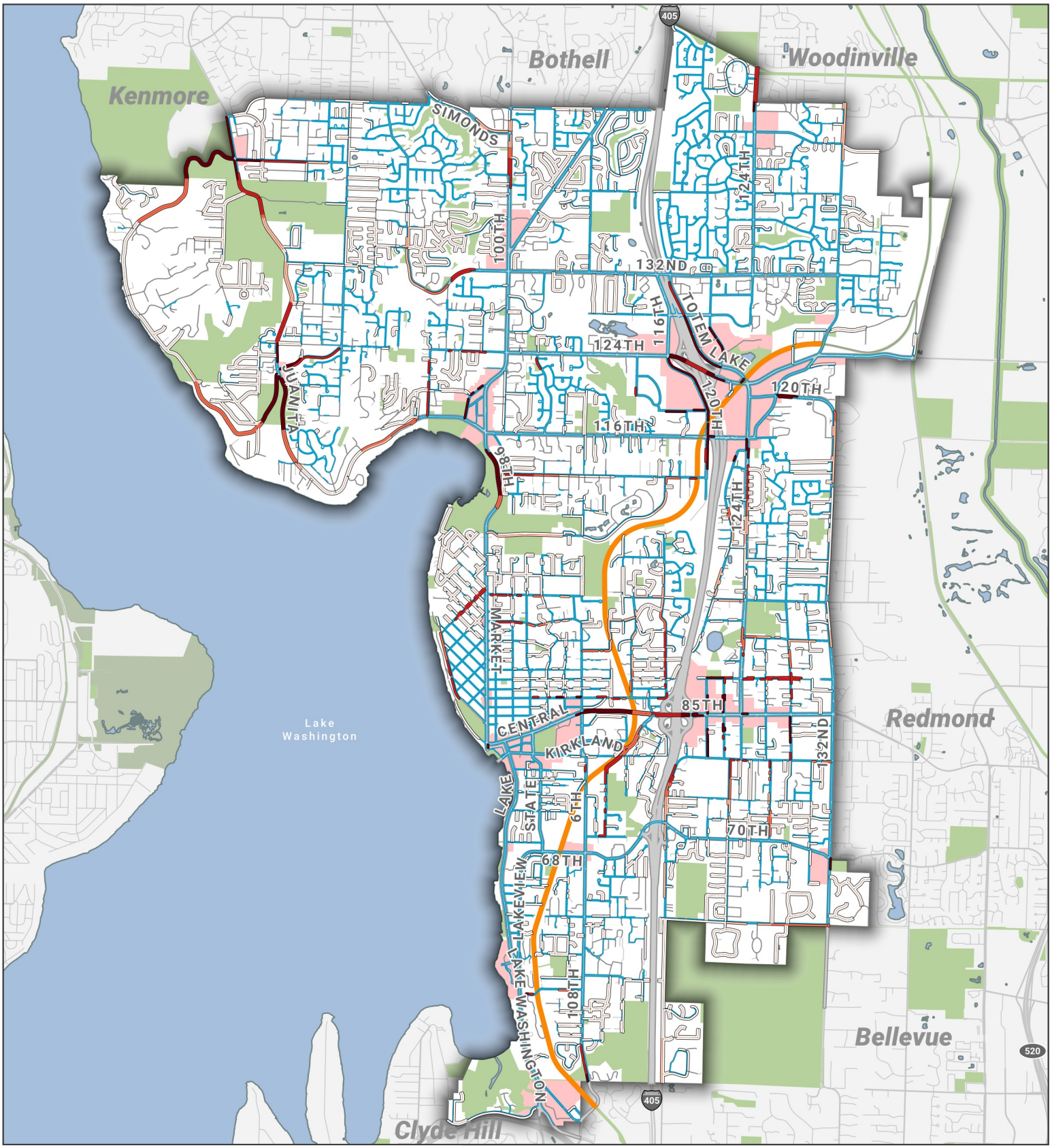
- Low
- Low-Medium
- Medium
- Medium-High
- High

- 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

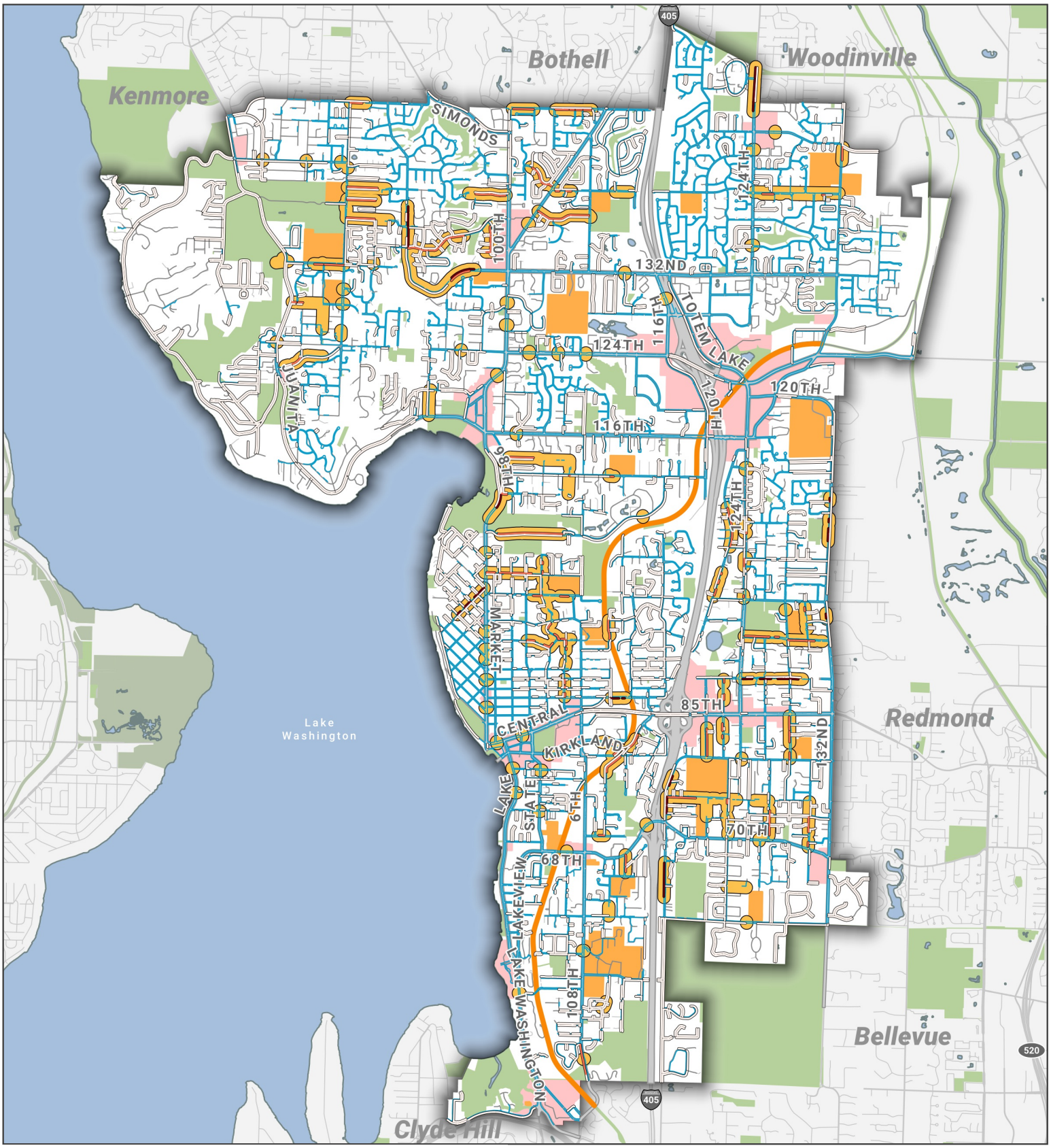
- Low
- Low-Medium
- Medium
- Medium-High
- High

- 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)

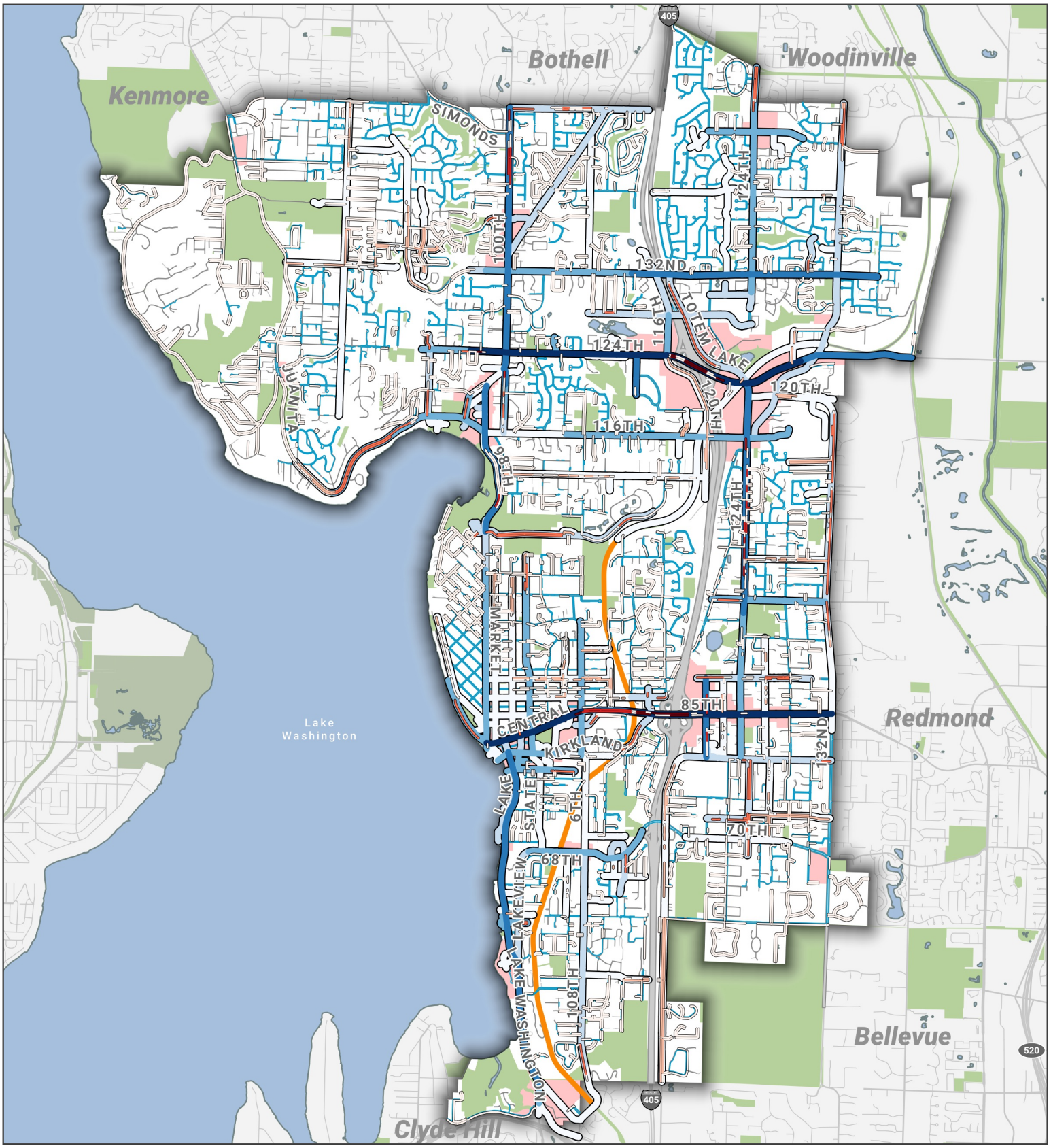
- Low
- Low-Medium
- Medium
- Medium-High
- High

- 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

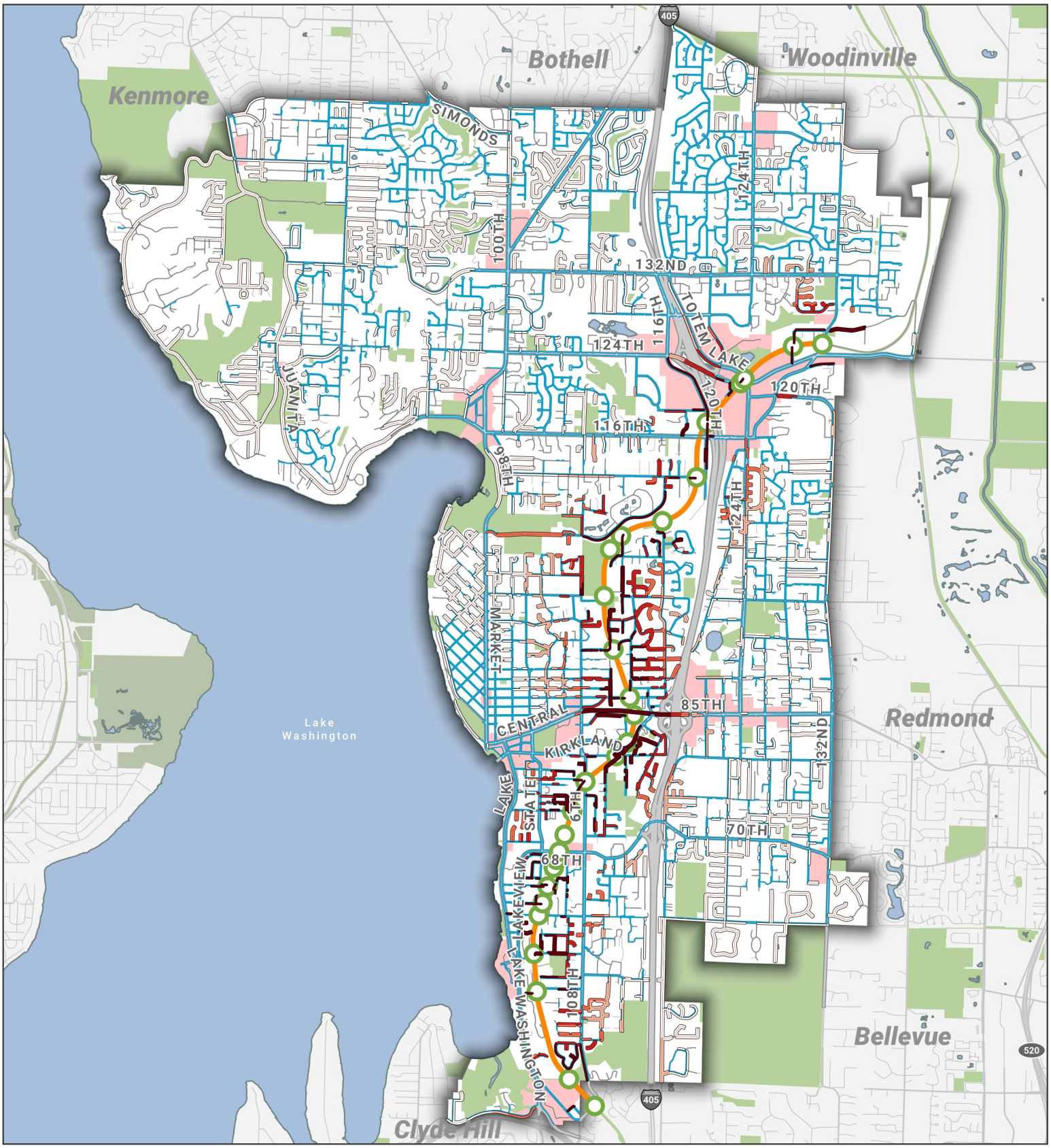
Pedestrian Crashes Per Mile

- 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

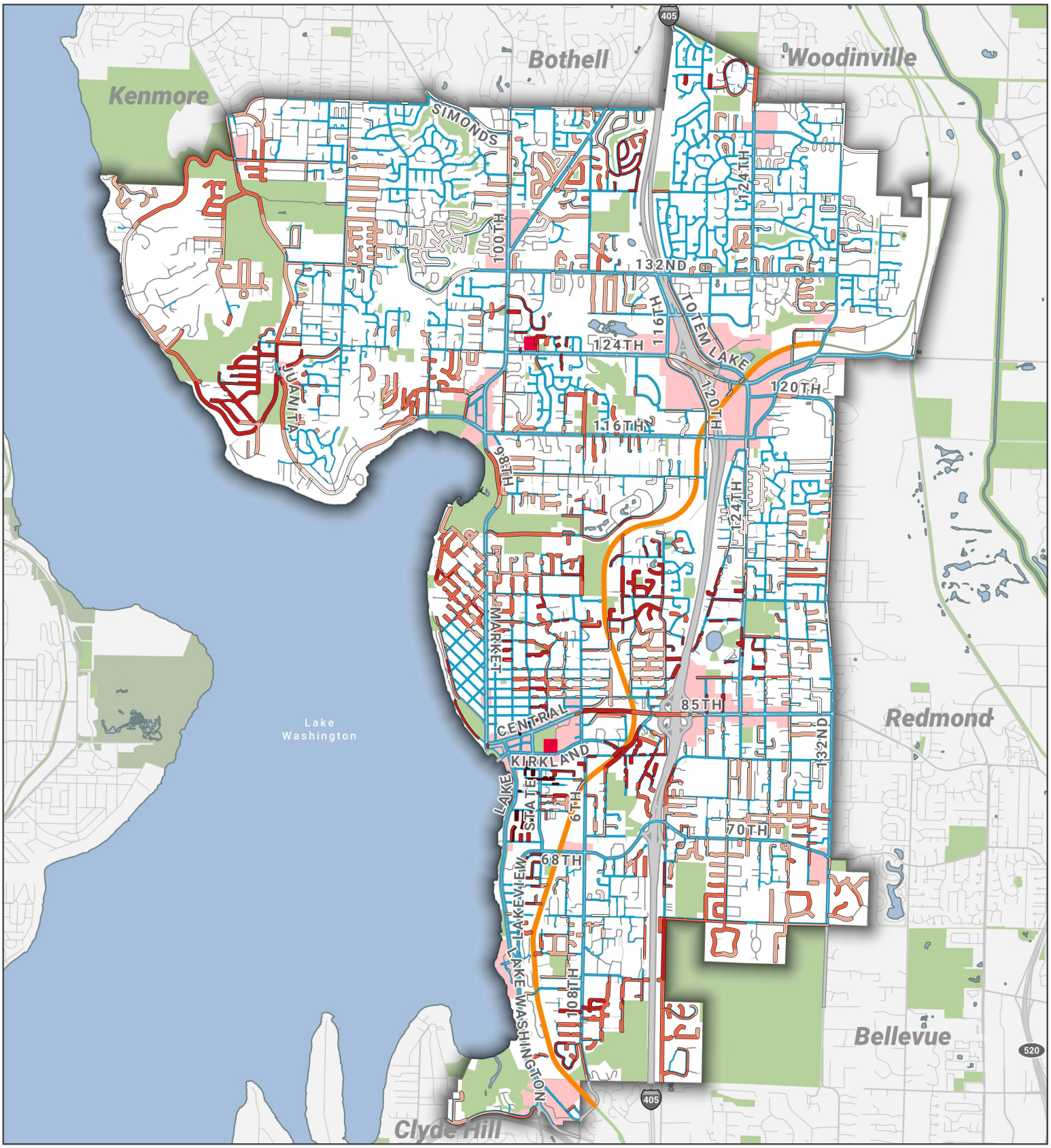
- Low
- Low-Medium
- Medium
- Medium-High
- High

- 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

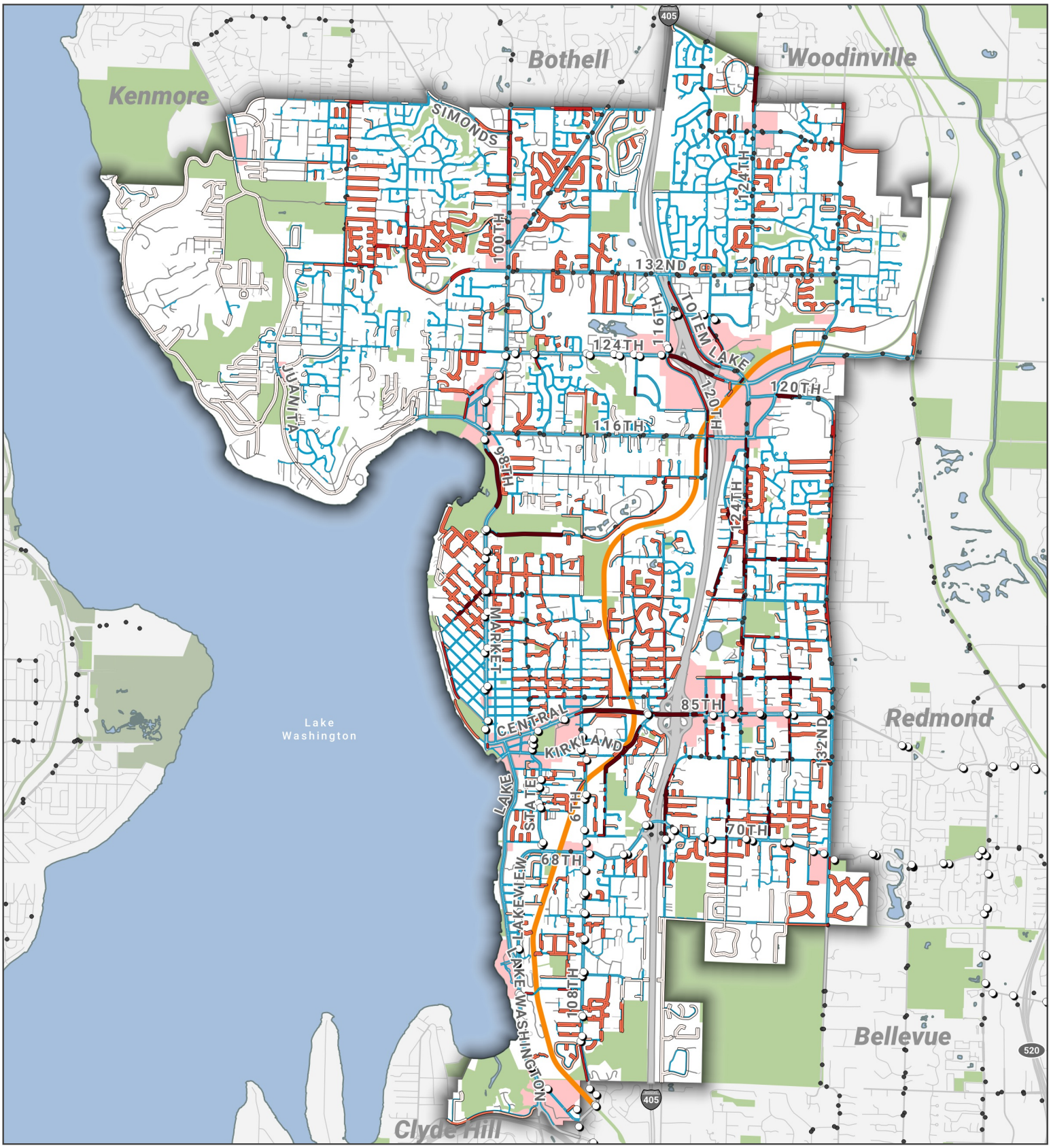
- Low
- Low-Medium
- Medium
- Medium-High
- High

- Park
- Community Center

0 0.5 1 miles

City of Kirkland Active Transportation Plan

Prioritized Pedestrian Network - Transit Subscore



Prioritized Sidewalk Gaps: Transit Subcore

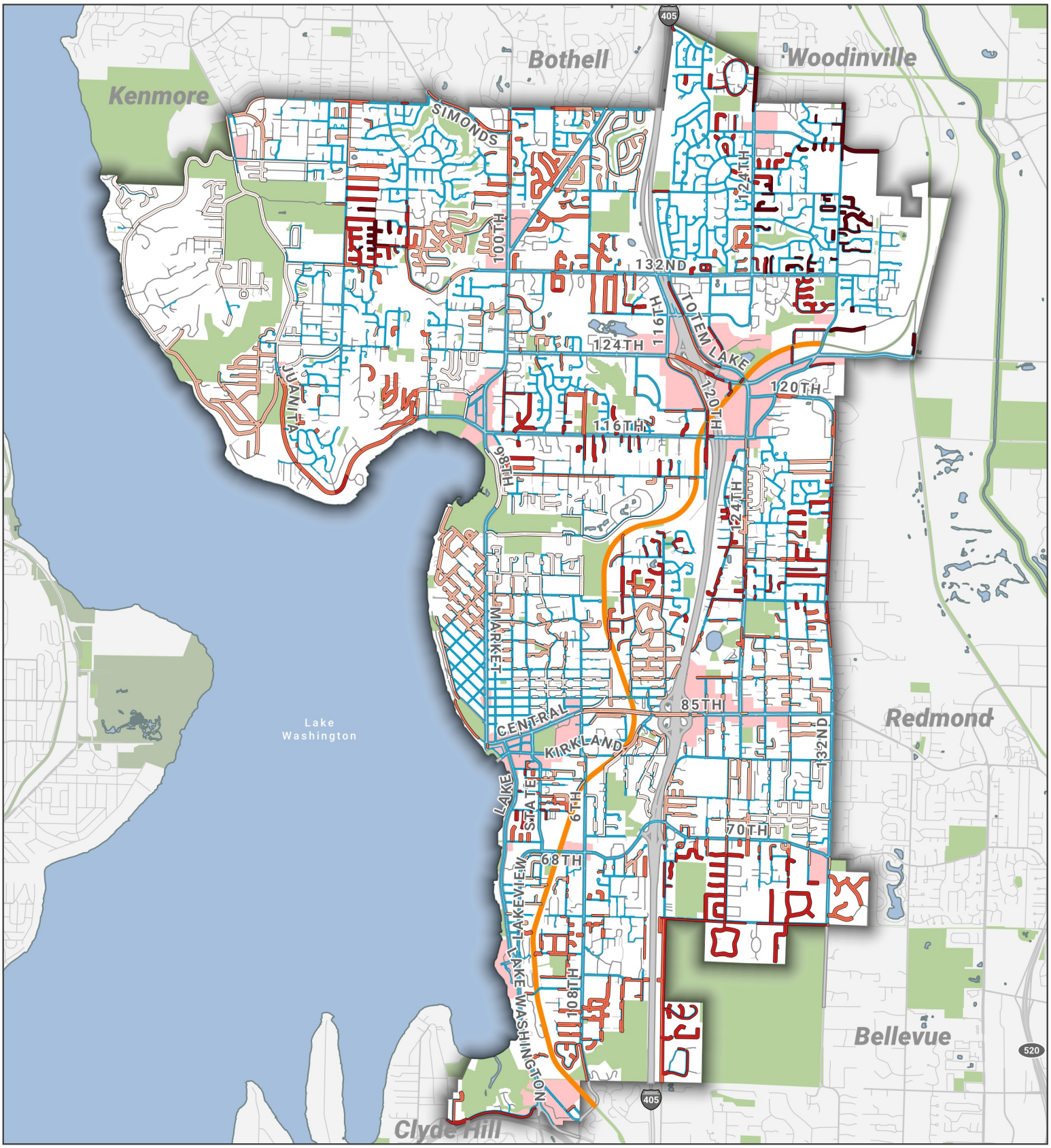
- Low
- Low-Medium
- Medium
- Medium-High
- High

- 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

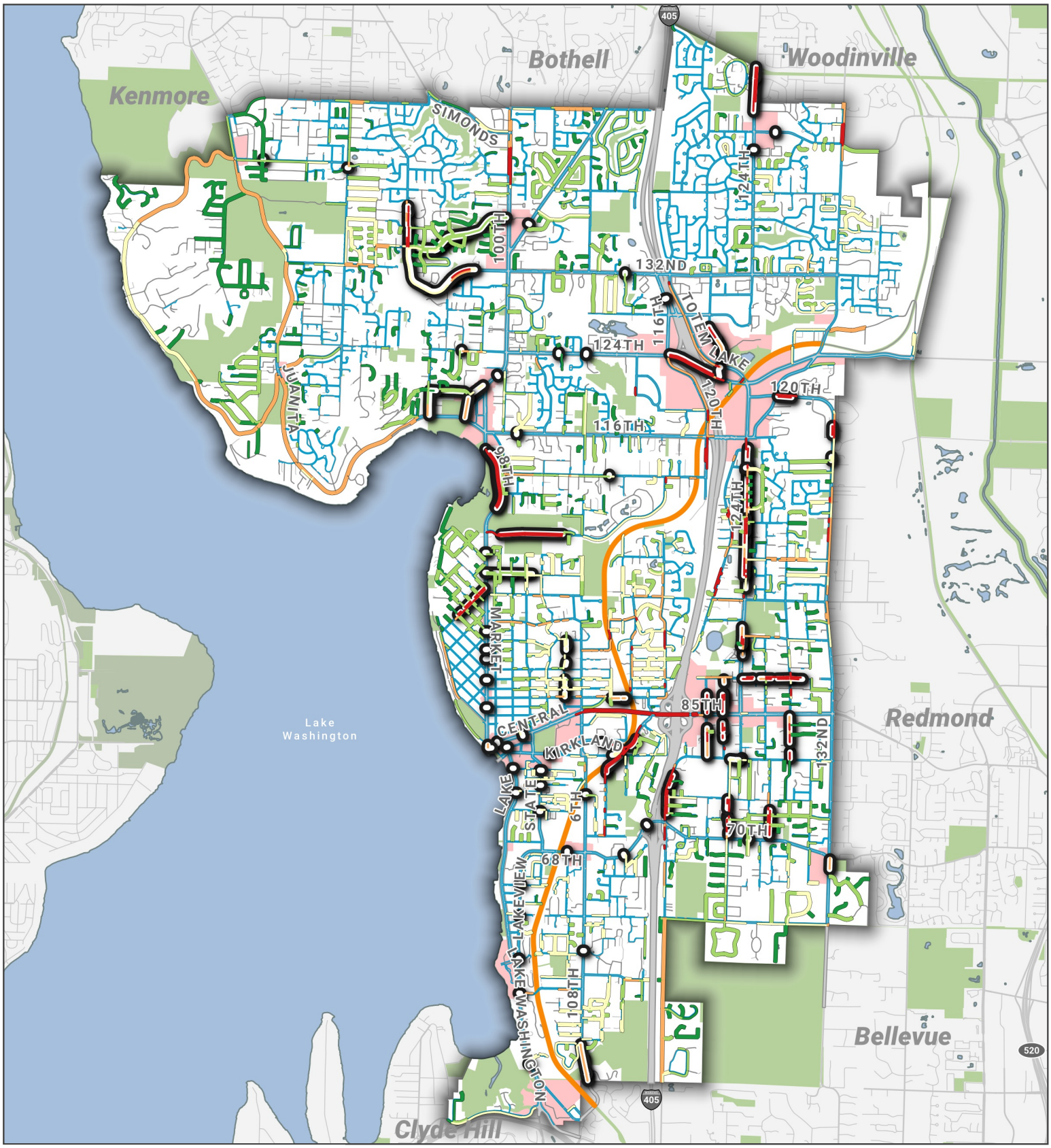
- Low
- Low-Medium
- Medium
- Medium-High
- High

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.