King County METRO

RAPIDRIDE

K Line

Passenger Facilities Upgrade Report

Task 130

King County Metro Transit

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King County Metro Transit

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
BAT Lane	Business access and transit lane
BRT	Bus rapid transit
CBO	Community Based Organization
FTA	Federal Transit Administration
KC	King County
KCM	King County Metro Transit
K Line	RapidRide K Line
LPA	Locally Preferred Alternative
Metro	King County Metro
Project	RapidRide K Line
ROW	Right-of-Way
RRFB	Rectangular rapid flashing beacon (pedestrian crossing signal)
RTIS	Real-time information system
ST	Sound Transit
TBD	To be determined
WSDOT	Washington State Department of Transportation

1 Introduction

1.1 RapidRide K Line Overview

The RapidRide K Line Project will provide frequent, fast, reliable, efficient, and environmentally friendly bus service between the cities of Kirkland and Bellevue in East King County, connecting Totem Lake, Downtown Kirkland, South Kirkland Park & Ride, Downtown Bellevue, Bellevue College, and the Eastgate Park & Ride. In addition to connecting these regional and local centers, K Line implementation would also provide key transit connections to other regional transportation systems, including Sound Transit's Link Light Rail and BRT systems, and to regional trails such as Eastrail and the SR 520 Trail. Improvements will include an upgraded RapidRide bus fleet with increased transit service frequency, upgraded stops with additional passenger amenities, improved access to transit, and increased transit speed and reliability delivered through transit priority treatments, faster station boarding, more widely spaced stops, and signal upgrades.

The K Line will serve a 16-mile corridor between Totem Lake Transit Center in Kirkland and Eastgate Park & Ride in Bellevue following portions of existing bus routes: 239, 245, 250, 255, and 271.

1.2 Purpose of This Report

The K Line Passenger Facilities Upgrade Report identifies locations for proposed stations for RapidRide K Line. The report summarizes existing bus stops along the K Line corridor and provides an overview of the recommended K Line station locations. This report's purpose is documentation of proposed K Line station types and locations.

The Passenger Facilities Upgrade Report will be used to develop a Locally Preferred Alternative (LPA) for the K Line, helping Metro to prioritize investments as part of a holistic, fiscally constrained project. It will also serve as a repository of concept ideas that might be implemented after the initial project opening when additional funds, including local grants, become available.

1.3 Study Corridor

The K Line study corridor is approximately 16 miles long and will serve the East King County cities of Kirkland and Bellevue in a north-to-south alignment. The K Line is designed to connect multiple nodes of demand and points of transfer to the regional transit system and other transportation services. The downtown cores of both cities will be served, providing excellent connections to other bus and light rail services at the Kirkland (bus only) and Bellevue (bus and light rail) Transit Centers. Three other regional bus transit centers are served by the line (Totem Lake, South Kirkland, and Eastgate) along with key connections to the planned Sound Transit Stride bus rapid transit (BRT) at NE 85th St in Kirkland and the Bellevue Transit Center. Stride will be a highway

running BRT service with two routes on the I-405 corridor from Lynnwood to Burien with an anticipated start of service in 2027/2028.

The corridor has been divided into five segments for analysis and planning purposes (Figure 1):

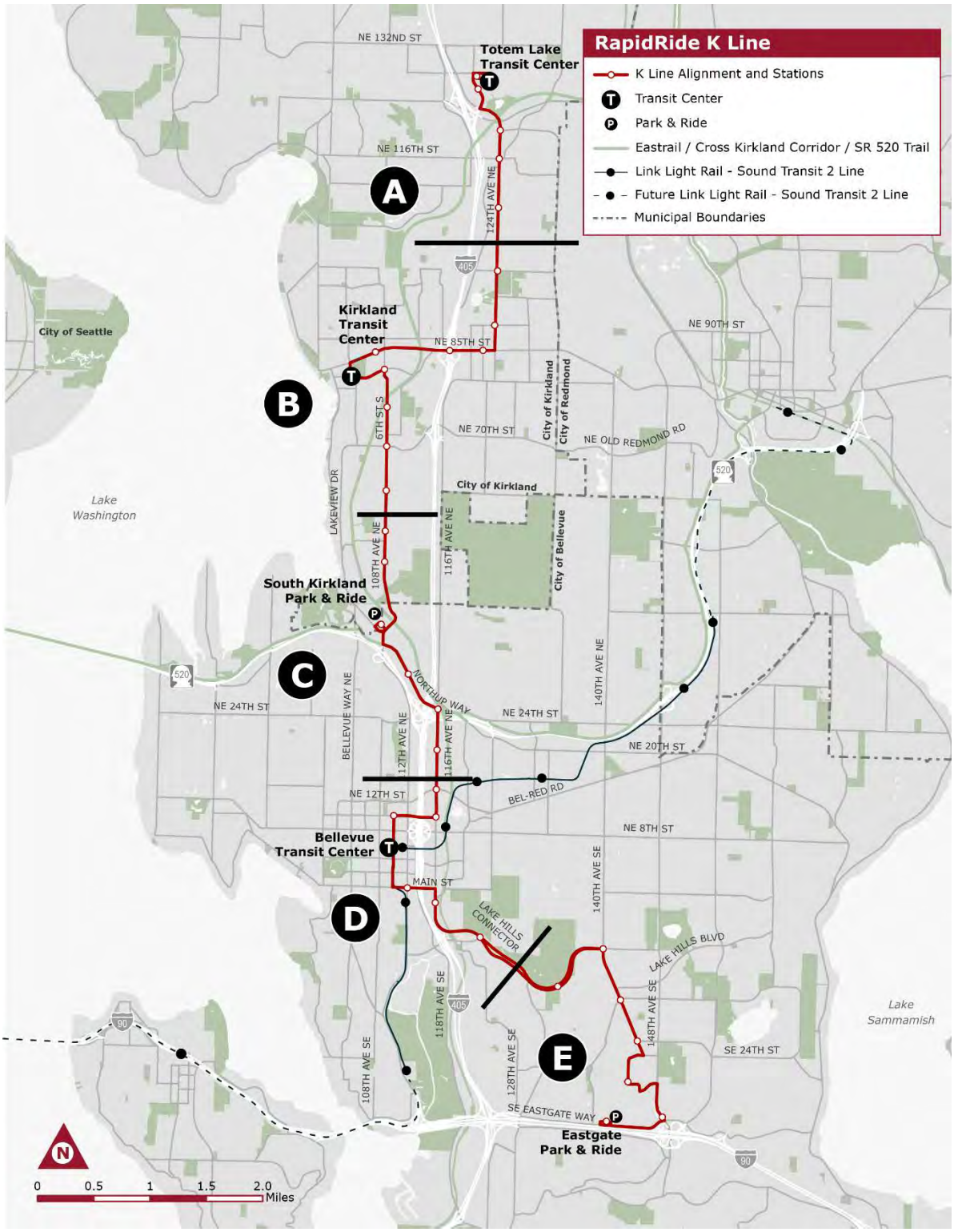
- **Segment A** includes the portion of the corridor within the City of Kirkland from the Totem Lake Transit Center to the K Line station pair at the intersection of 124th Ave NE and NE 108th Pl, near the Kirkland Boys and Girls Club. This segment includes access to Evergreen Hospital and the dense, mixed-use Village at Totem Lake.
- **Segment B** includes the portion of the corridor within the City of Kirkland from the intersection of 124th Ave NE and NE 108th Pl to the K Line station pair at the intersection of 108th Ave NE and NE 60th St. Segment B incorporates the Kirkland Transit Center in Downtown Kirkland, includes a transfer point to the future Sound Transit I-405 Stride BRT corridor at NE 85th St/I-405, and provides access to the Kirkland Google Campus locations along Central Way (Kirkland Urban) and on 6th St S. The City of Kirkland has adopted significant upzoning in the downtown core to allow for future development growth to support increased transit with the K Line and other regional investments.
- **Segment C** includes the section of the corridor from the intersection of 108th Ave NE and NE 60th St in Kirkland to the K Line station pair at the intersection of 116th Ave NE and NE 20th St in Bellevue. Segment C includes the South Kirkland Park & Ride at the intersection of 108th Ave NE and NE 38th Pl.
- **Segment D** includes the portion of the corridor between the intersection of 108th Ave NE and NE 20th St to the K Line station pair at the intersection of Lake Hills Connector and SE 8th St/SE 7th Pl. Segment D provides service to Overlake Medical Center along 116th Ave NE and continues through Downtown Bellevue along NE 10th St, 110th Ave NE and Main St. In Downtown Bellevue, the K Line will offer easy connections to the Bellevue Transit Center (including connection points to RapidRide B Line and Sound Transit's I-405 Stride BRT), Sound Transit's Link light rail, as well as the City's planned Grand Connection. South of Downtown Bellevue, the K Line will also offer connections to the Wilburton neighborhood and King County's Eastside Rail Corridor Trail (Eastrail). The City of Bellevue is currently considering adopting changes to its Land Use code and Comprehensive Plan that would facilitate redevelopment that supports transit growth and would establish the Wilburton Transit Oriented Development Area.
- **Segment E** serves areas south of Downtown Bellevue and north of I-90 along Lake Hills Connector and 145th Pl SE adjacent to Bellevue College and concludes at Eastgate Park & Ride.

The K Line will generally run in parallel to the I-405 freeway, a heavily congested highway corridor that acts as a regional bypass for long-haul vehicle and truck trips traveling through the Puget Sound region and a key access route for people traveling to jobs and services in East King County. Tremendous land use changes and job growth in the three regionally-designated growth centers of Totem Lake, Greater Downtown Kirkland, and Bellevue, as well as rezoning in the NE

85th St corridor in Kirkland and the Wilburton area of Bellevue, continue to increase travel pressures in the corridor and worsen congestion.

Many people travel from residential neighborhoods along the alignment to jobs, education, and other services in Kirkland and Bellevue, as well as in Redmond and Seattle. The I-90 and SR-520 bridges serve as the two main connections for people in vehicles and on bus transit. East Link Light Rail (Sound Transit's 2 Line) will use the I-90 Bridge to provide frequent rail transit to Seattle by 2026. As a fully grade-separated service, this will provide a highly reliable travel option and create demand for transfers from bus to light rail. In advance of a connection to Seattle, the 2 Line is currently partially completed and open, operating between South Bellevue and Redmond Technology Station with trains every 10 min (5:30 am - 9:30 pm), 7 days per week. One purpose of the K Line will be to serve as a reliable feeder for people connecting to the light rail system in Downtown Bellevue.

Figure 1 K-Line Study Corridor



1.4 Passenger Facility Summary

Proposed K Line passenger facilities include 35 conceptual station locations along the 16-mile study corridor. Stations follow RapidRide Standards, which establish the station types and describe their configuration and elements. The RapidRide Station Kit of Parts includes all station elements and facilitates a modular approach to station design. The project team's determination of an appropriate station type based on RapidRide Standards was informed by K Line ridership forecasts, using a horizon year of 2040.

Several segments along the K Line alignment have existing or funded on-street bike facilities. For these locations, the project team considered traffic volume, right-of-way (ROW) space, population density, and land use density to determine the preferred bus station/bikeway treatment. K Line station and bicycle treatment interactions were considered by the project team and the preferred approach was applied in the conceptual design.

Planning-level cost estimates were developed for the 35 proposed station locations to prepare for funding evaluation during K Line Locally Preferred Alternative (LPA) development and the FTA Small Starts Grant application process. Passenger facilities planning-level cost estimates for RapidRide corridors are primarily based on proposed station type and bus/bike treatment and result in an estimate of about $39.8 Million for the 35 stations. Note that at this planning phase of the project, costs for any ROW acquisitions, driveway closures, or utility relocations are assumed as part of the overall facilities contingency and risk allocation allotments and are not estimated based on specific location impacts. The total passenger facilities cost estimate does not include communications and technology elements at stations. Communications and technology cost estimates can be found in the K Line Communications and Technology Upgrade Report.

Figure 2 and Figure 3 list proposed K Line station locations, their types, bus/bike treatments, and planning-level cost estimates. Ridership forecasts and bus/bike treatments are discussed further in Chapter 5, while RapidRide Standards and cost estimates are discussed further in Chapter 6. Passenger facilities cost estimate detail is provided in Appendix C.

Figure 2 Kirkland K Line Stations

Station	Existing KCM Bus Stop ID	Proposed Station Type	Proposed Bus/Bike Treatment	Estimated Cost without Communications	Estimated Cost with Communications
1: Totem Lake Transit Center	74232	Transit Center	NA	$180,000	$328,576
2: Village at Totem Lake	NB: 74730 SB: 74250	NB: Small SB: Small	NB: Existing transit boarding island (no bus/bike improvements included in K Line project) SB: Existing transit boarding island (no bus/bike improvements included in K Line project)	$562,500	$612,864
3: 124th Ave NE & NE 120th St	NB: 74712 SB: 74268	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track (TBD based on design refinement in coordination with the 124th Ave NE improvements project)	$922,500	$1,087,824
4: 124th Ave NE & NE 116th St	NB: 74710 SB: 74270	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Transit Boarding Island (TBD based on design refinement in coordination with the 124th Ave NE improvements project)	$1,192,500	$1,357,824
5: 124th Ave NE & NE 108th Pl	NB: 74352 SB: 74324	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$922,500	$1,087,824
6: 124th Ave NE & NE 100th St	NB: 74347 SB: 74327	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$922,500	$1,087,824
7: 124th Ave NE & NE 90th St	NB: 74344 SB: NA	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$922,500	$1,087,824
8: NE 85th St & 122nd Ave NE	NB: 73840 SB: NA	NB: Small SB: Medium	NA	$832,500	$997,824

Station	Existing KCM Bus Stop ID	Proposed Station Type	Proposed Bus/Bike Treatment	Estimated Cost without Communications	Estimated Cost with Communications
9: NE 85th St & I-405	NA	Transit Center	Shared-use path will be constructed as part of the WSDOT I-405/NE 85th St interchange project	$337,500	$634,652
10: Central Way & 5th St/Urban Plaza	NB: 70672 SB: 70665	NB: Large SB: Large	NB: Shared in-lane cycle track SB: Transit Boarding Island	$2,407,500	$2,687,783
11: Kirkland Transit Center	NB: 73814 SB: 73818	Transit Center	NA	$607,500	$904,652
12: 6th St S & Kirkland Way	NB: 53550 SB: 70676	NB: Medium SB: Large*	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$1,530,000	$1,818,718
13: 6th St S & 5th Ave S	NB: 72163 SB: 70677	NB: Medium SB: Large	NB: Shared in-lane cycle track SB: Existing shared in-lane cycle track (no bus/bike improvements included in K Line project)	$1,530,000	$1,810,283
14: 108th Ave NE & NE 68th St	NA	NB: Large SB: Large	NB: NA SB: Transit Boarding Island (TBD based on design refinement in coordination with the bus lane)	$2,092,500	$2,372,783
15: 108th Ave NE & NE 60th St	NB: 74570 SB: 74400	NB: Medium SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track (TBD based on design refinement in coordination with the bus lane)	$1,192,500	$1,472,783
16: 108th Ave NE & NE 53rd St	NB: 74550 SB: 74420	NB: Medium SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$1,192,500	$1,472,783
17: 108th Ave NE & NE 47th St	NB: 74540 SB: 74430	NB: Medium SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$1,192,500	$1,472,783

Station	Existing KCM Bus Stop ID	Proposed Station Type	Proposed Bus/Bike Treatment	Estimated Cost without Communications	Estimated Cost with Communications
18: South Kirkland Park & Ride	74450	Transit Center	NA	$180,000	$328,576

**Location meets forecasted ridership threshold for a large raised station. Feasibility of a raised station will be determined during the preliminary/30% design phase of the project.*

Figure 3 Bellevue K Line Stations

Station	Existing KCM Bus Stop ID	Proposed Station Type	Proposed Bus/ Bike Treatment	Estimated Cost without Communications	Estimated Cost with Communications
19: Northup Way & NE 30th St	NB: 74446 SB: 74447	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$922,500	$1,087,824
20: 116th Ave NE & Northup Way	NB: NA SB: 68355	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$922,500	$1,087,824
21: 116th Ave NE & NE 20th St	NB: 68349 SB: 68348	NB: Small SB: Small	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$652,500	$702,864
22: NE 12th St & 116th Ave NE	NB: NA SB: 68353	NB: Medium SB: Large	NA	$1,440,000	$1,720,283
23: NE 10th St & 116th Ave NE	NB: NA SB: NA	NB: Large SB: Large	NA	$2,025,000	$2,305,283
24: NE 10th & 110th Ave NE	NB: NA SB: 67600	NB: Large* SB: Large*	NA	$2,025,000	$2,322,152
25: Bellevue Transit Center	NA	NB: Large* SB: Large*	NA	$1,777,500	$2,074,652
26: Main St & 112th Ave NE	NB: 82810 SB: NA	NB: Large* SB: Large*	NB: Existing shared in-lane cycle track (no bus/bike improvements included in K Line project) SB: NA	$1,777,500	$2,074,652
27: 116th Ave NE & SE 1st St	NB: 80570 SB: 68296	NB: Large SB: Medium	NA	$1,440,000	$1,720,283
28: Lake Hill Connector & SE 8th St	NB: NA SB: 70813	NB: Medium SB: Small	NB: NA SB: Shared in-lane cycle track	$832,500	$997,824

Station	Existing KCM Bus Stop ID	Proposed Station Type	Proposed Bus/ Bike Treatment	Estimated Cost without Communications	Estimated Cost with Communications
29: Lake Hills Connector & 134th Ave SE	NB: 70805 SB: 70803	NB: Small SB: Small	NB: NA SB: Shared in-lane cycle track	$607,500	$657,864
30: Lake Hills Connector & 140th Ave SE	NB: 68598 SB: 68597	NB: Medium SB: Small	NB: NA SB: Shared in-lane cycle track	$877,500	$1,042,824
31: 145th Pl SE & SE 16th St	NB: NA SB: 68593	NB: Large SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$1,530,000	$1,810,283
32: 145th Pl SE & SE 22nd St	NB: 68592 SB: 68595	NB: Large SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$1,530,000	$1,810,283
33: Bellevue College & Kelsey Creek Rd	NB: 72984 SB: 72983	NB: Large SB: Medium	NA	$1,102,500	$1,382,783
34: 148th Ave SE & SE Eastgate Way	NB: 72880 SB: 73080	NB: Large SB: Medium	NA	$1,440,000	$1,720,283
35: Eastgate Park & Ride	NB: 72880	Transit Center	NA	$180,000	$328,576

**Location meets forecasted ridership threshold for a large raised station. Feasibility of a raised station will be determined during the preliminary/30% design phase of the project.*

1.5 Report Overview

This report comprises eight chapters:

- Chapter 1: Introduction
- Chapter 2: Community Engagement
- Chapter 3: Jurisdictional Coordination
- Chapter 4: Existing Conditions
- Chapter 5: Proposed Station Locations
- Chapter 6: Conceptual Design
- Chapter 7: Station Summaries
- Chapter 8: Next Steps

2 Community Engagement

Engagement with the people that live, work, and visit along the K Line corridor is critical in delivering a project that meets the needs and addresses the concerns of the community. King County Metro is executing an engagement plan focused on meaningful engagement opportunities, with a goal of meeting community priorities. Feedback received from the community has directly influenced the identification, location, and refinement of passenger facilities described in the following chapters of this report. Since the beginning of the project, through the conceptual design phase, Metro will conduct three phases of engagement:

- **Phase 1:** Needs Assessment (completed 2020)
- **Phase 2:** Raising Awareness and Shaping the Project (completed 2024)
- **Phase 3:** Draft LPA Engagement (anticipated first quarter 2025)

This section describes community engagement activities undertaken by the K Line project team related to passenger facilities, including the identification of station locations and refinement of station amenities during phases 1 and 2 of community engagement. The development of a draft K Line LPA that incorporates feedback received during the first two phases of community engagement will occur in tandem with the third phase of K Line engagement, scheduled for the first quarter of 2025. The third phase of engagement will further influence the refinement and design of the passenger facilities during the next phase of the project building on the concepts presented in this report.

2.1 Phase 1: Needs and Priorities Assessment

Between October and December 2019, Metro engaged eastside communities to determine needs and priorities for RapidRide service between Kirkland and Bellevue. The project team gathered feedback from community-based organizations (CBOs), businesses, and community members on their current transit use, how and where they need to travel, and proposed routing through Kirkland and Bellevue.

2.1.1 Goals

The **key goals** in the needs and priorities assessment engagement phase were:

- Select route options that reflect the needs of the community.
- Conduct and document an intentional, inclusive, and equitable community engagement process.
- Ensure CBOs, large employers, and community members are aware of RapidRide.
- Establish and grow positive relationships between Metro and community organizations, businesses, cities, and community members in Kirkland and Bellevue.

For a complete list of engagement goals and objectives for phase 1, please see the RapidRide K Line Community Engagement Summary (2020).

2.1.2 Approach

Phase 1 of RapidRide K Line community engagement consciously built on the relationships and communications approaches used during the North Eastside Mobility Project (NEMP) engagement process. The goal of K Line community engagement is to create a more integrated mobility network that better connects people to opportunities. Community input will help Metro make decisions about:

- Establishing potential RapidRide K Line **route and station locations.**
- Other projects, such as **dedicated bus lanes**, added **crosswalks**, and improved **roadways** that improve bus speed and reliability and enhance safety for all who travel in the area.
- Additional projects that **improve access** to transit by making it easier, safer, or more convenient to get to—or wait for—the bus.

Inclusive Engagement

To hear from communities historically underrepresented in transit planning, the project team led an inclusive engagement campaign. The team interviewed CBOs, businesses, service providers, and other partners; held in-person engagement events, such as briefings, tabling, and transit center and onboard bus outreach; and conducted an online survey. The team translated materials and the survey into the languages most commonly spoken in the area: Spanish and simplified Chinese. For an in-depth explanation of the phase 1 community engagement approach including building on prior engagement and a map of community engagement locations, please see the RapidRide K Line Community Engagement Summary (2020).

2.1.3 What We Heard

The project team received valuable feedback about the communities' needs and priorities for future K Line passenger facilities in Kirkland, Bellevue, and surrounding areas during phase 1 of engagement.

Figure 4 Key Phase 1 Community Engagement Metrics

Key engagement takeaways related to passenger facilities are summarized below. For a complete list of phase 1 takeaways for the K Line project, please see the RapidRide K Line Community Engagement Summary (2020).

Community member priorities

- Community members want transit that will get them where they need to go.
- Speed of travel is important to community members.

Existing route 255 service

- Some route 255 riders expressed concern that the faster, more reliable service promised by RapidRide would be negated by the additional time it would take them to transfer to light rail or other transit modes

RapidRide K Line station locations, amenities, and accessibility

- Some people said Metro needs to better serve people with mobility, vision, hearing, or other impairments.
- Community members stressed the importance of safety at stations, including lighting and crosswalks, as well as sidewalks leading to stations.
- Locating bus stations near community resources, such as medical centers, community centers, and grocery and shopping locations, is a priority for community members.

Barriers to transit use

- Difficulty getting to and from the bus stop can make it hard for people to use transit.
- People are unlikely to use transit if it does not serve the places they want to go.

2.2 Phase 2: Raising Awareness and Shaping the Project

The feedback Metro collected during Phase 1 helped inform how and where the project team sought to engage with community members and groups during the Phase 2 outreach that occurred in the first half of 2024. Throughout this project, the team intentionally sought to hear from people and groups who have been historically underrepresented or overlooked in transportation planning. The team continued to focus engagement efforts on meeting people where they are, hosting events in the community, partnering with CBOs, attending regularly scheduled meetings, and engaging people in the languages they prefer to use.

2.2.1 Goals

Goals for phase 2 of RapidRide K Line community engagement were as follows:

- Reengage key partners and community members on the RapidRide K Line project.
- Gather input on proposed RapidRide K Line plans to help shape the draft LPA, including:
    - Station locations
    - Changes to make the bus faster and more reliable
    - Changes to make the bus easier to access

For a complete list of engagement goals and objectives for phase 2, please see the RapidRide K Line Community Engagement Summary Report – Conceptual Phase (2024).

2.2.2 Approach

In this phase, the project team re-introduced the project to the community and gathered feedback on community priorities and conceptual design plans for RapidRide K Line which Metro

developed in partnership with local agencies and addressed project and agency goals. Specific areas for conversation included:

- Proposed RapidRide K Line station locations.
- Priorities and barriers to accessing transit, to inform projects to make it easier for people who walk, roll, and bike to get to the station.
- Priorities for people who travel in the area, to inform roadway improvements to make the bus faster and more reliable.
- Additional ways to share information and gather input from eastside communities.

Phase 2 community engagement efforts consisted of the following activities:

- Conducted an online survey with 1,003 respondents
- Developed a K Line project website
- Conducted tabling at nine community events
- Conducted two virtual meetings
- Held in-person and virtual briefings with CBOs, neighborhood groups, and employers, made upon request
- Drafted advertisements/promotions distributed through local and culturally relevant media
- Distributed postcards to communities along the K Line corridor

For an in-depth explanation of the phase 2 community engagement approach, please see the RapidRide K Line Community Engagement Summary Report – Conceptual Phase (2024).

2.2.3 What We Heard

Feedback received during phase 2 of K Line community engagement was used as a direct input during the process of identifying, locating, and refining passenger facilities, described further in Chapters 5 through 7. Key takeaways related to passenger facilities received through the phase 2 engagement online survey are summarized below. For a complete list of phase 2 engagement takeaways for the K Line project, please see the RapidRide K Line Community Engagement Summary Report – Conceptual Phase (2024).

Improvements that would motivate transit use

When asked what improvements, if any, would motivate survey respondents to ride public transit more frequently, survey respondents identified improvements to speed (69%) and more frequent service (68%) as the most selected options. Many also said routes with fewer transfers (61%) and reliability improvements (57%) would encourage them to ride public transit more frequently. Roughly one-third of survey respondents indicated that transit stations located closer to their home or where they regularly travel would motivate transit use.

Station location overview

Through the phase 2 engagement online survey, community members had the opportunity to review a map displaying potential K Line stations proposed by the project team (proposed K Line station locations are described in Chapter 5 of this report). Most respondents (75%) agreed that the proposed station locations would help them get to and from the places they need to go, with only 8% disagreeing with the statement. Similarly, when asked if the proposed station locations would help people get to and from their business or property, the majority of respondents (61%) agreed.

The online survey included an open-ended response form that allowed community members to further comment on the K Line station locations proposed by the project team. Key takeaways included:

- **Focus stations near popular destinations:** respondents indicated Bellevue Square Mall, Kirkland Transit Center, Totem Lake, and Sound Transit Link Light Rail stations.
- **Concerns about proposed station spacing:** some respondents mentioned that the proposed stations are too frequent, potentially slowing down the "rapid" aspect of RapidRide K Line. Others noted that additional stations, particularly in areas viewed as underserved by transit, would be preferred.
- **Integration with existing transit service:** several respondents requested better alignment between K Line and existing bus routes, such as Routes 255, 271, 245, and 225. Providing connections to new transit lines like Sound Transit's Stride BRT and Link Light Rail were noted as priorities.
- **Serving underserved areas:** many respondents advocated for transit stations located closer to neighborhoods such as Finn Hill, Juanita, and Kirkland Highlands, which currently have limited service.
- **Public transportation for all ages:** some respondents raised concerns about the usability of the route for elderly residents or those who may not be able to walk long distances, advocating for closer station spacing and proximity to destinations.
- **Concerns about noise, traffic, and parking:** respondents expressed worries about the impact of new stations on residential neighborhoods, particularly around noise and increased traffic.
- **Location-specific comments:**
    - Lake Washington Blvd: requests for stations along this corridor, citing it as a highly populated area that is underserved by public transit.
    - Totem Lake: many support the idea of a stop at Village at Totem Lake, with calls for better connectivity to 124th Ave and surrounding residential areas.
    - Juanita Village: several comments called for a stop in Juanita Village, citing its importance as a growing transit-oriented hub.
    - Downtown Kirkland: some residents feel that the route should include additional stations closer to key destinations like Urban Plaza and Central Way to serve the growing downtown population.

- Downtown Bellevue: requests for stations near Bellevue Square, the Downtown Park, and 116th Ave NE to improve access to shopping and medical centers.
- Bellevue Transit Center: many respondents want stations as close as possible to the Link Light Rail station to allow for smooth transfers.
- NE 4th St and 116th Ave NE: this area was highlighted for having important amenities like PCC, Target, and Virginia Mason, with suggestions for additional stations nearby.
- South Kirkland Park & Ride: respondents had mixed opinions with some opposing turning into the park & ride, stating it adds unnecessary travel time.
- Juanita Drive: several respondents requested service along Juanita Drive to connect underserved parts of Kirkland.
- Woodinville: respondents noted the lack of bus service in Woodinville, asking for direct connections to Bellevue and Kirkland.
- Finn Hill: calls for more transit routes to serve Finn Hill, which currently has minimal bus service.

Specific station locations

The survey also asked community members for feedback on proposed station locations in several specific areas from respondents who indicated that they live, work or go to school, own or manage a business in the area or travel to the area. These specific station locations included:

- **108th Ave NE corridor in southern Kirkland** (Figure 5)
  - **Options**
    - Option 1: station location at 108th Ave NE/NE 47th St
    - Option 2: station location at 108th Ave NE/NE 45th St
  - **Takeaways**
    - Most survey respondents (68%) indicated that they did not have a preference for Option 1 (NE 47th St) or Option 2 (NE 45th St)
    - Survey respondents indicating a preferred option were evenly split between Option 1 and Option 2
- **Bellevue Transit Center** (Figure 6)
  - **Options**
    - Option 1: station location along 108th Ave NE
    - Option 2: station location along 110th Ave NE
  - **Takeaways**
    - Roughly half of survey respondents indicated a preference for Option 2 (110th Ave NE)
    - 23% of respondents indicated a preference for Option 1 (108th Ave NE)

- 27% of respondents indicated that they did not have a preference for Option 1 (108th Ave NE) or Option 2 (110th Ave NE)

- **Downtown Bellevue** (Figure 7)
  - **Options**
    - Option 1: station locations at Main St/112th Ave and 116th Ave SE/SE 1st St
    - Option 2: station locations at 112th Ave SE/East Main Link Station and SE 8th St/114th Ave SE
  - **Takeaways**
    - 34% of survey respondents indicated a preference for Option 2
    - 30% of respondents indicated a preference for Option 1
    - 36% of respondents indicated that they did not have a preference for Option 1 or Option 2

Figure 5 Proposed station options on the 108th Ave NE corridor in Kirkland

Figure 6 Proposed station options at the Bellevue Transit Center

Figure 7 Proposed station options in downtown Bellevue

3 Jurisdictional Coordination

The K Line will provide service in the cities of Kirkland and Bellevue. Because most passenger facilities are proposed to be constructed in city ROW, coordination with local jurisdictions is a key component of the K Line program. Coordination with municipal partners will continue through the K Line LPA development process, as well as in future design and construction phases of the project. Active and ongoing coordination between the K Line team and municipal partners helps to ensure the successful implementation of the K Line project. This chapter describes the methods used by the project team to coordinate with the cities of Kirkland and Bellevue on K Line passenger facilities.

3.1 Coordination Prior to COVID-19 Project Pause

Early planning technical coordination with Kirkland and Bellevue occurred in late 2019 and early 2020 including two virtual workshops in March 2020 – one with City of Bellevue staff and one with City of Kirkland staff – to discuss how K Line will interact with existing transit center and park & ride facilities, review initial station placement recommendations, and gather jurisdictional feedback. Virtual workshops informed station location passenger amenity revisions and refinement, including aligning proposed K Line passenger facilities with local planning efforts and planned improvements. Detailed materials documenting coordination between the project team and the cities of Kirkland and Bellevue can be found in Appendix B.

3.2 Coordination with Local Jurisdictions Since Project Restart

Detailed K Line planning was resumed in the fall of 2023 by King County Metro. Since the restart of the K Line project in Fall 2023, the team held four virtual workshops – two with City of Bellevue staff and two with City of Kirkland staff – to re-engage the jurisdictions and further refine passenger facilities concepts. Beginning in Spring 2024, these workshops were supplemented by standing coordination meetings between city staff and the project team that offered additional opportunities to coordinate on passenger facilities. Detailed materials documenting coordination between the project team and the cities of Kirkland and Bellevue can be found in Appendix B.

4 Existing Conditions

4.1 Existing Stop Locations and Service Network

Existing transit service in the K Line corridor is provided by multiple routes, primarily routes 239, 250, 255 and 271. The K Line corridor overlaps with significant portions of these four local routes but does not fully duplicate any of the routes. As such, it will be important to consider these routes as part of the service restructuring prior to the K Line opening since these routes serve multiple destinations that will not be directly served by the K Line.

Other routes also provide service over some portions of the K Line alignment. Frequent service (i.e., service operating every 15 minutes or more frequently until 6 p.m. Monday through Friday) is provided along most segments of K Line's alignment, except for 124th Ave NE, which is served by route 239, operating approximately every 30 minutes. A summary of primary route details is listed below and the maps of the existing service are shown in Figure 8 through Figure 12. A full list of existing transit stops along the K Line corridor is presented in Appendix A.

- Route 239:
  - North End Point: UW-CC Bothell North Loop
  - South End Point: Kirkland Transit Center Bay 4
  - Peak Service: 30 minutes
  - Off-Peak Service: 1 hour
  - Overlaps with K Line routing between Totem Lake Transit Center and Kirkland Transit Center
- Route 250:
  - North End Point: Avondale (Redmond)
  - South End Point: Bellevue Transit Center Bay 10
  - Peak Service: 15 minutes
  - Off-Peak Service: 30 minutes
  - Overlaps with K Line routing between South Kirkland Transit Center and Bellevue Transit Center
- Route 255:
  - East End Point: Totem Lake Transit Center Bay 3
  - West End Point: University District - Campus Pkwy & University Way NE
  - Peak Service: 15 minutes
  - Off-Peak Service: 30 minutes
  - Overlaps with K Line routing between Kirkland Transit Center and South Kirkland Transit Center
- Route 271:
  - East End Point: Issaquah - Newport Way SW & W Sunset Way
  - West End Point: University District - 15th Ave NE & NE 42nd St
  - Peak Service: 15 minutes
  - Off-Peak Service: 30 minutes

- Generally overlaps with K Line routing between Bellevue Transit Center and Eastgate Park & Ride

Major transit hubs and connection opportunities exist at each of the transit centers and park & rides along the corridor: Totem Lake Transit Center, Kirkland Transit Center, South Kirkland Park & Ride, Bellevue Transit Center, Eastgate Park & Ride, as well as the East Link Bellevue Downtown Station. Each of these locations provides connections to other transit lines serving the surrounding eastern King County area, as well as direct routes to Seattle.

The East Link Extension partially opened 2 Line service between South Bellevue Station and Redmond Technology Center Station in Spring 2024, with full service connecting to Seattle across I-90 expected by 2026.

Figure 8 Existing Service - Segment A

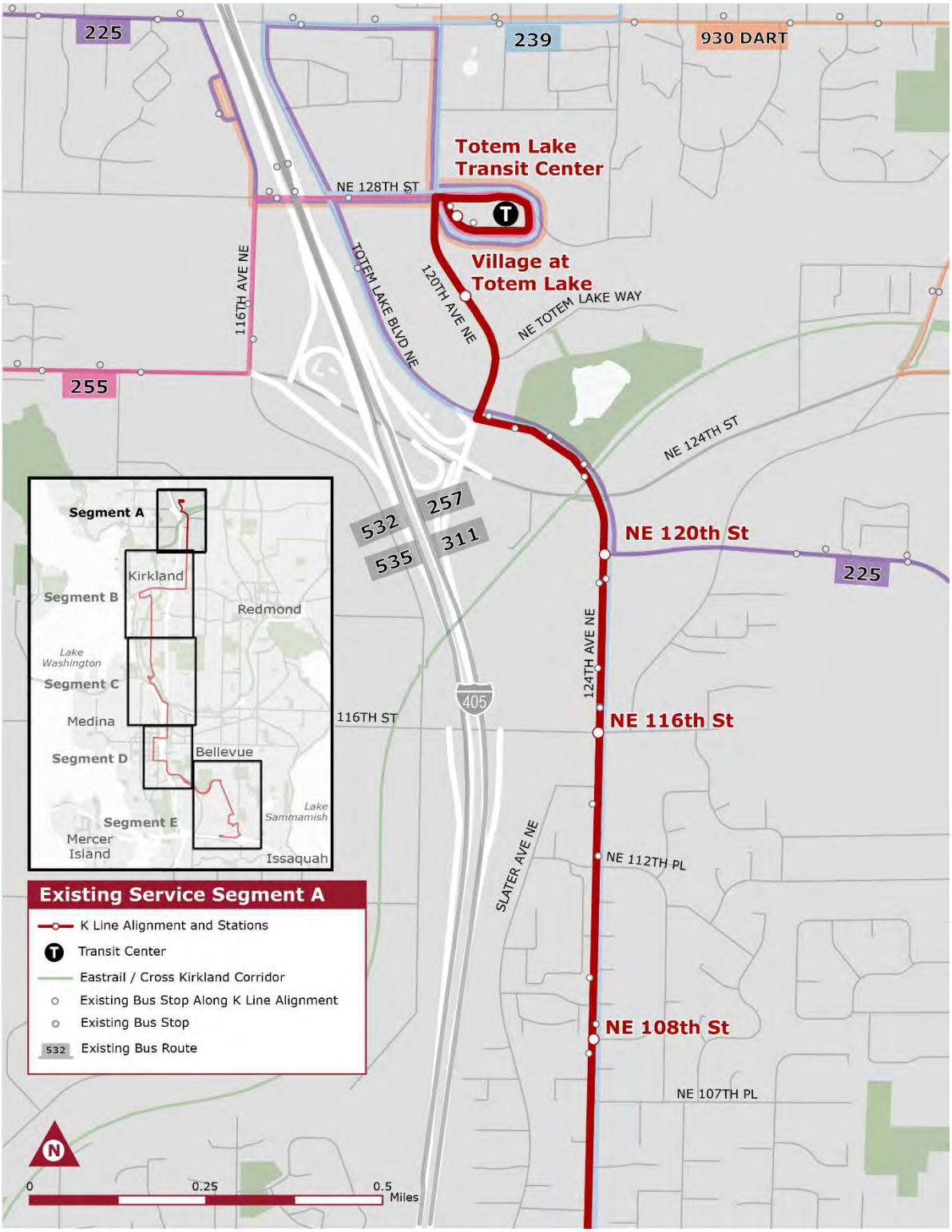


Figure 9 Existing Service - Segment B

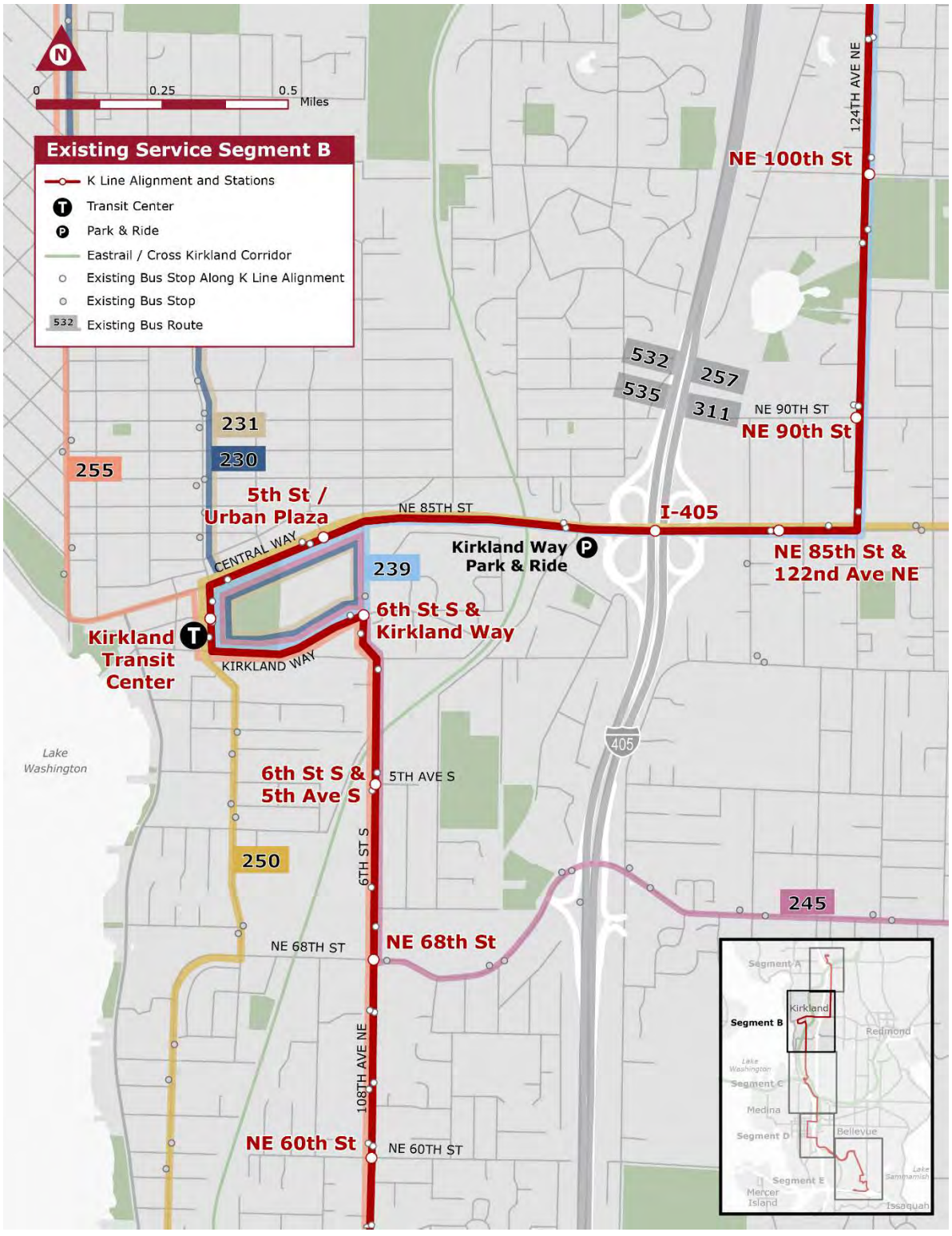


Figure 10 Existing Service - Segment C

Figure 11 Existing Service - Segment D

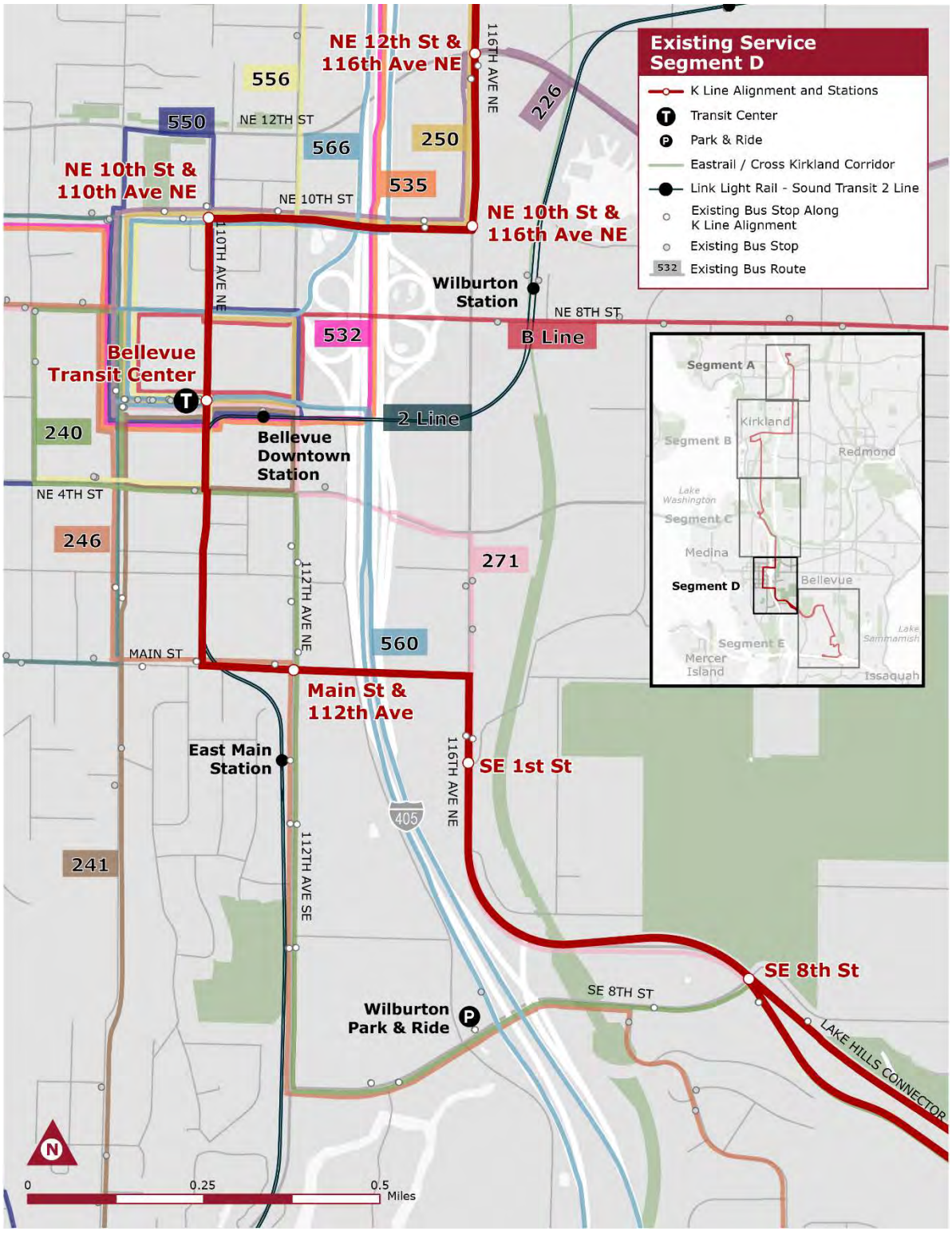
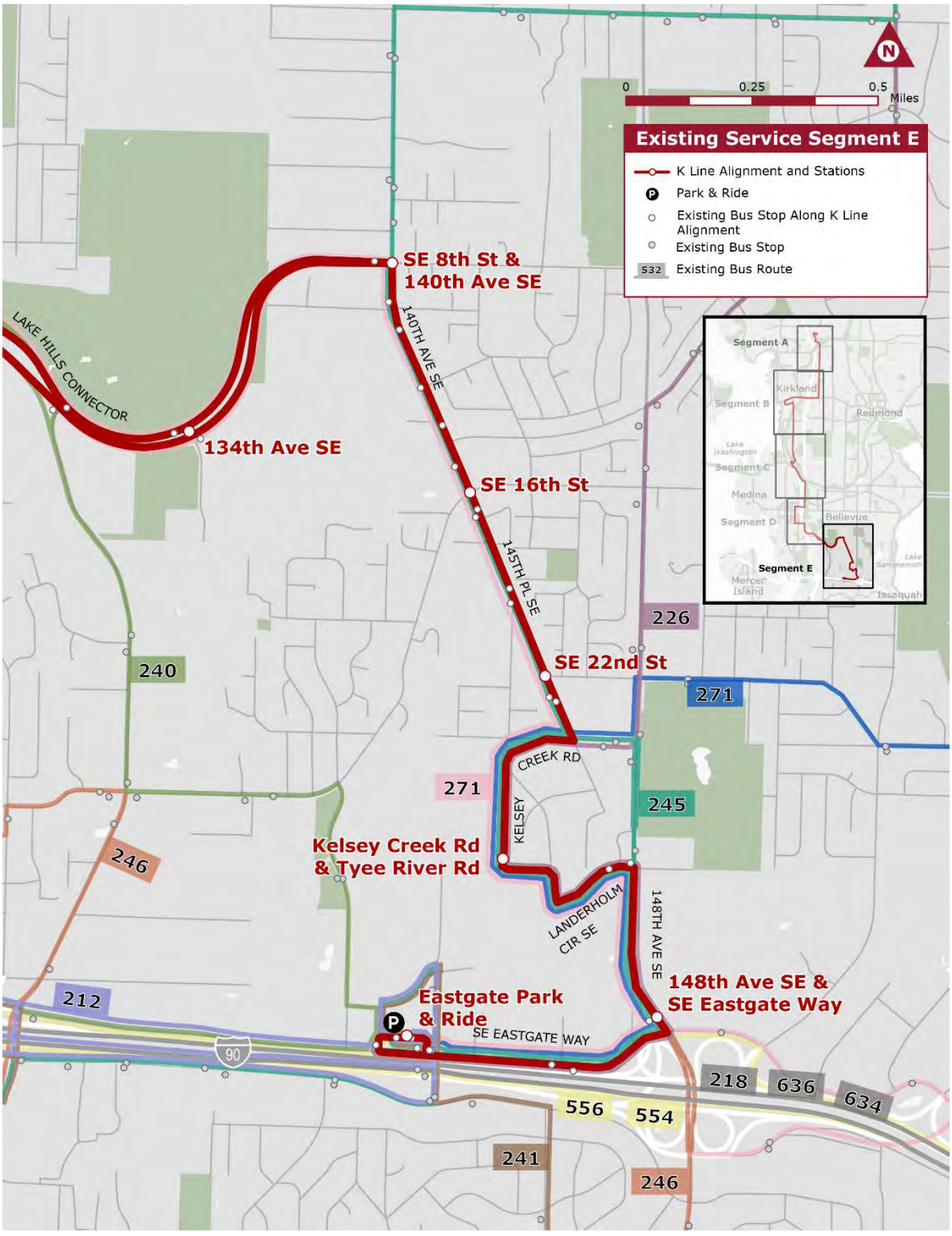


Figure 12 Existing Service - Segment E



5 Proposed Station Locations

5.1 Methodology

The project team used the data points listed below to determine proposed K Line station locations.

- Ridership patterns: Existing ridership by stop, lift/ramp deployments by stop
- Local context: Land use and zoning, nearby destinations and community assets, and feedback received through stakeholder interviews
- Future transit network: Future transfer locations based on Sound Transit East Link service and Eastside restructuring
- Street connectivity: Maximum access shed around proposed station locations
- Equity: Density of low-income households, people of color, and households without a vehicle
- Stop spacing thresholds based on RapidRide Standards
- Balancing station costs and travel time with convenient walking access

Proposed K Line passenger facilities include 35 conceptual station locations, shown in Figure 13 through Figure 17. Proposed station locations achieve an average station spacing of 0.45 miles for the route with some stops closer together and others further apart depending on land use patterns. The proposed station locations align with Metro's Service Guidelines that indicate RapidRide station spacing should be 1/3 – 1 mile, depending on context. The desired standard is 1/3 to 1/2 mile spacing in consistently built-up areas as is the context for most of the K Line corridor. In addition, the proposed stations cover nearly 90% of existing lift/ramp deployments where K Line stations serve an existing transit stop.

The station locations identified in this chapter show the general placement of the station along the corridor and the final placement at the intersections will be refined during the project development / design process. Chapter 7 provides initial concepts showing station placement at intersections. In general, stations on the far side of intersections are preferred as they generally eliminate conflicts with right turning vehicles and minimize signal delay for the bus. Far-side stations also provide the crossing behind the bus at the crosswalk which discourages pedestrians from crossing in front of the bus or jaywalking to catch the bus. There are instances where near-side stations are beneficial if they are paired with a queue jump signal or if there are many right turning vehicles from a side street that would be turning into the bus zone. These considerations were accounted for to develop the initial concepts shown in Chapter 7.

Figure 13 Proposed K Line Station Locations – Segment A

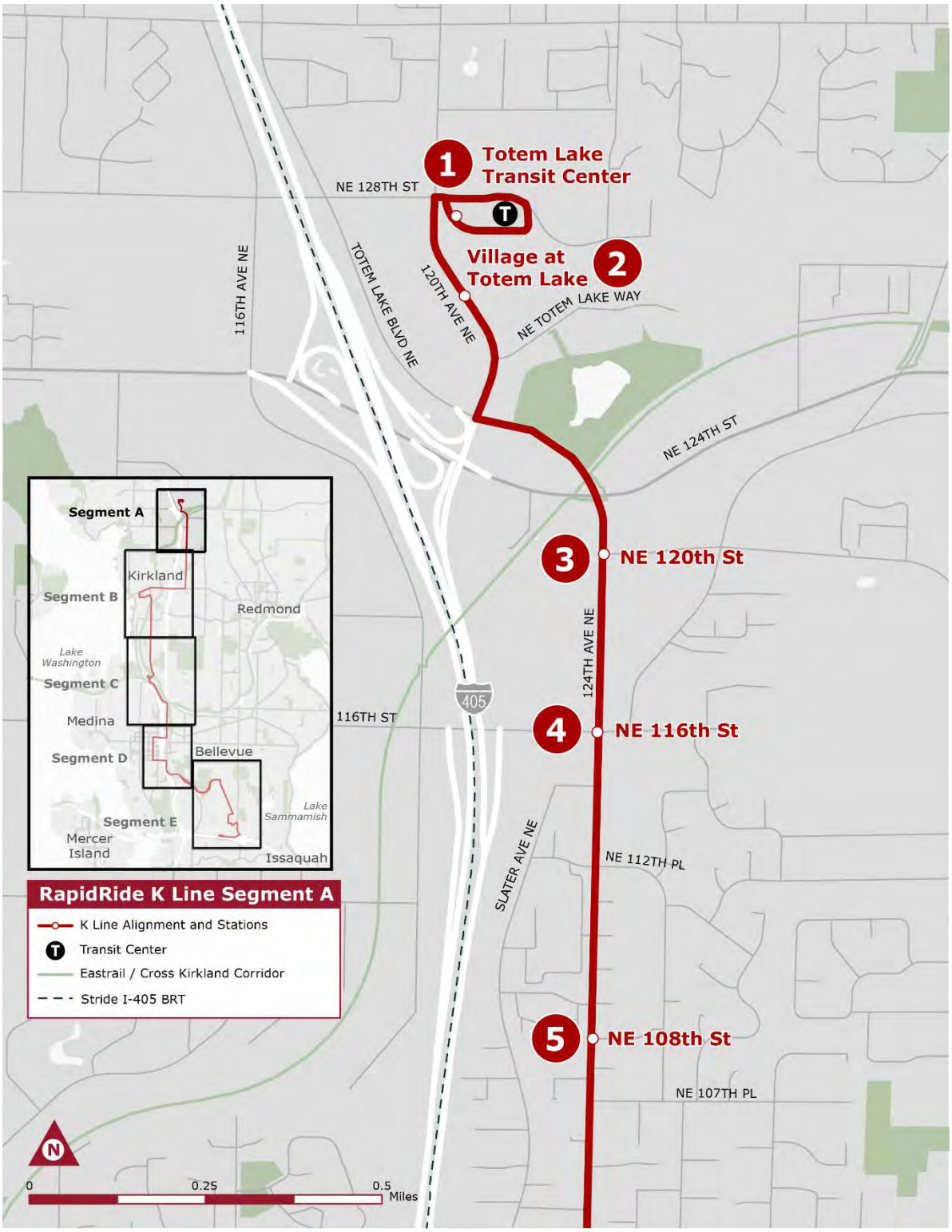


Figure 14 Proposed K Line Station Locations – Segment B

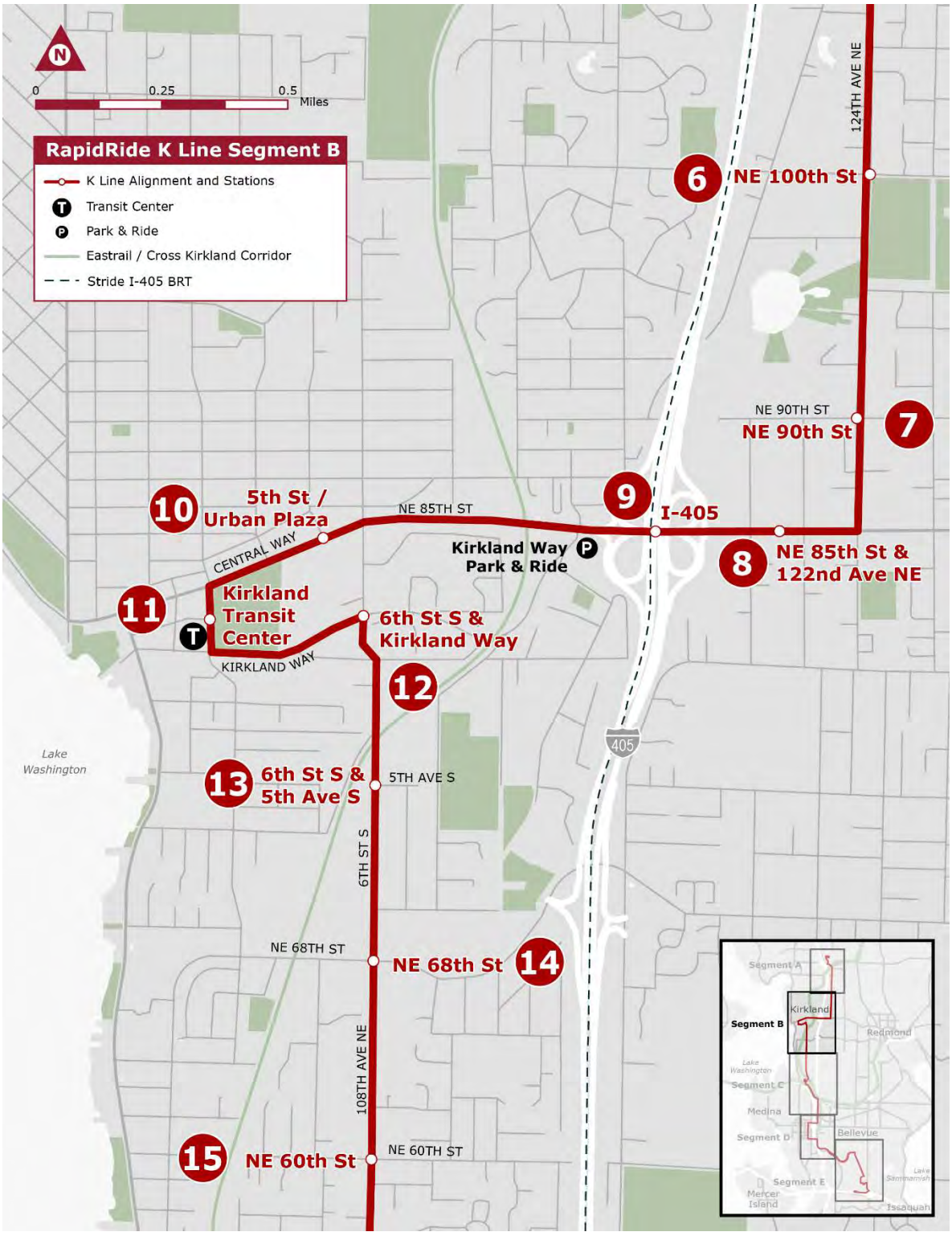


Figure 15 Proposed K Line Station Locations – Segment C

Figure 16 Proposed K Line Station Locations – Segment D

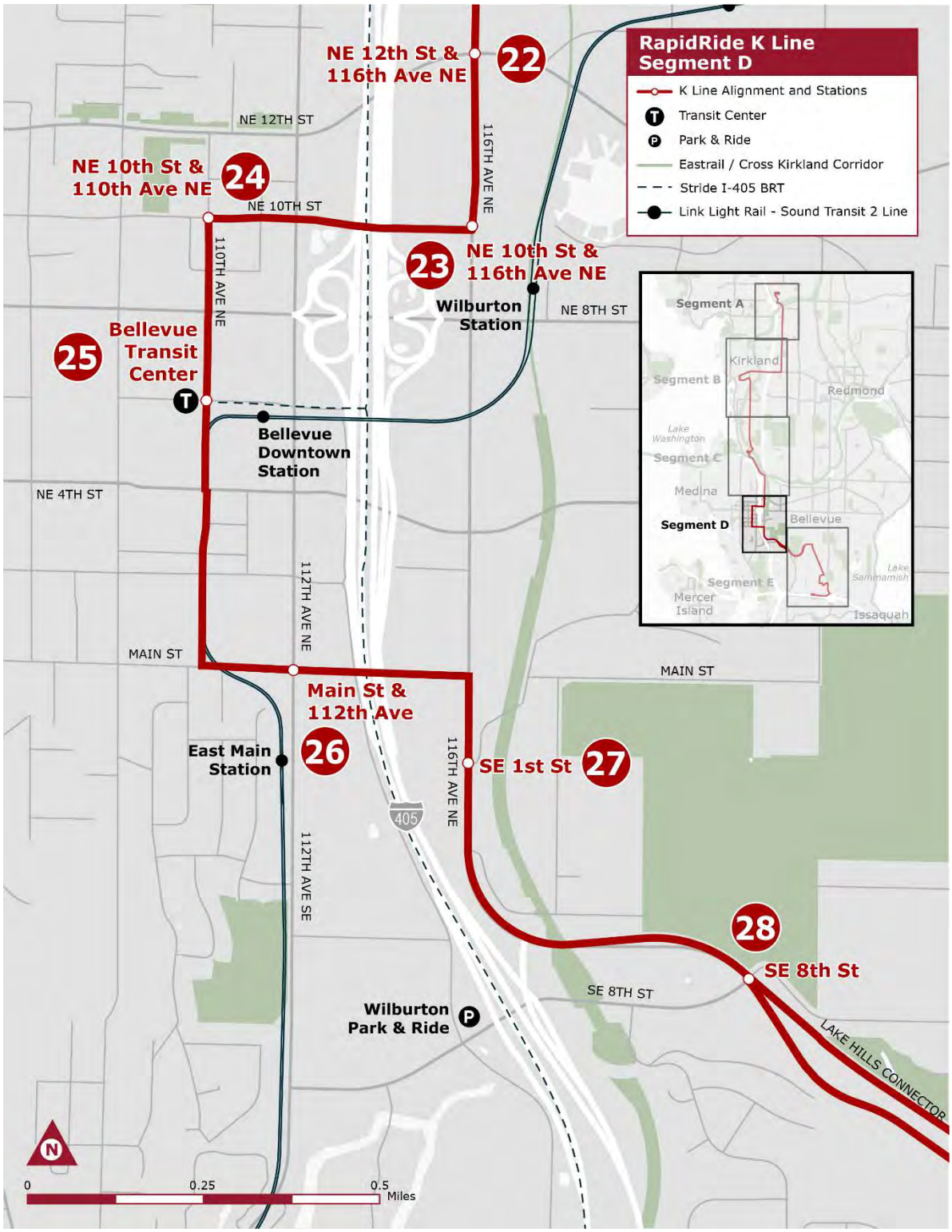
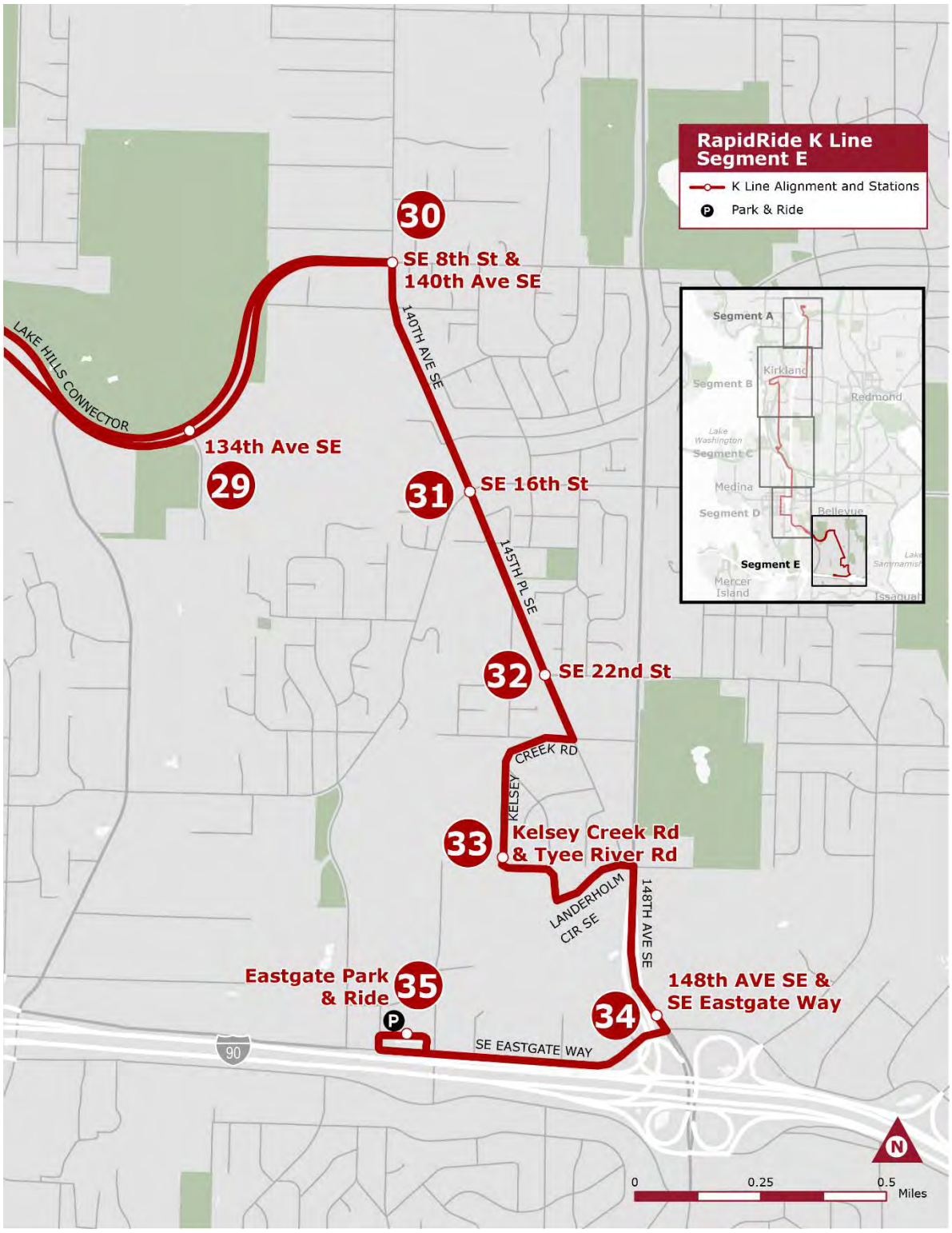


Figure 17 Proposed K Line Station Locations – Segment E



5.2 2025 and 2040 K Line Ridership Forecasts

In June 2020, the K Line project team developed the future ridership forecast for RapidRide K Line. The team developed forecasts through the high-level steps listed below.

- Scale census-based journey-to-work flows to match Puget Sound Regional Council (PSRC) population and employment data for zones along the K Line corridor
- Model mode choice estimates for transit trips and access modes using PSRC regional travel model. Assign trips to transit routes.
- Calibrate model outputs based on local transit agency ridership data

K Line ridership forecasts are intended to inform the project team's determination of an appropriate station type based on RapidRide Standards. The project team used a horizon year of 2040 to determine station types. The thresholds listed below were used to determine station type.

- Large Raised Station – 350 or more daily boardings
- Large Station – 150 to 349 daily boardings
- Medium Station – 50 to 149 daily boardings
- Small Station – Up to 49 daily boardings

While transit centers and park & rides will be the highest boarding locations along the future K Line corridor, the station investment at each transit center will be determined based on routes assigned to specific bus bays and the current level of amenities available at the future K Line bay. Raised stations are not recommended at transit center facilities as existing platforms are sufficient. Raising the platform would result in unnecessary costs to the project as the grading changes could extend to a significant portion of the existing transit centers.

Transit centers are the highest boarding locations, indicating the route will serve as an important connector to the regional transit system. The busiest segments are anticipated to be Segments D and E, traveling northbound from Eastgate Park & Ride to Bellevue Transit Center. High K Line boarding activity is anticipated in Bellevue in part due to downtown growth and light rail connections. Given dense downtown land uses and proximity to the Link light rail station, the Bellevue Transit Center station has the highest number of daily boardings along K Line.

At the planned NE 85th St and I-405 station in Kirkland, RapidRide K Line riders will have the option to transfer to Sound Transit Stride Bus Rapid Transit. The forecasts incorporate this travel option, and Sound Transit forecasts for Stride were taken into consideration as part of ridership forecasting.

5.3 Bikeway/Bus Station Design Guidance

There are several streets on the K Line alignment that have on-street bike facilities and/or have funded facilities. For these locations, the project team considered traffic volume, ROW space, and density to determine the preferred bus station/bikeway treatment. K Line station and bicycle

treatment interactions were considered by the project team and the preferred approach was applied in the conceptual design.

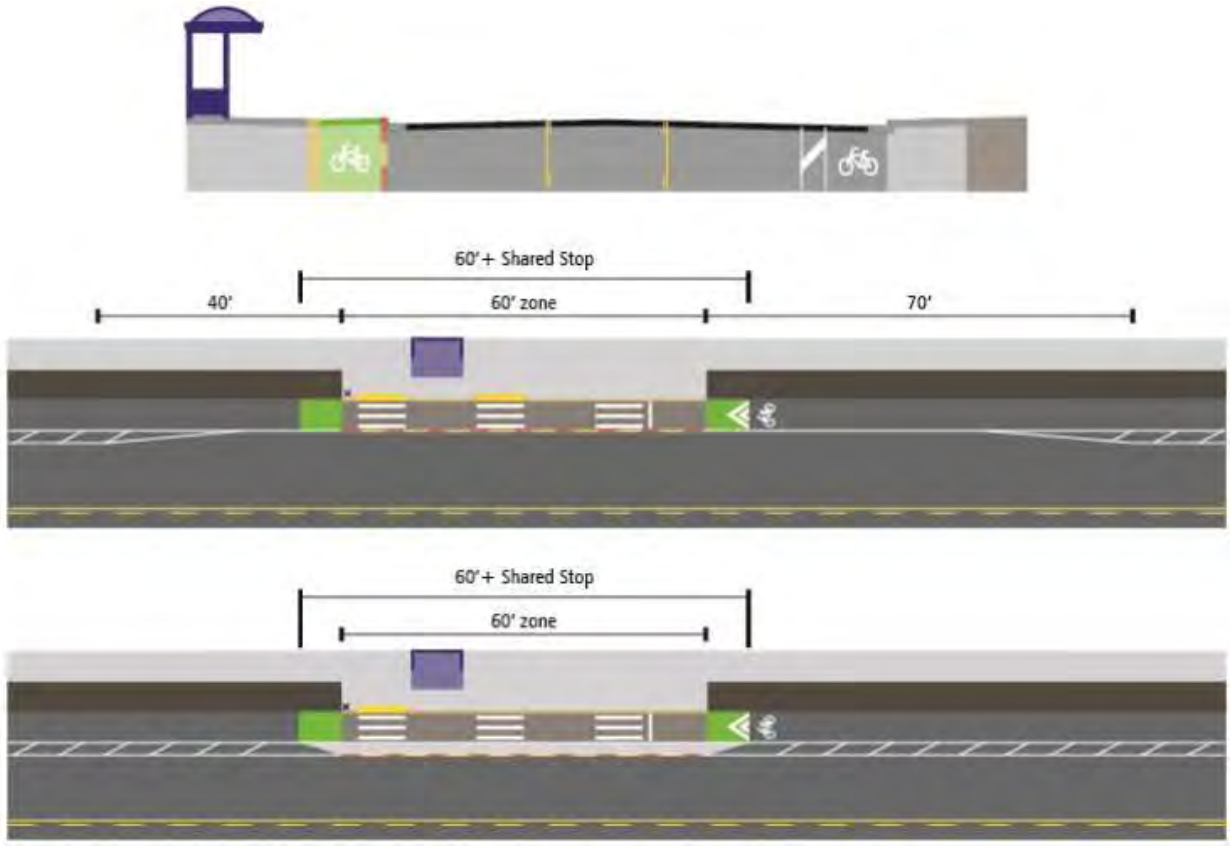
Shared In-Lane Cycle Track Design

Most of the stations with bike lanes along the same corridor are proposed to be shared in-lane cycle track stations that ramp the bike lane to the sidewalk/station level while keeping the alignment of the bike lane between the auto/bus travel lane the sidewalk/station area. Figure 18 provides an example of an existing in-lane shared cycle track station serving Metro buses. The shared in-lane cycle track design is illustrated in Figure 19 and shows that the bike lane can be directly adjacent to the travel lane or include a minimum 2’ buffer space to keep the bike lane aligned with its placement along the corridor. Where feasible, the preferred design includes the 2’ buffer space between the curb and the bike lane.

A shared in-lane cycle track station protects people biking from a bus attempting to merge into the bike lane to serve the bus stop. The cycle track space can also satisfy accessible boarding zone requirements in constrained locations where it is not feasible to fit the full 10’ required loading space behind the cycle track.

Figure 18 Example Shared In-Lane Cycle Track Station

Figure 19 Shared In-Lane Cycle Track Station Concept



Transit Boarding Island Design

In areas with sufficient ROW, there is an opportunity to create a transit boarding island station that fully separates bike conflicts from buses serving the station by routing the bike lane behind the bus station boarding zone. Figure 20 shows two existing transit boarding islands along the RapidRide H Line Delridge corridor. The design for this configuration is illustrated in Figure 21.

Given that K Line is being constructed along developed corridors with constrained ROW, most stations are proposed as the shared in-lane cycle track design and a transit boarding island design is only proposed in three locations. There may be opportunities to modify stations in the future to allow for more transit boarding islands in coordination with redevelopment or other bicycle corridor investments.

Figure 20 Example Transit Boarding Islands on the RapidRide H Line

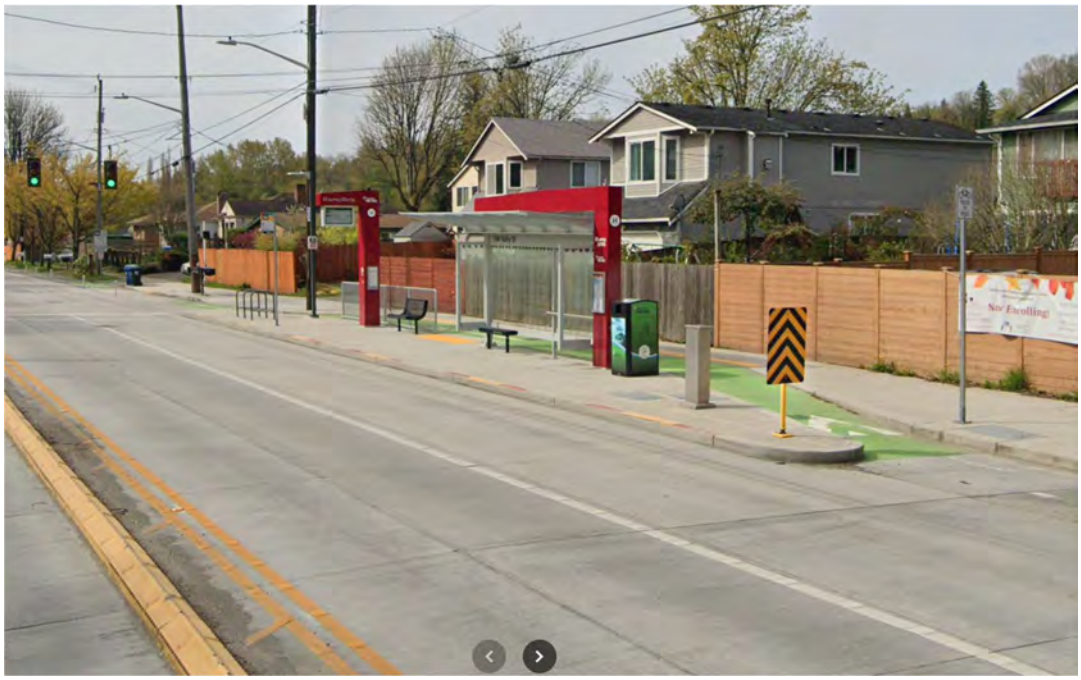
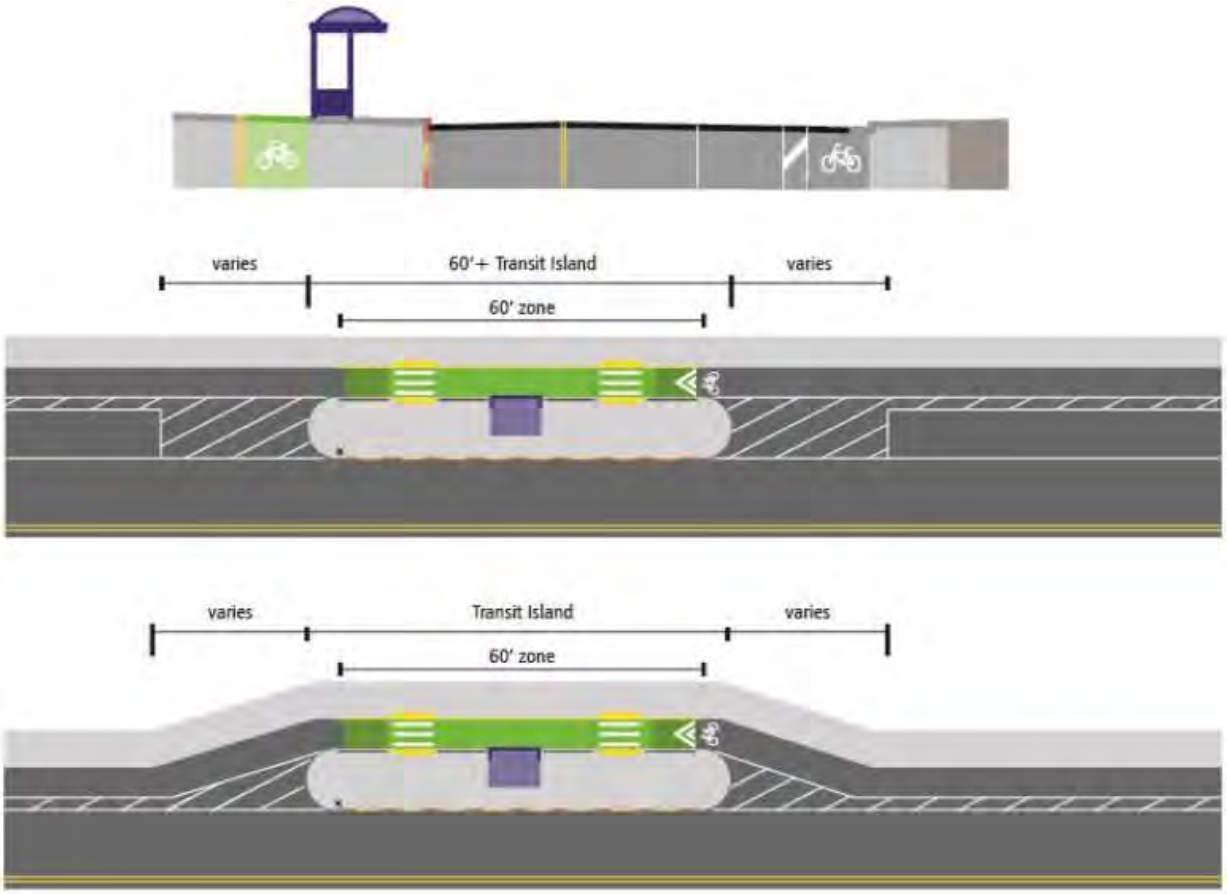


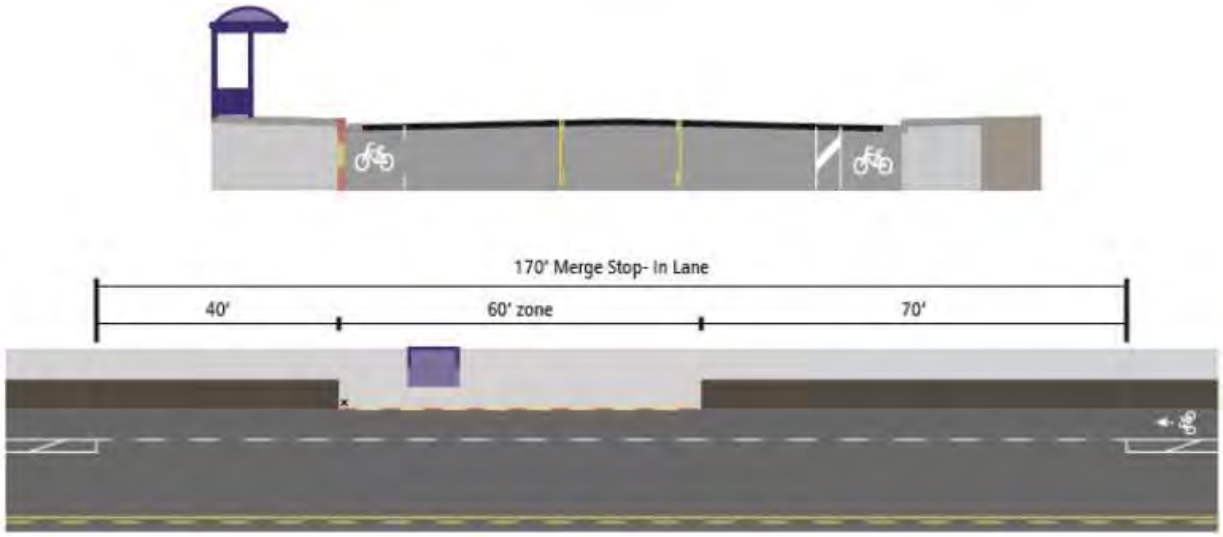
Figure 21 Transit Boarding Island Concept



Merge In-Lane Stops

Where bikeways are present with lower rider and bus volume transit stops, Metro does allow for merge in-lane stops, shown in Figure 22. Merge in-lane stops create a conflict zone between buses and people biking at the station area. As such, this is not a preferred bike lane treatment unless there are design constraints such that a shared in-lane cycle track cannot be constructed. None of the initial K Line station concepts include the merge in-lane design.

Figure 22 Merge In-Lane Stop



5.4 Bikeway/Bus Station Implementation Considerations

King County Metro establishes capital funding targets by cost category to meet an overall capital program for RapidRide design and construction. The cost category of passenger facilities includes the shelters and other amenities at each station, as well as bicycle facilities touching the station. If the preferred treatments above have implementation costs exceeding the available capital budget, KCM will prioritize delivering the preferred treatments at highest priority locations based on ridership and bike lane usage in coordination with the local jurisdiction active transportation plans. KCM will consider local agency input on budget allocations. KCM maintains a list of passenger facility projects for every RapidRide corridor and bicycle facilities that may not be financially feasible to construct with the preferred configuration for opening day can be implemented over time, as resources become available. Proposed bus/bike treatments are listed by station in Figure 26 and Figure 27.

6 Conceptual Design

This chapter describes proposed K Line passenger facilities and implementation considerations for each station pair along the K Line corridor. Conceptual plans have been developed at a 10 percent design level based on proposed improvements, including passenger facilities, access to transit, and speed and reliability improvements identified in the K Line Roadmap Report.

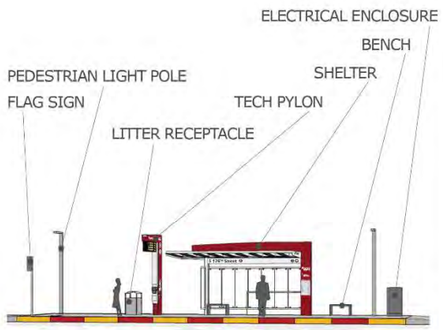
6.1 RapidRide Station Types and Elements

The RapidRide Standards establish the RapidRide station types and describe their configuration and elements. The Standards direct development of stations through the use of Metro's RapidRide Kit of Parts, which includes all station elements and facilitates a modular approach to station design. The desired standards for station elements by station type are described in Figure 23.

Figure 23 Station Elements by Station Type

Large Raised Station

Includes the full suite of passenger facilities in the Kit of Parts with a raised platform. These stations have 350 or more daily boardings.



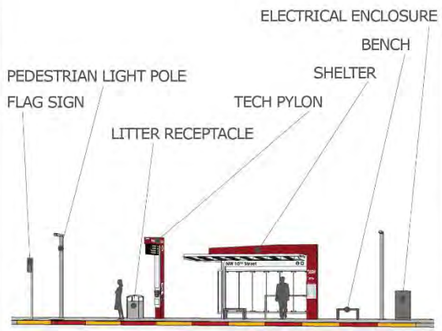
Large Raised Station Elements

Raised station platform providing a 9" curb height

- [X] Raised station platform providing a 9" curb height with ADA transition ramps at both ends of the platform and tactile warning strip at the front of the station.
- [ ] Standard 6" sidewalk height loading platform with the front curb painted to show it as a bus zone
- [X] 11-foot by 55-foot continuous concrete landing pad (11 feet coincides with 11-foot by 10-foot landing area for each bus door)
- [X] RapidRide shelter and foundation
- [ ] Metro standard shelter
- [X] Bus stop flag (standard Metro route signage with bus schedule and route map) at head of stop
- [X] Tech pylon including real-time information
- [ ] Shelter mounted solar powered 13" RTIS sign
- [X] ORCA card reader
- [X] Power pedestal
- [X] 11-foot by 10-foot clear loading area
- [X] Litter receptacle
- [X] Freestanding bench
- [X] Lighting (shelter and street or pedestrian-scale lighting)
- [X] Three bike racks

Large Station

Includes the full suite of passenger facilities in the Kit of Parts. These stations have 150 to 349 daily boardings.



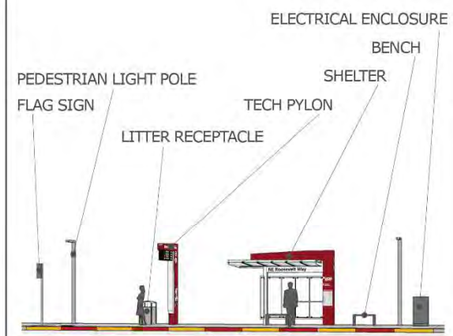
Large Station Elements

Raised station platform providing a 9" curb height

- [ ] Raised station platform providing a 9" curb height with ADA transition ramps at both ends of the platform and tactile warning strip at the front of the station.
- [X] Standard 6" sidewalk height loading platform with the front curb painted to show it as a bus zone
- [X] 11-foot by 55-foot continuous concrete landing pad (11 feet coincides with 11-foot by 10-foot landing area for each bus door)
- [X] RapidRide shelter and foundation
- [ ] Metro standard shelter
- [X] Bus stop flag (standard Metro route signage with bus schedule and route map) at head of stop
- [X] Tech pylon including real-time information
- [ ] Shelter mounted solar powered 13" RTIS sign
- [ ] ORCA card reader
- [X] Power pedestal
- [X] 11-foot by 10-foot clear loading area
- [X] Litter receptacle
- [X] Freestanding bench
- [X] Lighting (shelter and street or pedestrian-scale lighting)
- [X] Three bike racks

Medium Station

A typical, representative station with some components from the Kit of Parts. These stations have 50 to 149 daily boardings.



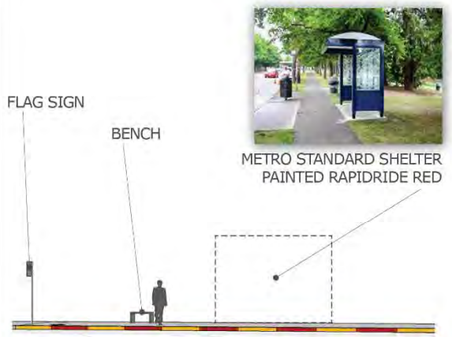
Medium Station Elements

Raised station platform providing a 9" curb height

- [ ] Raised station platform providing a 9" curb height with ADA transition ramps at both ends of the platform and tactile warning strip at the front of the station.
- [X] Standard 6" sidewalk height loading platform with the front curb painted to show it as a bus zone
- [X] 11-foot by 55-foot continuous concrete landing pad (11 feet coincides with 11-foot by 10-foot landing area for each bus door)
- [X] RapidRide shelter and foundation
- [ ] Metro standard shelter
- [X] Bus stop flag (standard Metro route signage with bus schedule and route map) at head of stop
- [X] Tech pylon including real-time information
- [ ] Shelter mounted solar powered 13" RTIS sign
- [ ] ORCA card reader
- [ ] Power pedestal
- [X] 11-foot by 10-foot clear loading area
- [X] Litter receptacle
- [X] Freestanding bench
- [X] Lighting (shelter and street or pedestrian-scale lighting)
- [ ] Three bike racks

Small Station

A typical, representative station with some components from the Kit of Parts. These stations have fewer than 50 daily boardings.



Small Station Elements

Raised station platform providing a 9" curb height

- [ ] Raised station platform providing a 9" curb height with ADA transition ramps at both ends of the platform and tactile warning strip at the front of the station.
- [X] Standard 6" sidewalk height loading platform with the front curb painted to show it as a bus zone
- [X] 11-foot by 55-foot continuous concrete landing pad (11 feet coincides with 11-foot by 10-foot landing area for each bus door)
- [ ] RapidRide shelter and foundation
- [X] Metro standard shelter
- [X] Bus stop flag (standard Metro route signage with bus schedule and route map) at head of stop
- [ ] Tech pylon including real-time information
- [X] Shelter mounted solar powered 13" RTIS sign
- [ ] ORCA card reader
- [ ] Power pedestal
- [X] 11-foot by 10-foot clear loading area
- [ ] Litter receptacle
- [X] Freestanding bench
- [X] Lighting (shelter and street or pedestrian-scale lighting)
- [ ] Three bike racks

NOTE: Some station locations may include modifications to the standard RapidRide kit of parts based on coordination with local jurisdictions.

Sources: King County Metro. 2019. RapidRide Expansion Program Standards and Implementation Guidance; RapidRide Branding and Kit of Parts Standards Manual. Updates to Small Station Elements based on RapidRide I Line designs.

6.2 Station Placement Considerations

Proposed K Line stations use a consistent layout when feasible given site conditions. All standalone stations (i.e., RapidRide stations that are not at transit centers or park & rides) include the essential station elements, following the RapidRide passenger facilities standards that include modular elements and a standardized implementation approach.

Far side of intersection station locations are the preferred station placement, especially at signalized intersections, to allow buses better opportunity to pass through an intersection during a green phase and reduce overall dwell time. Alternatives to far-side stations are considered where feasibility, access, signal operations, or safety issues dictate.

In addition to station sizing standards based on ridership, the following additional considerations were employed in considering final station decisions for type and passenger amenity levels:

- Future development proposed or planned
- Local context and context sensitivity
- Level of other improvements planned (construction feasibility)
- Available ROW

6.3 Custom Station Design

In some circumstances, a local jurisdiction or property owner may request custom station designs that deviate from the standard RapidRide Kit of Parts. This can occur when a jurisdiction or property owner desires a station that matches the unique aesthetic conditions of a neighborhood, district, or adjacent private development. In these instances, a public or private party requesting custom station designs must coordinate specifications and location placements with Metro. If custom station designs are requested by a private party and are located within the public ROW, the party must also coordinate design specifications with the applicable local jurisdiction. Because custom station designs often include components and materials not found in the standard RapidRide Kit of Parts, custom stations must be maintained by the local jurisdiction or private party. Custom station designs are reviewed and approved by Metro staff on a case-by-case basis.

Metro will be coordinating further with the cities of Kirkland and Bellevue on custom designs at the following K Line stations during future phases of design:

- **City of Kirkland**
  - **Station 2:** Village at Totem Lake
- **City of Bellevue**
  - **Station 23:** NE 10th St & 116th Ave NE
  - **Station 24:** NE 10th St & 110th Ave NE
  - **Station 25:** Bellevue Transit Center
  - **Station 26:** Main St & 112th Ave

6.4 Right-of-Way Considerations

Appendix D shows the proposed K Line stations that may require ROW acquisition. It is important to note that the work conducted to date is based on aerial survey, which has a planning level of accuracy. Future design will provide more accurate right of way requirements. Coordination between Metro and the cities of Bellevue and Kirkland will be a critical next step for design refinement of the stations to confirm and move forward with ROW acquisitions.

6.5 Station Cost Estimates

Accompanying K Line station conceptual designs, planning-level cost estimates were developed for the 35 proposed station locations to prepare for funding evaluation during K Line LPA development and the FTA Small Starts Grant application process. Passenger facilities planning-level cost estimates for RapidRide corridors are primarily based on proposed station type and bus/bike treatment, but also include the additional cost elements listed in Figure 24. Figure 25 displays the total estimated passenger facilities costs for the K Line corridor by cost element. Unit costs for communications and technology elements at stations are documented separately in the K Line Communications and Technology Upgrade Report. Figure 26 and Figure 27 display cost estimates for the individual proposed station locations and include separate columns for estimated station costs both with and without communications and technology elements. Passenger facilities cost estimate detail is provided in Appendix C.

Figure 24 RapidRide Passenger Facilities Unit Costs

Cost Element		Unit Cost*
Station Type (construction cost)	**Large Raised Station**	$400,000 each
	Large Station	$310,000 each
	Medium Station	$190,000 each
	Small Station	$97,000 each
	Station at Transit Center	$56,000 each
Bus/Bike Treatment (construction cost)	**Bus Bulb**	$89,000 each
	Transit Boarding Island	$24,000 each
	Shared In-Lane Cycle Track	$16,000 each
Pedestrian Treatment (construction cost)	**Mid-Block Crosswalk**	$95,000 each
Utility Relocations (construction cost)		3% of total cost of station type and bus/bike treatment
Other Construction Costs		23% of total cost of station type, bus/bike treatment, and utility relocations
General/Soft Costs		50% of total cost of station type, bus/bike treatment, utility relocations, and other construction costs
Contingencies		40% of total cost of station type, bus/bike treatment, utility relocations, other construction costs, and general/soft costs
Risk Allocation		10% of total cost of station type, bus/bike treatment, utility relocations, other construction costs, and general/soft costs

**Unit costs displayed here represent the cost of station platform elements for one direction of travel only. Most K Line station locations include two separate station platforms, one for northbound travel and one for southbound.*

Figure 25 K Line Passenger Facilities Costs by Station Type and Cost Category

Cost Element		Estimated Cost
Station Type (construction cost)	**Large Raised Stations**	$0*
	Large Stations	$5,940,000
	Medium Stations	$4,800,000
	Small Stations	$1,580,000
	Stations at Transit Center	$400,000
Bus/Bike Treatment (construction cost)	**Bus Bulbs**	$550,000
	Transit Boarding Islands	$80,000
	Shared In-Lane Cycle Tracks	$520,000
Pedestrian Treatment (construction cost)	**Mid-Block Crosswalk**	$100,000
Utility Relocations (construction cost)		$420,000
Other Construction Costs		$3,300,000
General/Soft Costs		$8,845,000
Contingencies		$10,614,000
Risk Allocation		$2,653,500
K Line Passenger Facilities Estimated Cost		**$39,802,500****

**Several station locations meet 2040 forecasted ridership threshold for a large raised station. Feasibility of raised stations will be determined during the preliminary/30% design phase of the project.*

***Total passenger facilities cost estimates do not include communications and technology elements at stations. Communications and technology cost estimates can be found in the K Line Communications and Technology Upgrade Report.*

Figure 26 Kirkland K Line Stations

Station	Existing KCM Bus Stop ID	Proposed Station Type	Proposed Bus/Bike Treatment	Estimated Cost without Communications	Estimated Cost with Communications
1: Totem Lake Transit Center	74232	Transit Center	NA	$180,000	$328,576
2: Village at Totem Lake	NB: 74730 SB: 74250	NB: Small SB: Small	NB: Existing transit boarding island (no bus/bike improvements included in K Line project) SB: Existing transit boarding island (no bus/bike improvements included in K Line project)	$562,500	$612,864
3: 124th Ave NE & NE 120th St	NB: 74712 SB: 74268	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track (TBD based on design refinement in coordination with the 124th Ave NE improvements project)	$922,500	$1,087,824
4: 124th Ave NE & NE 116th St	NB: 74710 SB: 74270	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Transit Boarding Island (TBD based on design refinement in coordination with the 124th Ave NE improvements project)	$1,192,500	$1,357,824
5: 124th Ave NE & NE 108th Pl	NB: 74352 SB: 74324	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$922,500	$1,087,824
6: 124th Ave NE & NE 100th St	NB: 74347 SB: 74327	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$922,500	$1,087,824
7: 124th Ave NE & NE 90th St	NB: 74344 SB: NA	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$922,500	$1,087,824
8: NE 85th St & 122nd Ave NE	NB: 73840 SB: NA	NB: Small SB: Medium	NA	$832,500	$997,824

Station	Existing KCM Bus Stop ID	Proposed Station Type	Proposed Bus/Bike Treatment	Estimated Cost without Communications	Estimated Cost with Communications
9: NE 85th St & I-405	NA	Transit Center	Shared-use path will be constructed as part of the WSDOT I-405/NE 85th St interchange project	$337,500	$634,652
10: Central Way & 5th St/Urban Plaza	NB: 70672 SB: 70665	NB: Large SB: Large	NB: Shared in-lane cycle track SB: Transit Boarding Island	$2,407,500	$2,687,783
11: Kirkland Transit Center	NB: 73814 SB: 73818	Transit Center	NA	$607,500	$904,652
12: 6th St S & Kirkland Way	NB: 53550 SB: 70676	NB: Medium SB: Large*	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$1,530,000	$1,818,718
13: 6th St S & 5th Ave S	NB: 72163 SB: 70677	NB: Medium SB: Large	NB: Shared in-lane cycle track SB: Existing shared in-lane cycle track (no bus/bike improvements included in K Line project)	$1,530,000	$1,810,283
14: 108th Ave NE & NE 68th St	NA	NB: Large SB: Large	NB: NA SB: Transit Boarding Island (TBD based on design refinement in coordination with the bus lane)	$2,092,500	$2,372,783
15: 108th Ave NE & NE 60th St	NB: 74570 SB: 74400	NB: Medium SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track (TBD based on design refinement in coordination with the bus lane)	$1,192,500	$1,472,783
16: 108th Ave NE & NE 53rd St	NB: 74550 SB: 74420	NB: Medium SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$1,192,500	$1,472,783
17: 108th Ave NE & NE 47th St	NB: 74540 SB: 74430	NB: Medium SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$1,192,500	$1,472,783

Station	Existing KCM Bus Stop ID	Proposed Station Type	Proposed Bus/Bike Treatment	Estimated Cost without Communications	Estimated Cost with Communications
18: South Kirkland Park & Ride	74450	Transit Center	NA	$180,000	$328,576

**Location meets forecasted ridership threshold for a large raised station. Feasibility of a raised station will be determined during the preliminary/30% design phase of the project.*

Figure 27 Bellevue K Line Stations

Station	Existing KCM Bus Stop ID	Proposed Station Type	Proposed Bus/ Bike Treatment	Estimated Cost without Communications	Estimated Cost with Communications
19: Northup Way & NE 30th St	NB: 74446 SB: 74447	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$922,500	$1,087,824
20: 116th Ave NE & Northup Way	NB: NA SB: 68355	NB: Small SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$922,500	$1,087,824
21: 116th Ave NE & NE 20th St	NB: 68349 SB: 68348	NB: Small SB: Small	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$652,500	$702,864
22: NE 12th St & 116th Ave NE	NB: NA SB: 68353	NB: Medium SB: Large	NA	$1,440,000	$1,720,283
23: NE 10th St & 116th Ave NE	NB: NA SB: NA	NB: Large SB: Large	NA	$2,025,000	$2,305,283
24: NE 10th & 110th Ave NE	NB: NA SB: 67600	NB: Large* SB: Large*	NA	$2,025,000	$2,322,152
25: Bellevue Transit Center	NA	NB: Large* SB: Large*	NA	$1,777,500	$2,074,652
26: Main St & 112th Ave NE	NB: 82810 SB: NA	NB: Large* SB: Large*	NB: Existing shared in-lane cycle track (no bus/bike improvements included in K Line project) SB: NA	$1,777,500	$2,074,652
27: 116th Ave NE & SE 1st St	NB: 80570 SB: 68296	NB: Large SB: Medium	NA	$1,440,000	$1,720,283
28: Lake Hill Connector & SE 8th St	NB: NA SB: 70813	NB: Medium SB: Small	NB: NA SB: Shared in-lane cycle track	$832,500	$997,824

Station	Existing KCM Bus Stop ID	Proposed Station Type	Proposed Bus/ Bike Treatment	Estimated Cost without Communications	Estimated Cost with Communications
29: Lake Hills Connector & 134th Ave SE	NB: 70805 SB: 70803	NB: Small SB: Small	NB: NA SB: Shared in-lane cycle track	$607,500	$657,864
30: Lake Hills Connector & 140th Ave SE	NB: 68598 SB: 68597	NB: Medium SB: Small	NB: NA SB: Shared in-lane cycle track	$877,500	$1,042,824
31: 145th Pl SE & SE 16th St	NB: NA SB: 68593	NB: Large SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$1,530,000	$1,810,283
32: 145th Pl SE & SE 22nd St	NB: 68592 SB: 68595	NB: Large SB: Medium	NB: Shared in-lane cycle track SB: Shared in-lane cycle track	$1,530,000	$1,810,283
33: Bellevue College & Kelsey Creek Rd	NB: 72984 SB: 72983	NB: Large SB: Medium	NA	$1,102,500	$1,382,783
34: 148th Ave SE & SE Eastgate Way	NB: 72880 SB: 73080	NB: Large SB: Medium	NA	$1,440,000	$1,720,283
35: Eastgate Park & Ride	NB: 72880	Transit Center	NA	$180,000	$328,576

**Location meets forecasted ridership threshold for a large raised station. Feasibility of a raised station will be determined during the preliminary/30% design phase of the project.*

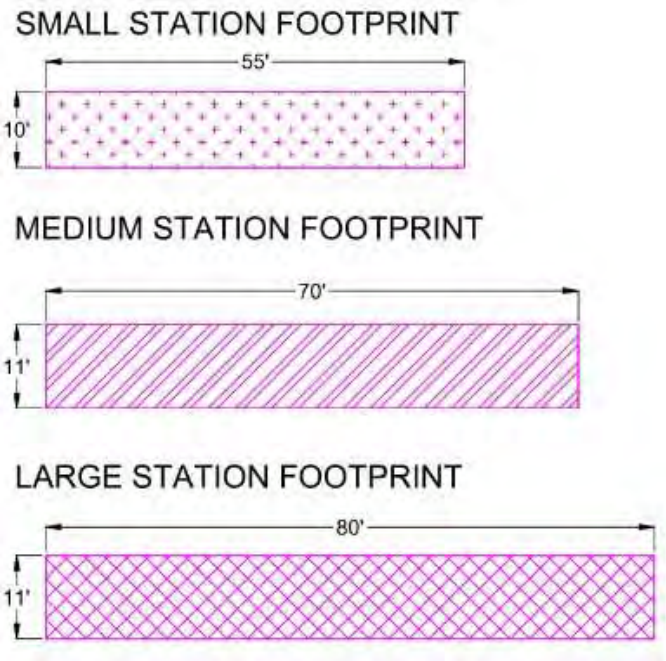
7 Station Summaries

This chapter provides initial design concepts showing the K Line station placement at each respective location. Conceptual design snapshots depict existing roadway and lane configurations and do not include proposed transit priority treatments, however proposed transit priority treatments inform the recommended conceptual station placement.

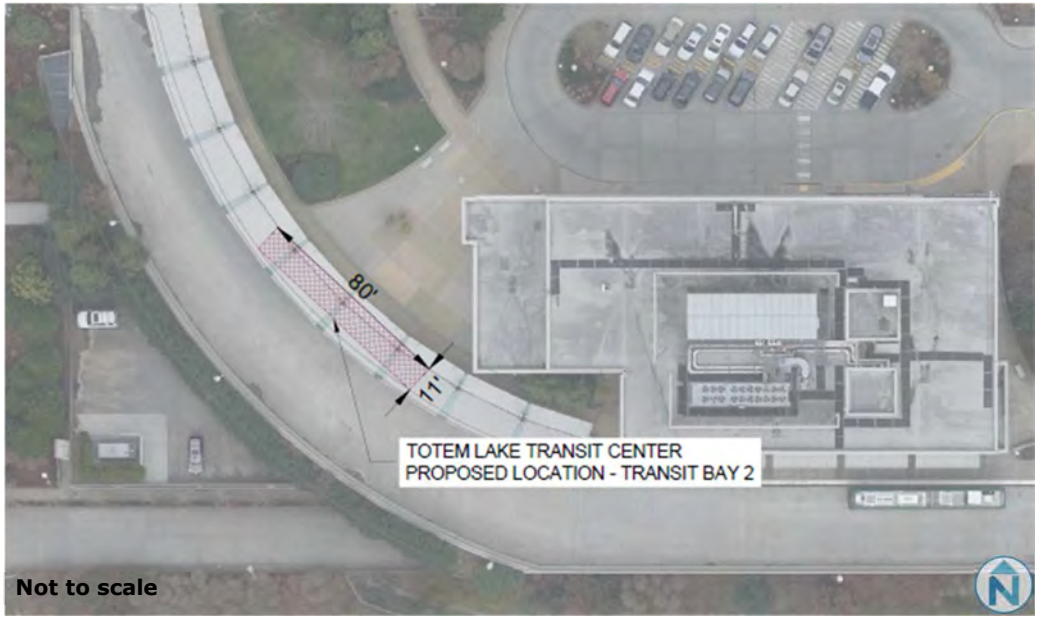
All station concepts presented in this chapter represent initial recommendations on station placement and size drafted during the planning phase of the K Line project. Station placement, design, and passenger facilities elements will be further refined in coordination with local agency partners as the project progresses through the preliminary/30% design and final design phases.

The legend for symbols used in the conceptual design is shown in Figure 28.

Figure 28 Legend for Conceptual Station Designs



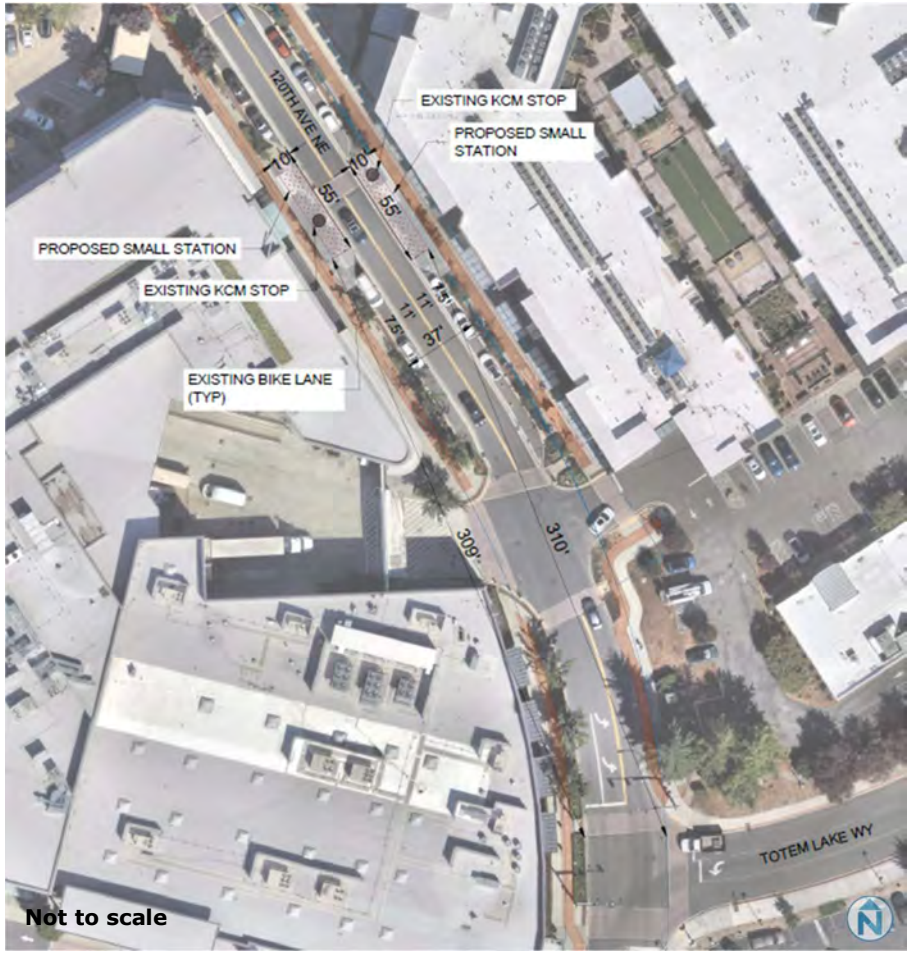
Station 1: Totem Lake Transit Center



Design Notes:

- Totem Lake Transit Center will be the northern terminus for the K Line.
- Bay 2 (pictured above) is currently the recommended bus bay for K Line passenger pick-up.
- RapidRide branding including a tech pylon and ORCA reader will be located at the pick-up bay.
- The final K Line circulation, service bays, and layover operations at the transit center should be confirmed during final design.

Station 2: Village at Totem Lake



Design Notes:

- 120th Ave NE is a narrow street with parking on both sides through the mixed-use development.
  - Stations directly serve retail destinations.
- Alignment with K Line speed and reliability improvements:
  - Adjust curbing within the Village at Totem Lake to reinforce where cars are meant to park. This includes adding vertical curbs at planters and adding pavement markings (hatching) around curb bulb outs.
  - Remove select parking spaces to allow for enhanced bus operations and prevent bus from blocking crosswalks.
- A sidewalk-level bike lane is stamped behind existing shelters on both sides. These stops function like transit islands today and will continue as transit islands with K Line.
  - Note that the southbound station would qualify for a medium station footprint but is moving forward through design as a small station type given the location directly adjacent to retail.
  - Potential to consider additional delineation of the bike lane at the station area during the preliminary design phase.
- Alternative station placement fully outside of the existing crosswalk may be considered during the preliminary/30% design phase.
- Station may include custom designs that deviate from the standard RapidRide Kit of Parts based on further coordination with the City of Kirkland and property owners.

Station 3: 124th Ave NE & NE 120th St

Design Notes:

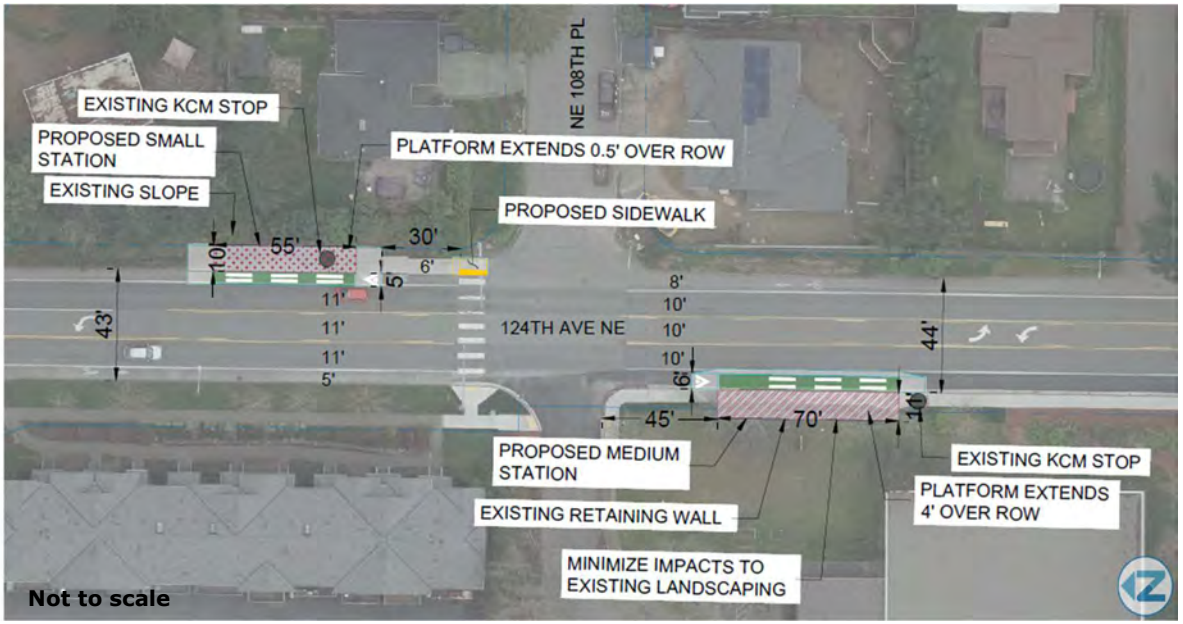
- The City of Kirkland's 124th Ave NE Improvements project is under construction between NE 124th St and NE 116th St as of March 2025. With completion anticipated in summer 2025, the project will widen 124th Ave NE to five lanes, widen and install sidewalks, and install buffered, sidewalk-level bike lanes.
- The 124th Ave NE Improvements project includes upgrades to existing bus stops between NE 124th St and NE 116th St. Compatibility between upgraded bus stops and the RapidRide Kit of Parts will be evaluated in future K Line project phases.
- Based on projected ridership, a small station is recommended in the northbound direction, with a medium southbound station. A small southbound station should be considered when evaluating compatibility between upgraded stops and the RapidRide Kit of Parts.
- Bus/bike treatments will be determined in future K Line project phases.

Station 4: 124th Ave NE & NE 116th St

Design Notes:

- The City of Kirkland's 124th Ave NE Improvements project is under construction between NE 124th St and NE 116th St as of March 2025. With completion anticipated in summer 2025, the project will widen 124th Ave NE to five lanes, widen and install sidewalks, and install buffered, sidewalk-level bike lanes.
- The 124th Ave NE Improvements project includes upgrades to existing bus stops between NE 124th St and NE 116th St. Compatibility between upgraded bus stops and the RapidRide Kit of Parts will be evaluated in future K Line project phases.
- Based on projected ridership, a small station is recommended in the northbound direction, with a medium southbound station. A small southbound station should be considered when evaluating compatibility between upgraded stops and the RapidRide Kit of Parts.
- Bus/bike treatments will be determined in future K Line project phases.

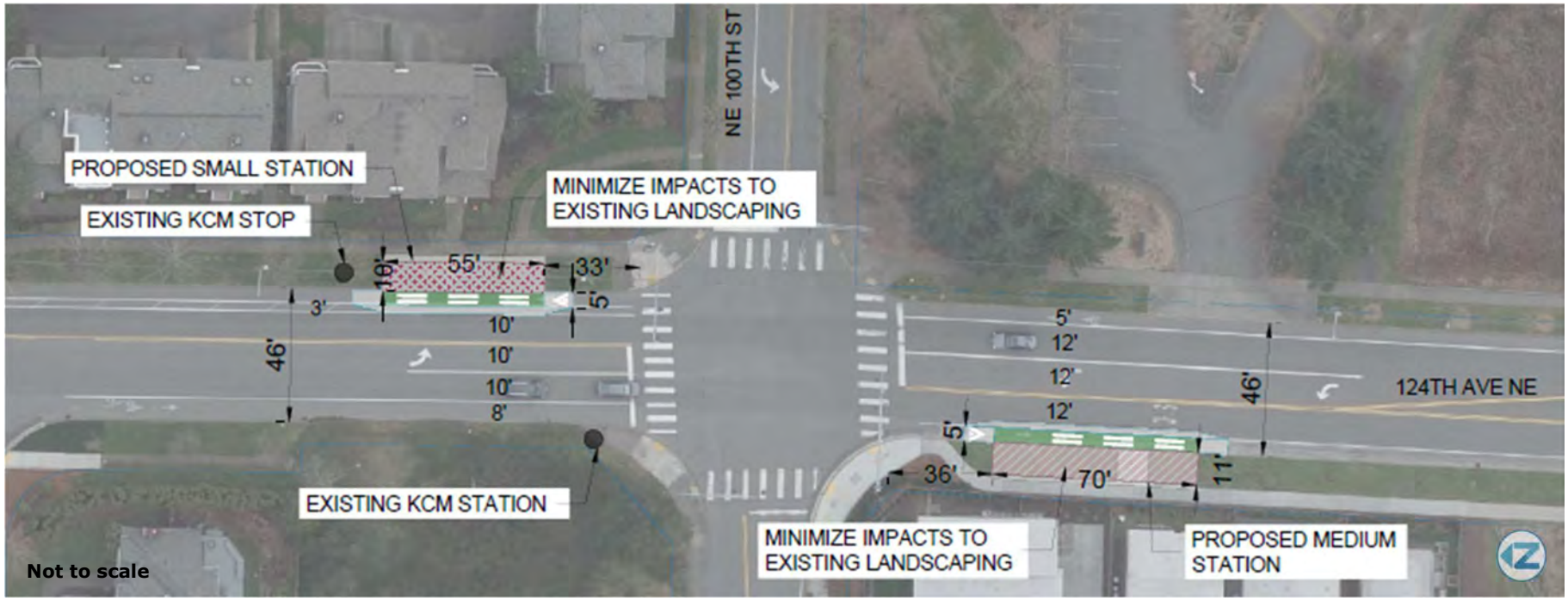
Station 5: 124th Ave NE & NE 108th Pl



Design Notes:

- Shared in-lane cycle track with small stations for both directions.
- Northbound:
  - 0.5' ROW needed to fit the 10' platform. Restriping could keep platform within the ROW.
  - Proposed sidewalk on the east side of 124th Avenue NE with a ramp to connect to the crosswalk.
  - A line of shrubs may need to be removed.
- Southbound:
  - 4' ROW needed to fit the 11’ platform.
  - There are mature trees behind the sidewalk, up to 3 may need to be removed.

Station 6: 124th Ave NE & NE 100th St



Design Notes:

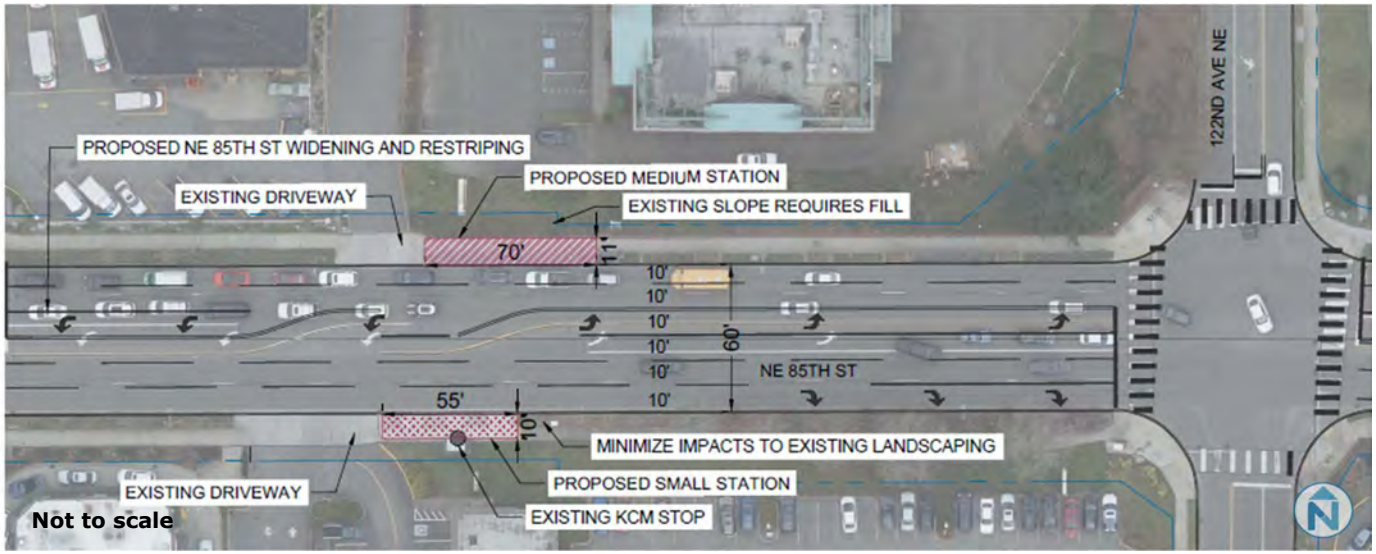
- Shared in-lane cycle track at medium stations for both directions.
- There are existing trees in the planter strips that will need to be considered for boarding zone and amenity placement in both directions.

Station 7: 124th Ave NE & NE 90th St

Design Notes:

- Shared in-lane cycle track at small stations for both directions.
- Northbound:
  - Station is 80’ from the crosswalk (90’ desired) due to the location of a driveway.
  - There are trees in the planter strip along the east side, 2 will need to be removed.
  - A utility pole will need to be relocated.
- Southbound:
  - There are mature trees along the west side of the street, 3 will need to be removed.

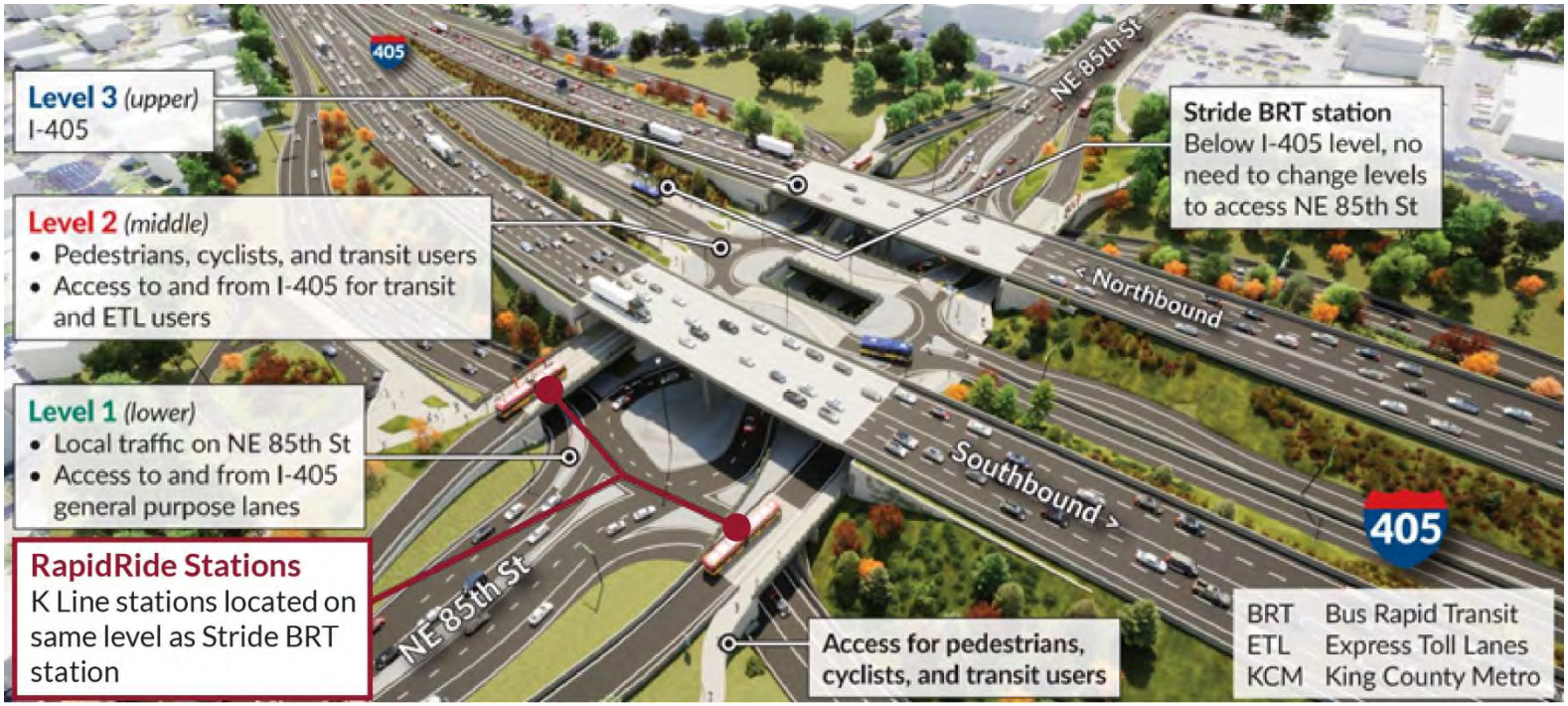
Station 8: NE 85th St & 122nd Ave NE



Design Notes:

- There are no existing bike facilities. Protected bike lanes are planned but unfunded.
- Restriping and slight widening to the north will be constructed as part of the I-405 interchange project.
- Northbound (eastbound):
  - Place the K Line station at the existing stop.
  - A small station can fit between the driveway and existing tree.
- Southbound (westbound):
  - There is a steep grade behind the sidewalk.
  - Place the K Line station one block west of the current stop so it is directly across from the eastbound platform.
- Alignment with K Line speed and reliability improvements:
  - Implement signal changes at 122nd Ave NE to allow eastbound bus to proceed through intersection on its own dedicated phase and to move into left turn lane approaching 124th Ave NE.
  - Left turn phase will be green as buses approach intersection to facilitate left turn onto 124th Ave NE.

Station 9: NE 85th St & I-405

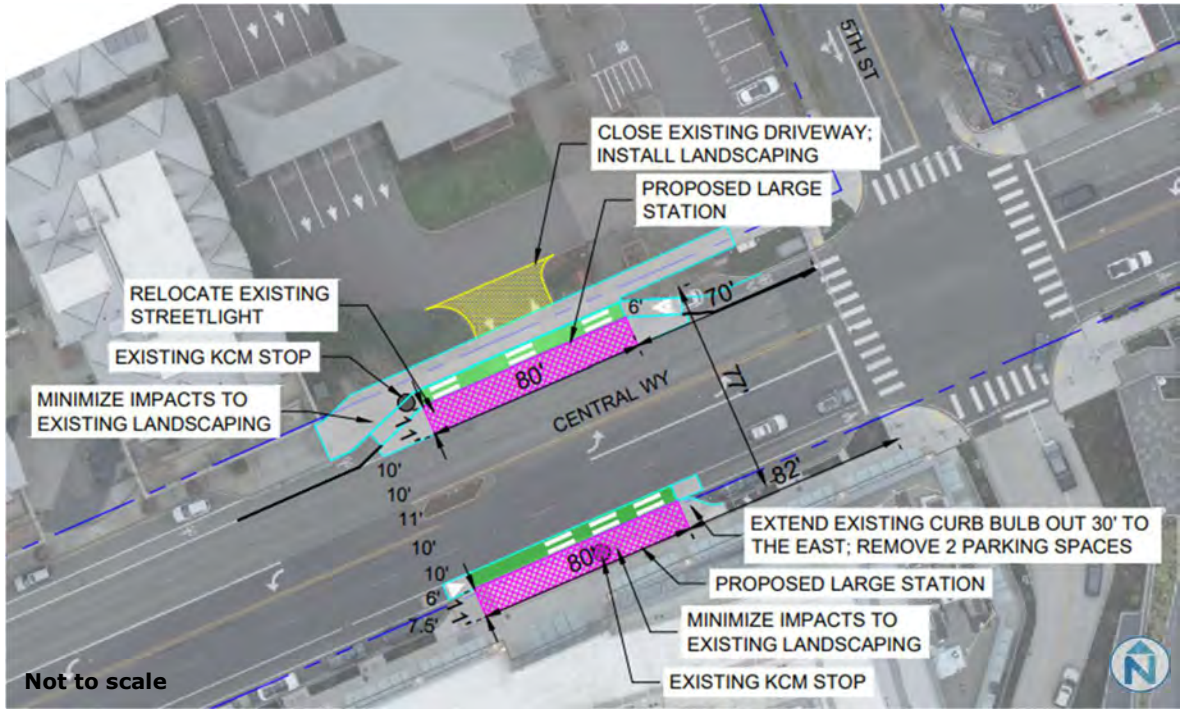


Not to scale

Design Notes:

- K-Line will utilize Level 2 of the new interchange with stations being constructed as part of the WSDOT project.
- Connection provided to the future Sound Transit I-405 Stride BRT.

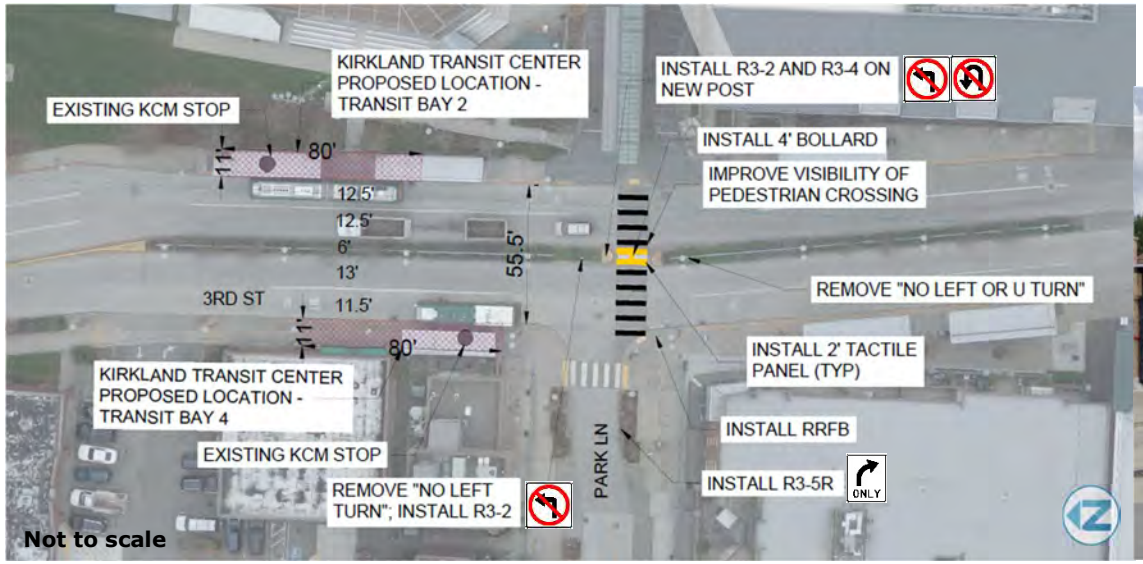
Station 10: Central Way & 5th St/Urban Plaza



Design Notes:

- Northbound (eastbound):
  - Shared in-lane cycle track.
  - Lengthen the existing bus bulb by 30’ toward 5th St to accommodate a large station. This requires removing two parking spaces.
  - Potential ROW impacts will be evaluated in future project phases.
- Southbound (westbound):
  - On-street parking provides an opportunity for a transit boarding island.
  - Desired station location close to the 5th St crosswalk requires closure of the Wells Fargo driveway. The business has another two-way driveway on 5th St.
  - Potential ROW impacts will be evaluated in future project phases.
- Alignment with K Line speed and reliability improvements:
  - Convert eastbound Central Way right through lane into a BAT lane.

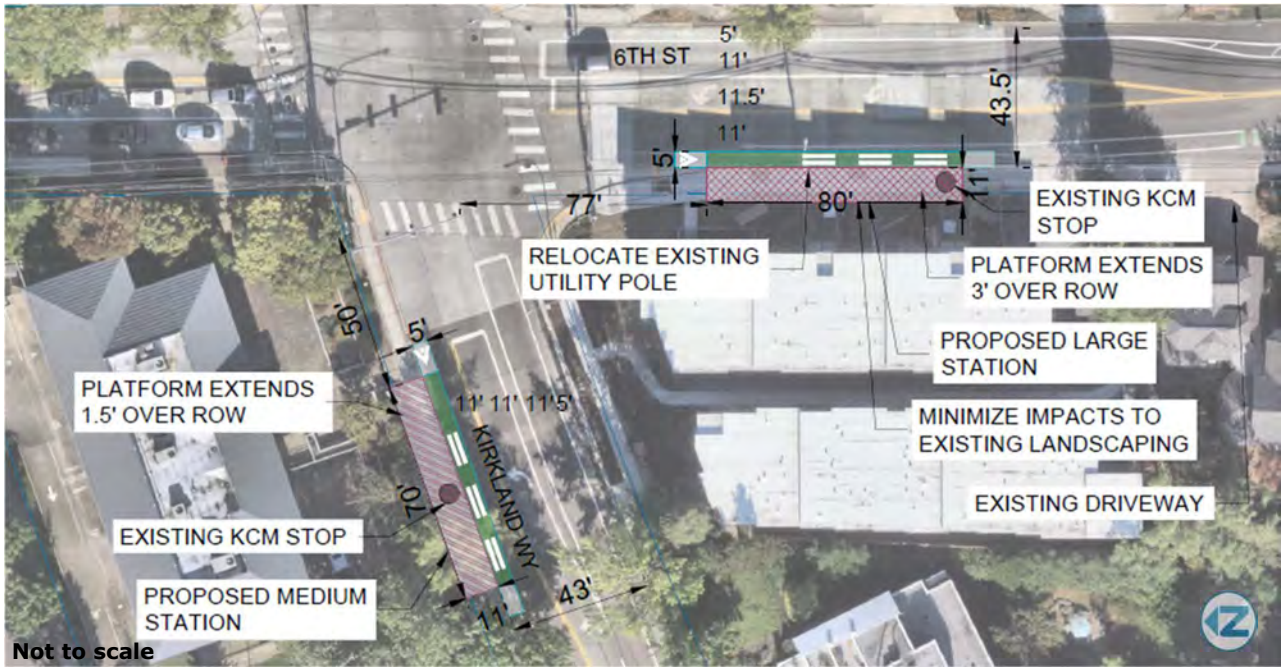
Station 11: Kirkland Transit Center



Design Notes:

- Both directions will serve the Kirkland Transit Center.
- Bay 2 (northbound) and Bay 4 (southbound) are the recommended bays for the K Line (shown in the photo above).
- RapidRide branding including a tech pylon and ORCA reader will be located at both RapidRide bays. The final service bays and modifications to the transit center should be confirmed during final design.
- K Line passenger facilities upgrades at the Kirkland Transit Center also include improvements to the existing crosswalk across 3rd St at Park Ln. Crosswalk improvements will involve the installation of RRFBs, removal of the existing in-pavement flashers, the installation of a bollard between the 3rd St medians, and the installation of no left turn signs to discourage illegal left-turn movements from 3rd St northbound to Park Ln westbound.
- Alignment with K Line speed and reliability improvements:
    - Convert 3rd St southbound left turn lane approaching Kirkland Ave into a bus-only left turn lane during peak hours.

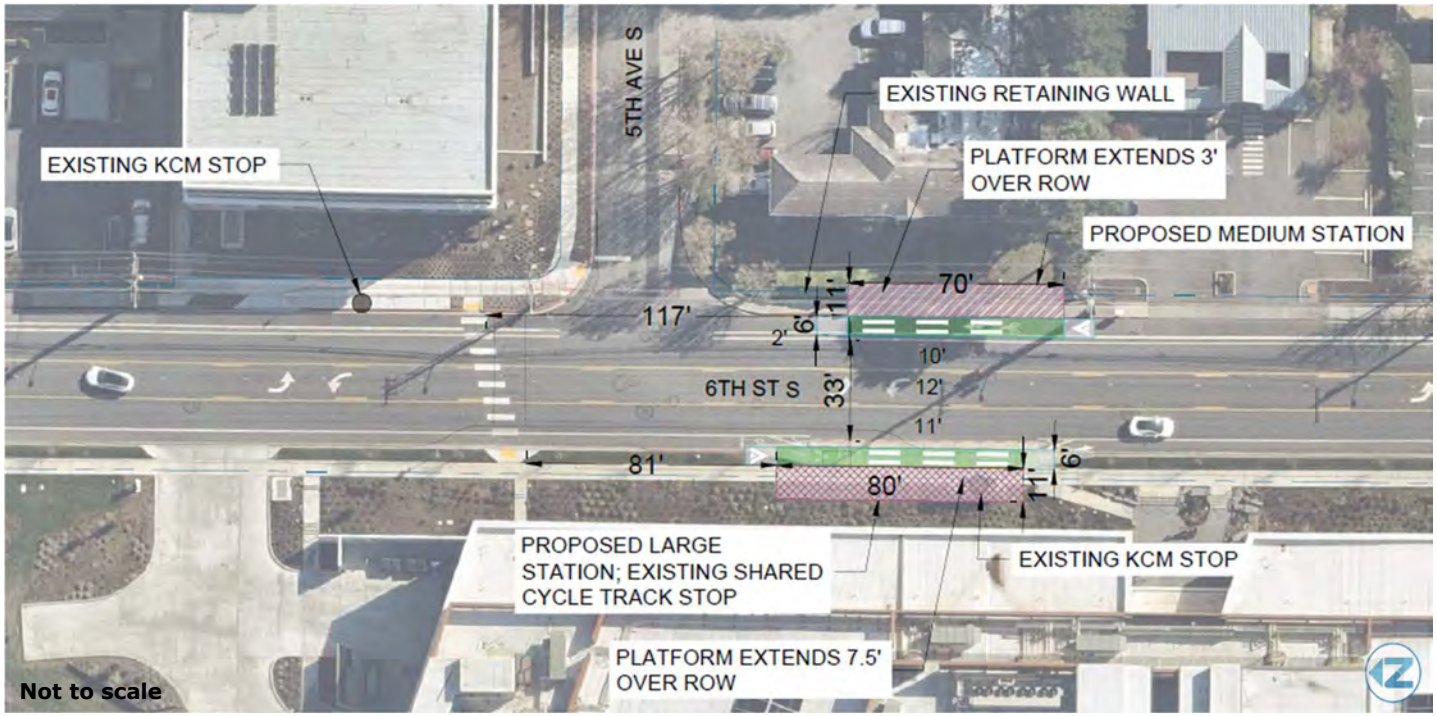
Station 12: 6th St S & Kirkland Way



Design Notes:

- Southbound: large station with a shared in-lane cycle track.
  - Requires 3’ of ROW.
  - Requires relocation of a utility pole due to constraint of private driveway to the South.
  - Meets forecasted ridership threshold for a large raised station; feasibility to be determined during the preliminary/30% design phase.
- Northbound: medium station with a shared in-lane cycle track.
  - Requires lane restriping to fit the raised cycle track. Street remains wide enough for three travel lanes.
  - 1.5’ of ROW needed for Medium platform.

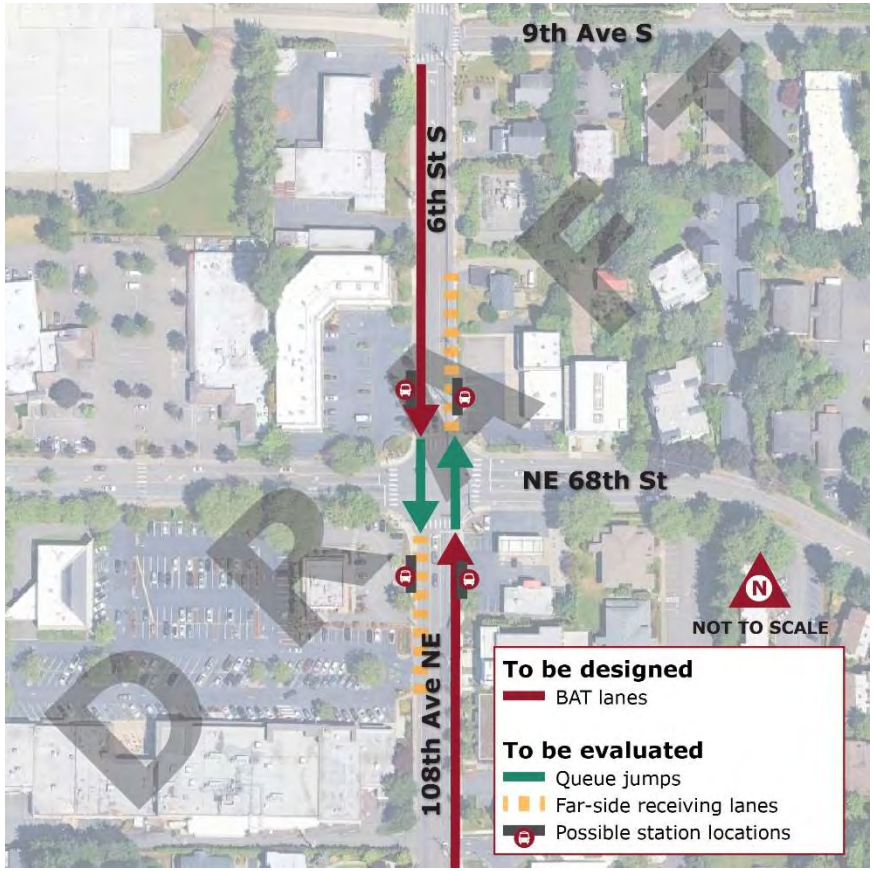
Station 13: 6th St S & 5th Ave S



Design Notes:

- Shared in-lane cycle track for both directions.
- Northbound:
  - Near-side station due to utility driveway on the far-side.
- Southbound:
  - An in-lane cycle track was recently built at this location that will remain with the K Line station.

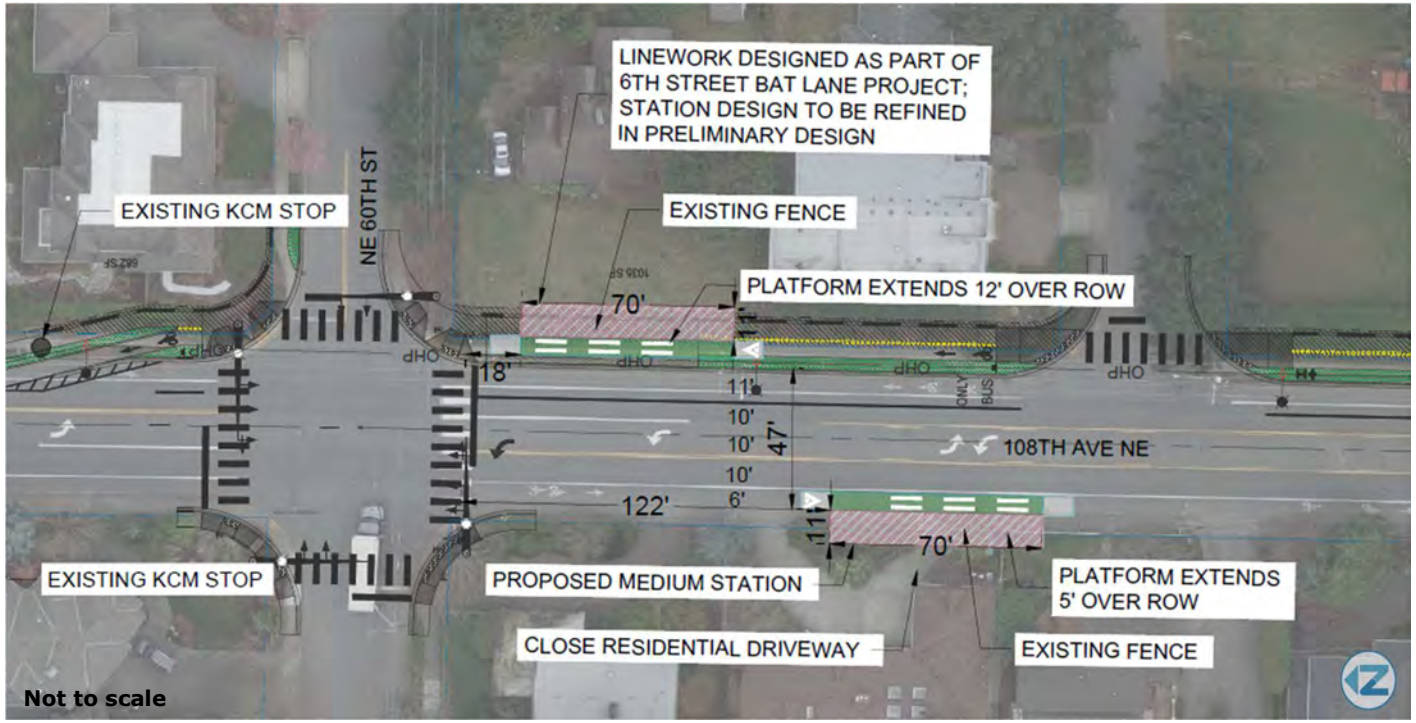
Station 14: 108th Ave NE & NE 68th St



Design Notes:

- Significant capital improvements along 108th Ave NE and 6th St S are proposed for delivery through the K Line project to reduce future delay and improve transit reliability:
  - BAT lane southbound on 6th St S from 9th Ave S to NE 68th St
  - BAT lane northbound on 108th Ave NE from approximately NE 62nd St to NE 68th St
- Near-side or far-side station placement and bus/bike treatments will be evaluated during the preliminary/30% design phase, along with speed and reliability improvements including far-side receiving lanes for the BAT lanes and queue jumps
- Station placement, bus/bike treatments, and speed and reliability treatments will be evaluated based on:
  - Benefit to transit travel time
  - Impacts to general-purpose traffic
  - Considerations for access management
  - Accommodation of safe bicycle facilities
  - Construction cost
  - Impacts to adjacent properties
- The City of Kirkland began design efforts to address existing transit delays in the 108th Ave NE/6th St S corridor through a City-led effort prior to the start of K Line planning. During coordination meetings between Metro and the City, both parties determined it was mutually beneficial for the K Line project to deliver speed and reliability improvements with the City transitioning design responsibility to Metro on completion of the LPA process.

Station 15: 108th Ave NE & NE 60th St



Design Notes:

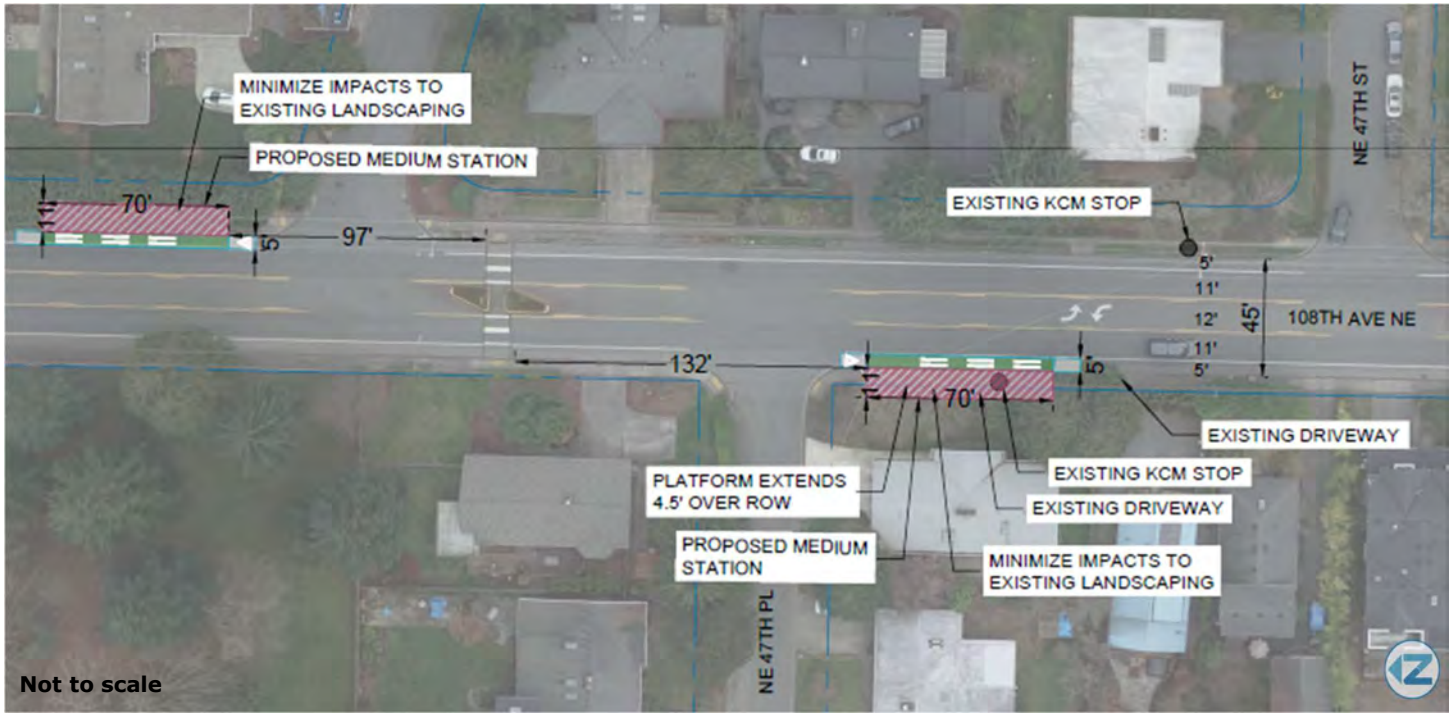
- The City of Kirkland initiated a project to advance design of a nortbound business access and transit (BAT) lane on 108th Ave NE between NE 55th St and NE 60th St when K Line was paused in 2020.
  - Station design refinements will be incorporated as the design effort for the BAT lane project advances.
- Shared in-lane cycle track for both directions.

Station 16: 108th Ave NE & NE 53rd St

Design Notes:

- Shared in-lane cycle track in both directions.
- Northbound:
  - Station will impact either fire hydrant or utility poles.
  - 1.5’ of ROW required for the 11’ station width.
- Southbound:
  - Existing stop is near-side with the cross-walk directly at the front of the stop. It is preferred to not have passengers cross in front of the bus so the design concept includes moving the station to the far-side.
  - 4’ of additional ROW for the 11’ station width.

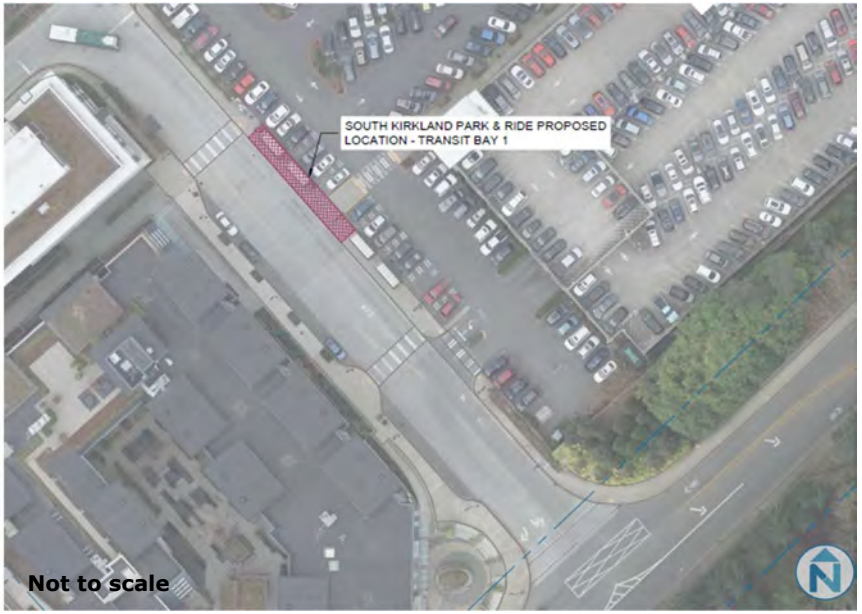
Station 17: 108th Ave NE & NE 47th St



Design Notes:

- Shared in-lane cycle track for both directions.
- Northbound station is located north of the existing bus stop and mid-block crossing to avoid private driveways.
- Southbound station requires 4.5’ of ROW to fit the medium station.
    - Could consider reducing ROW impacts by modifying roadway lane widths.
    - Could consider a small station since the ridership is on the threshold of small and medium.

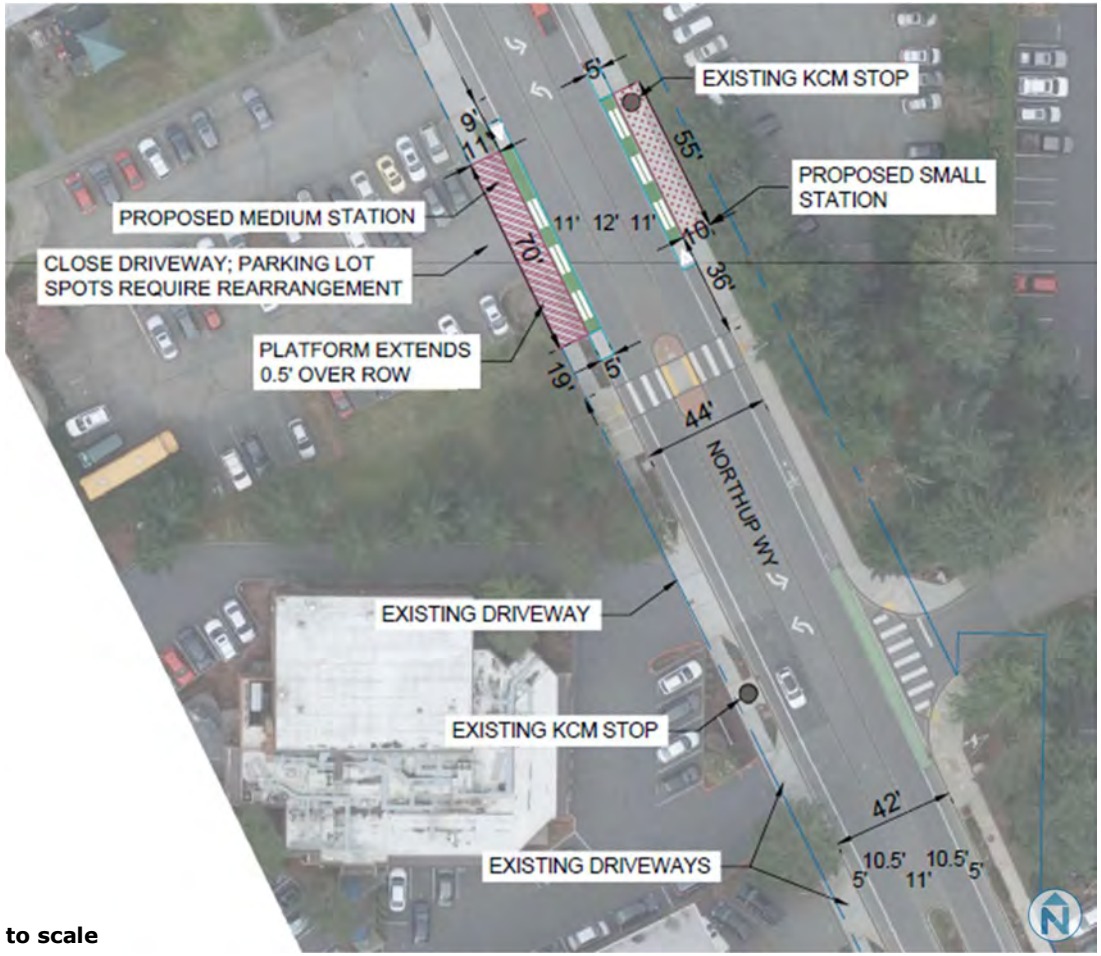
Station 18: South Kirkland Park & Ride



Design Notes:

- Both directions will serve the Kirkland Transit Center.
- Currently the transit center is only signed with one bay (shown in the picture).
    - RapidRide branding including a tech pylon and ORCA reader will be added here.
    - Metro should consider whether any modifications can be made to the transit center during the next phase of design that would allow for separate bays to be signed for each direction of the K Line. Having both the northbound and southbound directions board at the same location may cause confusion for some passengers if they are not paying close attention to the destination sign on the bus.

Station 19: 120th Northup Way & NE 30th St

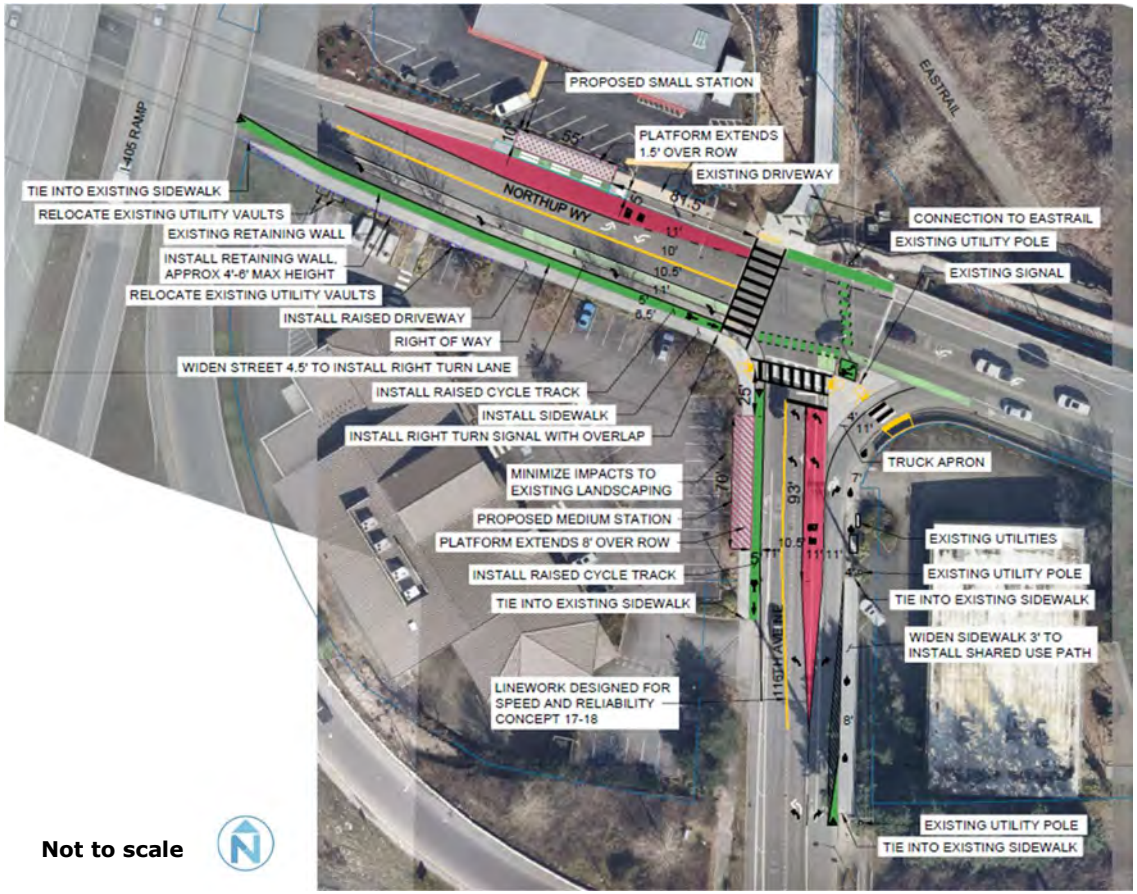


Not to scale

Design Notes:

- Shared in-lane cycle track stations.
- Northbound is a small station.
- Southbound station extends 0.5' over the ROW to accommodate the 11’ width of a medium station and requires the closure of one driveway.
  - The grade difference between Northup Way and the adjacent parking lot may necessitate additional driveway reconstruction and tree removal.
  - Relocation of the existing crosswalk to the northwest should be considered to allow the southbound station to avoid conflicts with driveways.
  - Could consider a small station since the ridership is on the threshold of small and medium.

Station 20: 116th Ave NE & Northup Way

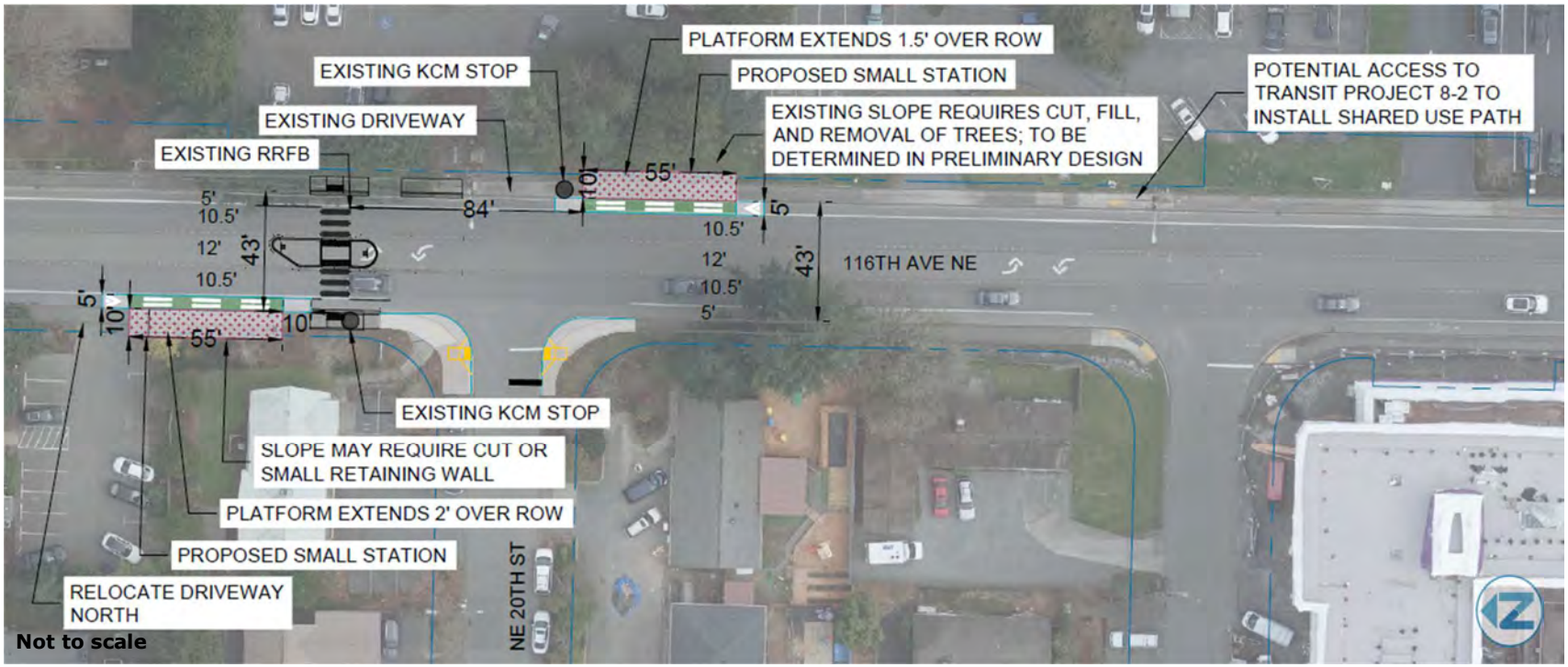


Not to scale

Design Notes:

- Shared in-lane cycle track stations.
- Northbound small station extends 1.5’ over the ROW.
  - Relocated NB station to far-side.
  - Final station configuration and design will be coordinated with a K Line speed and reliability project that would add a bus lane northbound on 116th approaching the intersection.
  - ROW may be mitigated through further station design.
- Southbound medium station extends 8’ over the ROW.
  - The bike lane ramp design should be refined in future phases potential concerns with right-turning vehicles tracking over the ramp.
- Alignment with K Line speed and reliability improvements:
  - Widen roadway to add a new right turn lane that will be used by SB K Line buses turning from Northup Way to 116th Ave
  - Reconfigure intersection to add a second northbound left-turn lane for buses only
  - Eliminate two-way left turn lane on Northup Way to allow for a dedicated bus receiving lane
  - Allow general-purpose and bus left turn at the same time.

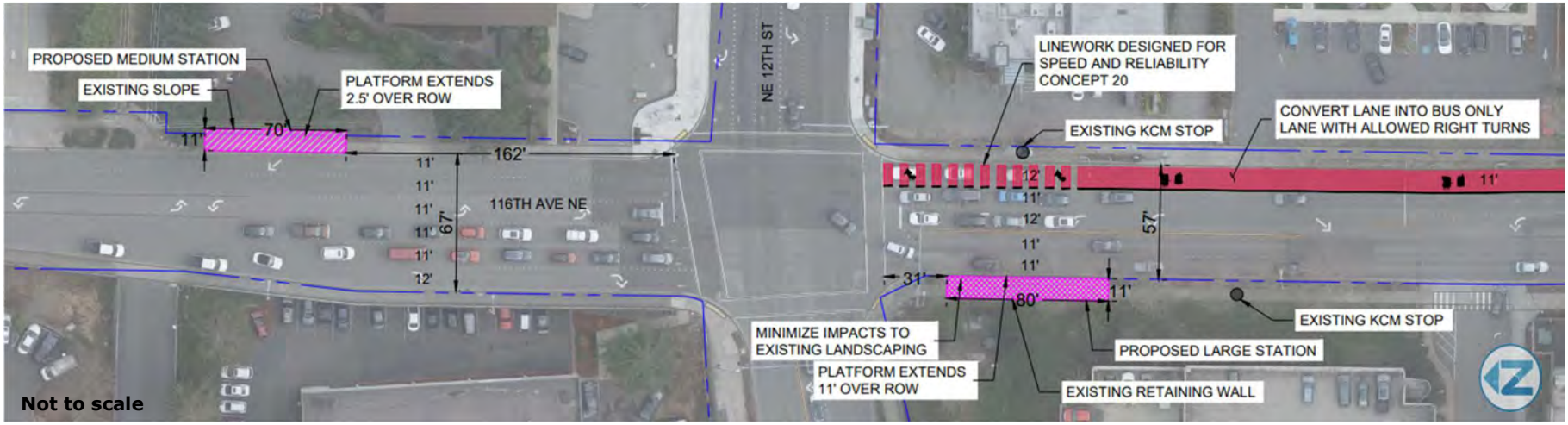
Station 21: 116th Ave NE & NE 20th St



Design Notes:

- Shared in-lane cycle track at small stations in both directions.
- Northbound station is adjacent to a steep slope that extends 1.5’ over the ROW and may require cut and fill, relocation of utility cabinets, removal of trees, and utility cabinet installation.
- Southbound station will require 2’ of ROW and modifications to the driveway in order to fit the station in advance of the existing RRFB crossing.

Station 22: NE 12th St & 116th Ave NE

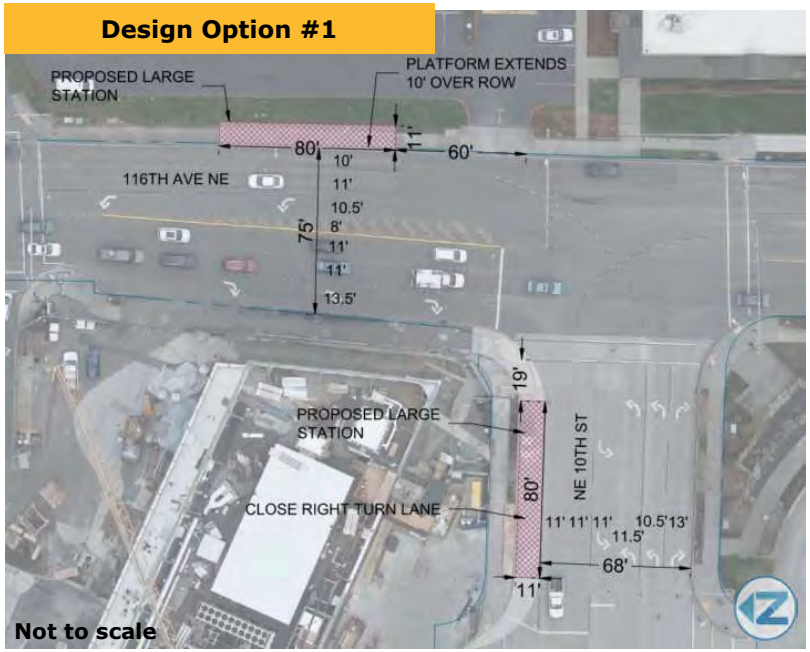


Design Notes:

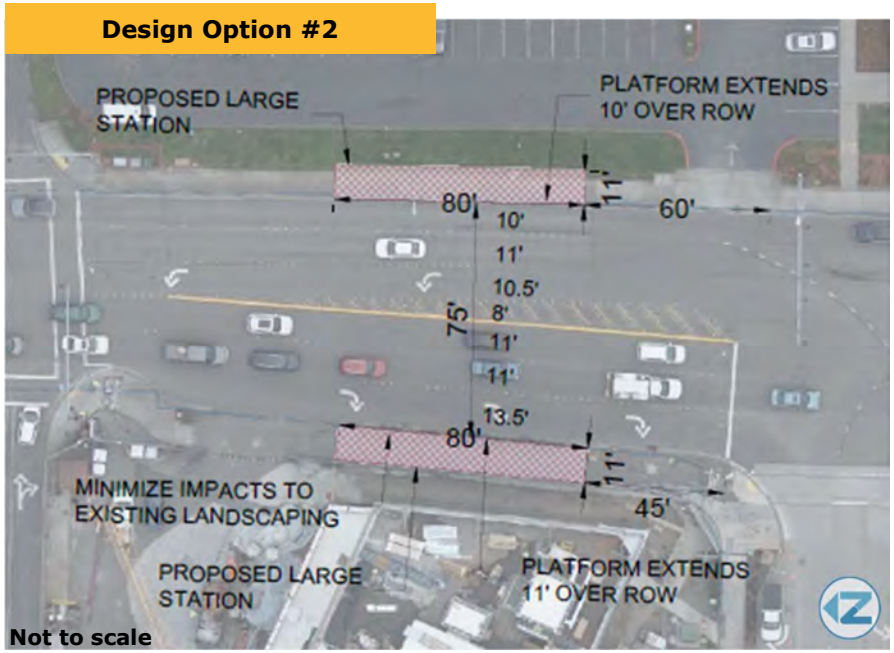
- Northbound station requires 2.5’ of ROW to fit the 11’ width for a medium station.
  - Station is placed far-side for operational benefits but is placed 175’ from the intersection to avoid driveway impacts and may require fill as it is near a slope.
- Southbound station extends 11’ beyond the ROW and there is an existing retaining wall that may be impacted as the platform footprint for the large station extends to the wall.
- Southbound station design to be refined in future phases in coordination with Bellevue streetscape concept south of NE 12th St.
- Alignment with K Line speed and reliability improvements:
  - Convert 116th Ave NE right through lane north of Felix Terry Swistak Dr into a northbound BAT lane

Station 23: NE 10th St & 116th Ave NE

Design Option #1



Design Option #2

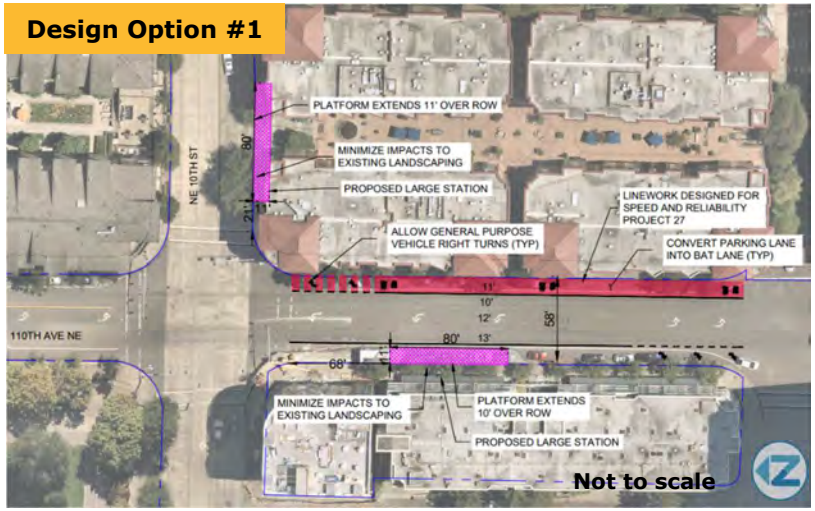


Design Notes:

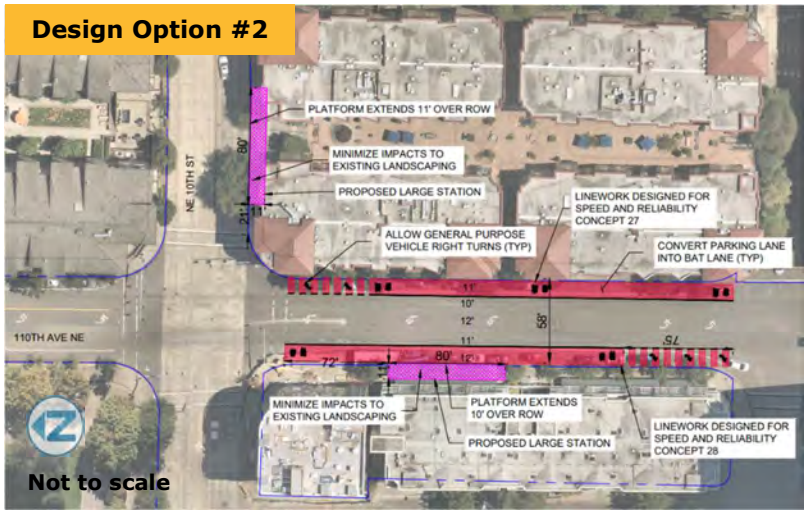
- Existing stops are located about 300' west of the intersection on the NE 10th Street bridge with 8.5’ sidewalks.
  - Would not support addition of RapidRide station elements.
- Design to be refined in future phases in coordination with Bellevue streetscape concept on 116th Ave NE and crosswalk concept on the north leg of the NE 10th St/116th Ave NE intersection.
- Northbound large station on 116th Ave NE extends 10’ beyond the ROW (existing sidewalk is beyond ROW).
- Two options provided for the southbound large station; both have trade-offs related to right turning vehicles that will need to be resolved.
  - Option 1 on NE 10th St will require modifications to the right turn lane into the hospital and option 2 on 116th will require ROW.
- Station may include custom designs that deviate from the standard RapidRide Kit of Parts based on further coordination with the City of Bellevue.

Station 24: NE 10th St & 110th Ave NE

Design Option #1



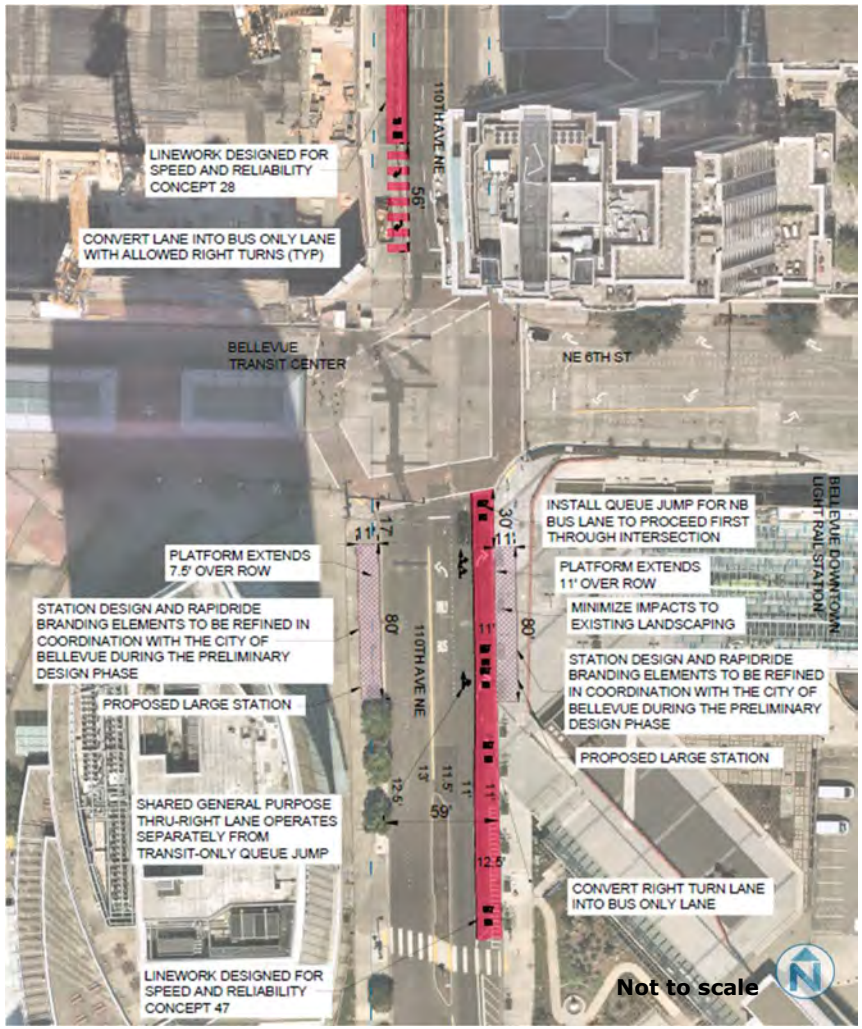
Design Option #2



Design Notes:

- Proposed in-lane large stations. Stations meet forecasted ridership threshold for a raised station; feasibility of a raised station to be determined during the preliminary/30% design phase.
- Northbound station shown far-side on NE 10th St; will require extensive coordination with property owner as the station extends 11' beyond the ROW and directly abutes the residental/retail building.
- Two options provided for the southbound station: Option 1 includes a bus bulb-out and will require removal of six on-street parking spaces. Option 2 will utilize the existing curb and is paired with a southbound BAT lane on 110th Ave NE. The station extends 10' beyond the ROW and the BAT lane replaces 12 on-street parking spaces. Coordination with Bellevue is needed to determine the feasibility of the BAT lane.
- Station may include custom designs that deviate from the standard RapidRide Kit of Parts based on further coordination with the City of Bellevue.
- Alignment with K Line speed and reliability improvements:
  - East of 110th Ave NE, convert second through lane of NE 10th St to an eastbound PM peak BAT lane
  - Remove 15 spaces of parking along northbound 110th Ave NE between NE 8th and NE 10th and convert to a BAT lane
  - Remove 11 spaces of parking along southbound 110th Ave NE between NE 10th and NE 8th St and convert to a BAT lane

Station 25: Bellevue Transit Center



Design Notes:

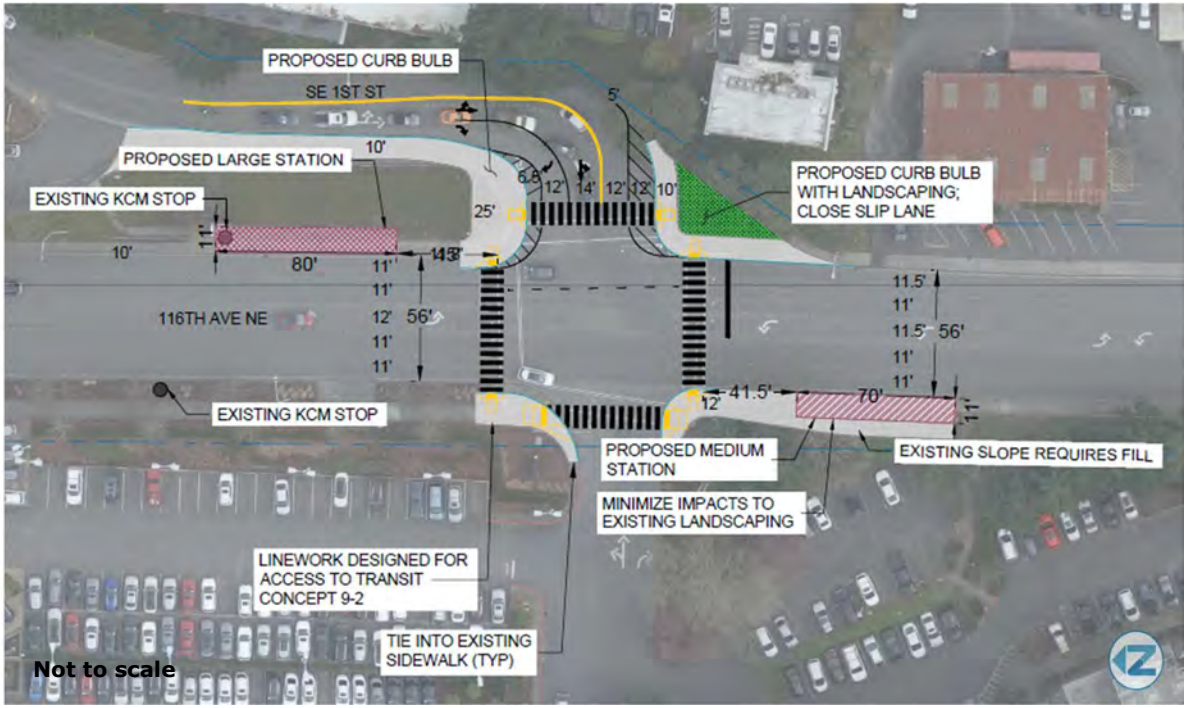
- Both directions of the K Line will serve the Bellevue Transit Center / Bellevue Downtown Link Station with large stations. Stations meet forecasted ridership threshold for a raised station; feasibility of a raised station to be determined during the preliminary/30% design phase.
- Station may include custom designs that deviate from the Standard RapidRide Kit of Parts to match the aesthetic character of City Hall Park and the City of Bellevue's Grand Connection project. Custom station designs will be refined through further coordination with the City of Bellevue during future project phases.
- Northbound station includes an adjacent northbound bus lane and queue jump at the NE 6th St intersection, replacing an existing right-turn lane. The station extends 11' beyond the ROW.
- Southbound station extends 7.5' beyond the ROW.
- Alignment with K Line speed and reliability improvements:
    - North of NE 6th St, convert southbound 110th Ave NE right through lane into a transit-approach lane
    - South of NE 6th St, replace parking and buffer space along northbound 110th Ave NE with bus lane or extended turn lane; Use queue jump to proceed across NE 6th St intersection into receiving lane.
    - South of NE 6th St, convert southbound 110th Ave NE right through lane to BAT lane; Convert southbound right turn lane at NE 4th St to right-turn except bus, with a dedicated queue jump phase for the bus to advance across intersection.

Station 26: Main St & 112th Ave NE

Design Notes:

- Stations meet forecasted ridership threshold for a raised station; feasibility of a raised station to be determined during the preliminary/30% design phase.
- Northbound station is placed at location of existing bus stop with a shared in-lane cycle track. Station requires 20’ of ROW accommodate the large station footprint; the sidewalk and existing bus stop already extend beyond the ROW.
- Southbound large station is shown far-side in the existing ROW. The station would coincide with widening of the pathway behind the station to ensure a continuous 12’ path through the station area. There is the potential to consider a near-side station in coordination with speed and reliability improvements to provide a more direct connection to the East Main Link station.
- Station may include custom designs that deviate from the standard RapidRide Kit of Parts based on further coordination with the City of Bellevue.
- Alignment with K Line speed and reliability improvements:
  - East and west of 112th Ave, convert eastbound Main St right through lane into a BAT lane
  - East and west of 112th Ave, convert westbound Main St right through lane into a BAT lane

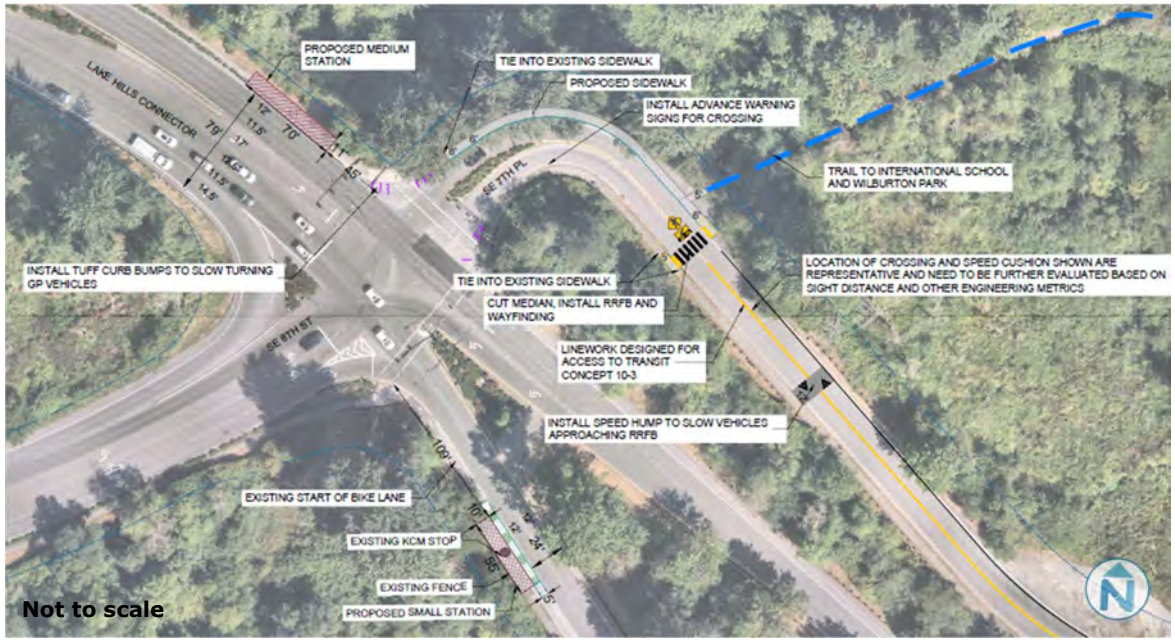
Station 27: 116th Ave NE & SE 1st St



Design Notes:

- Proposed far-side in-lane stations on 116th Ave NE.
- Northbound station is a large station at the existing bus stop with minimal design constraints.
- Southbound station is a medium station at a new location that may require fill due to the existing slopes.
- Alignment with K Line access to transit improvements:
  - Install bicycle and pedestrian improvements at the 116th Ave SE and SE 1st St intersection, including upgraded curb ramps and reduced turning radii. Install sidewalk along the north side of SE 1st St east of the intersection.

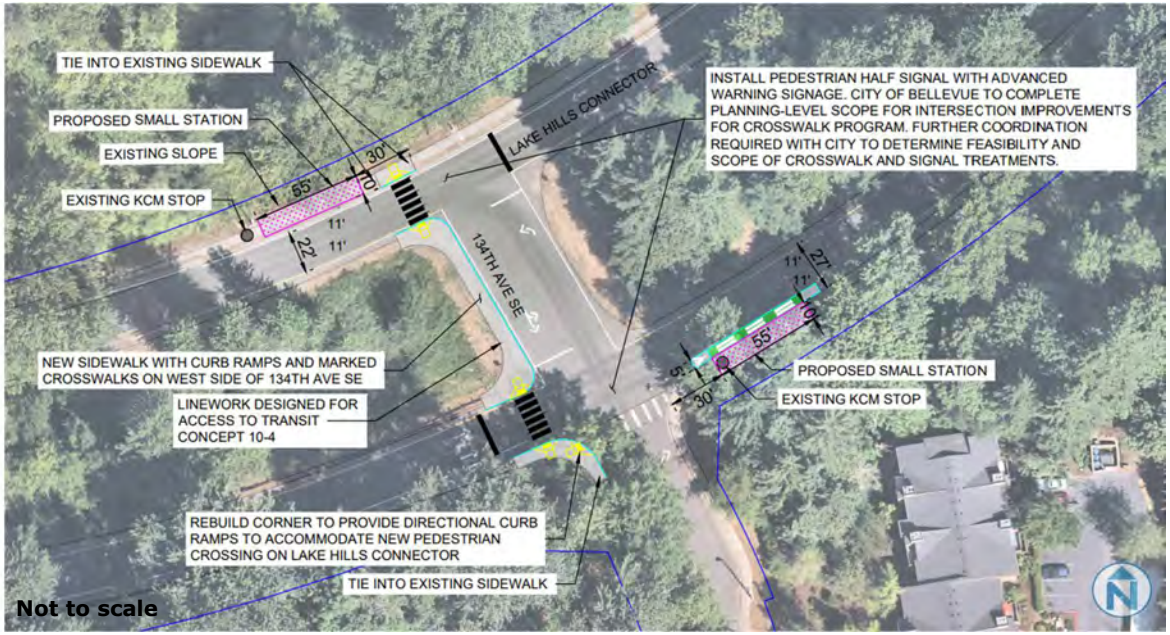
Station 28: Lake Hill Connector & SE 8th St



Design Notes:

- Proposed northbound in-lane medium station and southbound shared in-lane cycle track small station.
- Northbound station moved to far-side of the intersection instead of the existing stop mid-block location.
  - Aligns with Bellevue road safety assessment recommendations.
- Station designs to be refined in future phases in coordination with Bellevue road safety assessment recommendations:
  - Northbound station:
    - Install vertical curb in place of existing rounded curb.
  - Southbound station:
    - Move concrete barriers between bike lane and travel lane to provide protection for people biking.
    - Install vertical separation between bike lane and travel lane.
- Alignment with K Line access to transit improvements:
  - Install bicycle and pedestrian improvements at the Lake Hills Connector and SE 7th Pl/SE 8th St intersection.

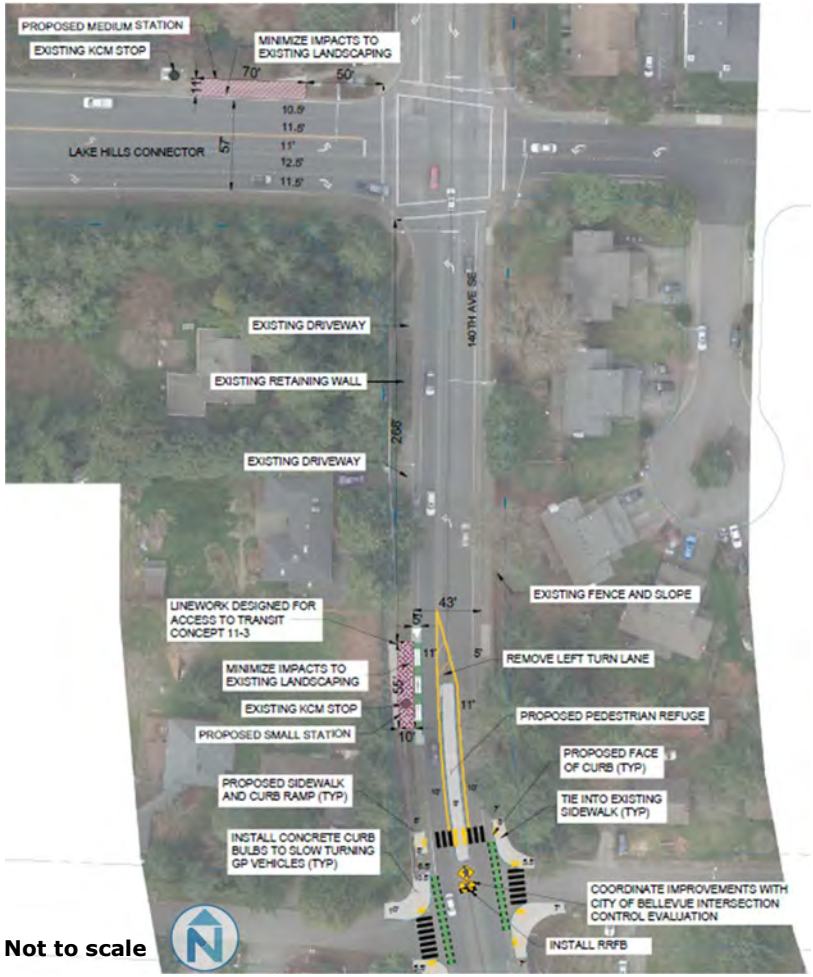
Station 29: Lake Hills Connector & 134th Ave SE



Design Notes:

- Southbound station (towards the east in the concept plan): shared in-lane cycle track small station.
- Northbound station (towards the west in the concept plan): in-lane small station.
- Will need to design around streetlights
- The uphill grade for the southbound station will need to be considered as the design progresses in regard to the bus/bike interaction.
- Alignment with K Line access to transit improvements:
    - Improve pedestrian crossing across Lake Hills Connector at 134th Ave SE to include a half signal, sidewalks, and ADA improvements to connect the future northbound and southbound K Line stations to existing pedestrian facilities. This intersection is being evaluated for crossing improvements through the City of Bellevue's Crosswalk Program, where full signalization of the intersection will be considered.

Station 30: Lake Hills Connector & 140th Ave SE

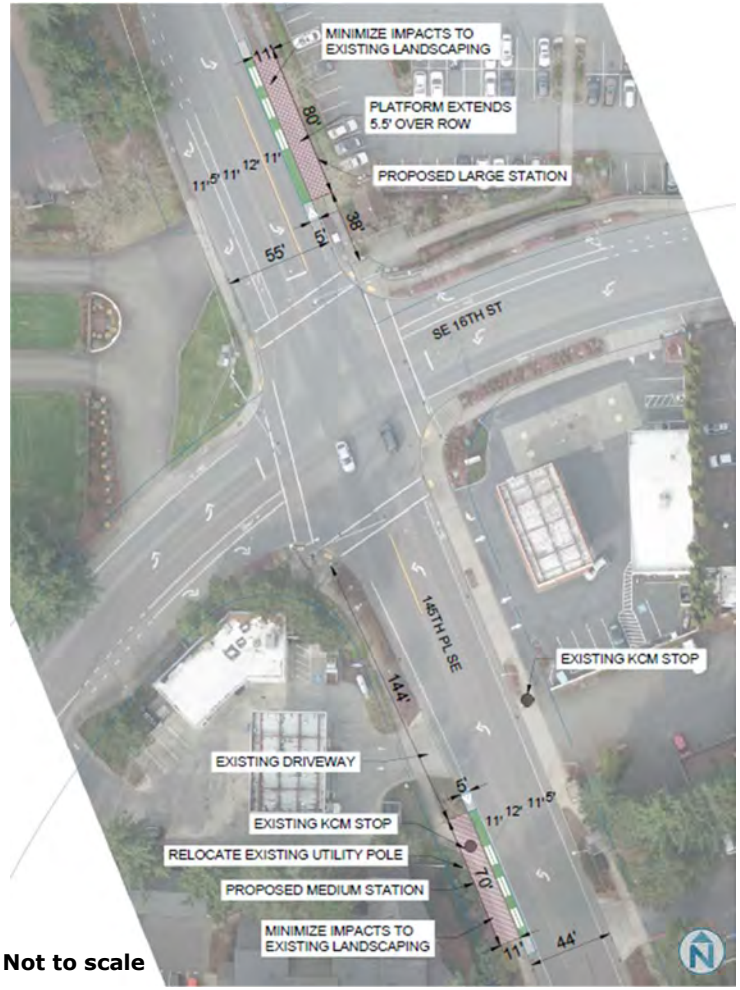


Not to scale

Design Notes:

- Northbound is a medium in-lane station at the existing bus stop.
- Southbound station is a small shared in-lane cycle track at the existing bus stop.
    - The station is approximately 270’ south of the intersection due to multiple existing private driveways.
- Alignment with K Line access to transit improvements:
    - Improve crossing in the vicinity of SE 10th St with RRFBs and median refuge island to improve pedestrian visibility and connectivity. Install cross bike markings across SE 10th St. Install curb extensions and curb ramps at all corners.
        - The Bellevue road safety assessment recommendations align with this access to transit recommendation.

Station 31: 145th Pl SE & SE 16th St

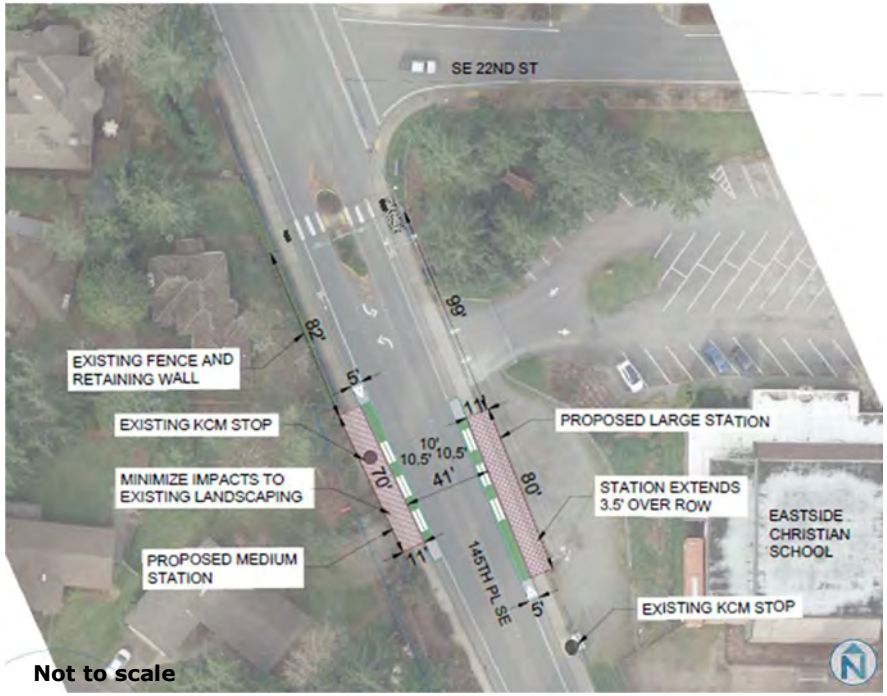


Not to scale

Design Notes:

- Shared in-lane cycle track stations in both directions.
- Consolidated two northbound bus stops to one central large station far-side of SE 16th St.
  - 5.5’ of ROW required to accommodate the large northbound station footprint.
- Southbound medium station is located approximately 145’ south of the intersection and cannot be moved closer to the intersection due to an existing business driveway.
  - Southbound station design to be refined in future phases in coordination with Bellevue road safety assessment recommendation to install a curb bulb-out at the SW corner of the intersection.

Station 32: 145th Pl SE & SE 22nd St

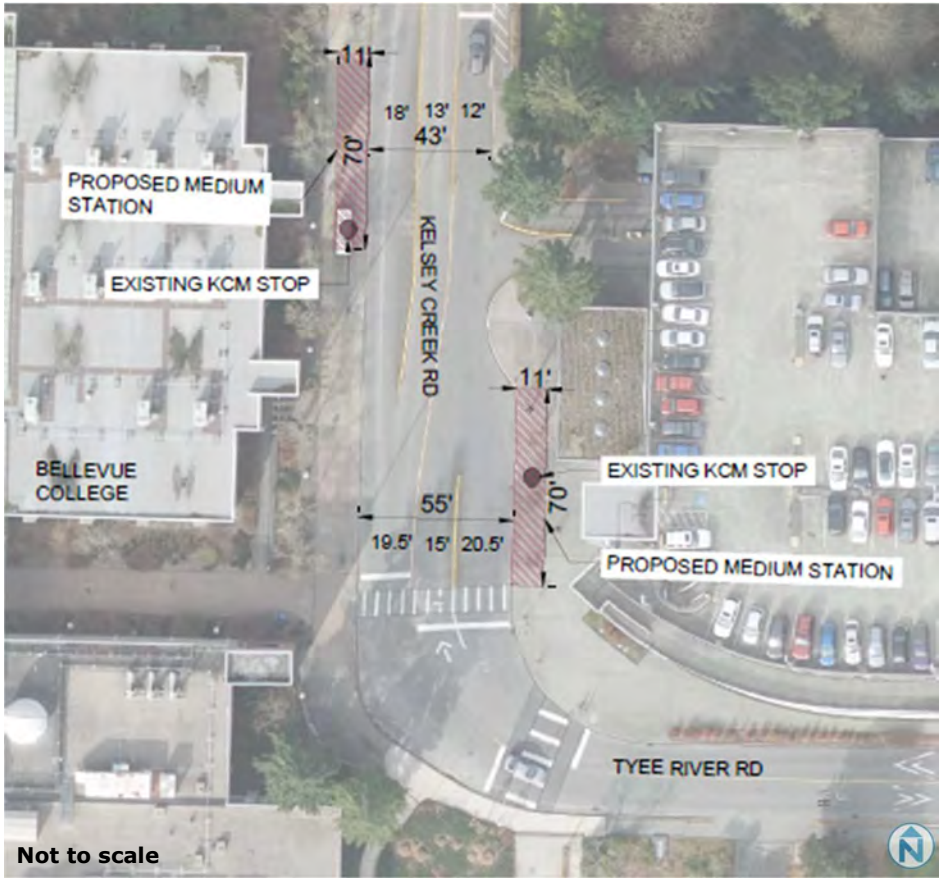


Not to scale

Design Notes:

- Shared in-lane cycle track stations in both directions.
- 5.5’ of ROW required to accommodate the large northbound station footprint.

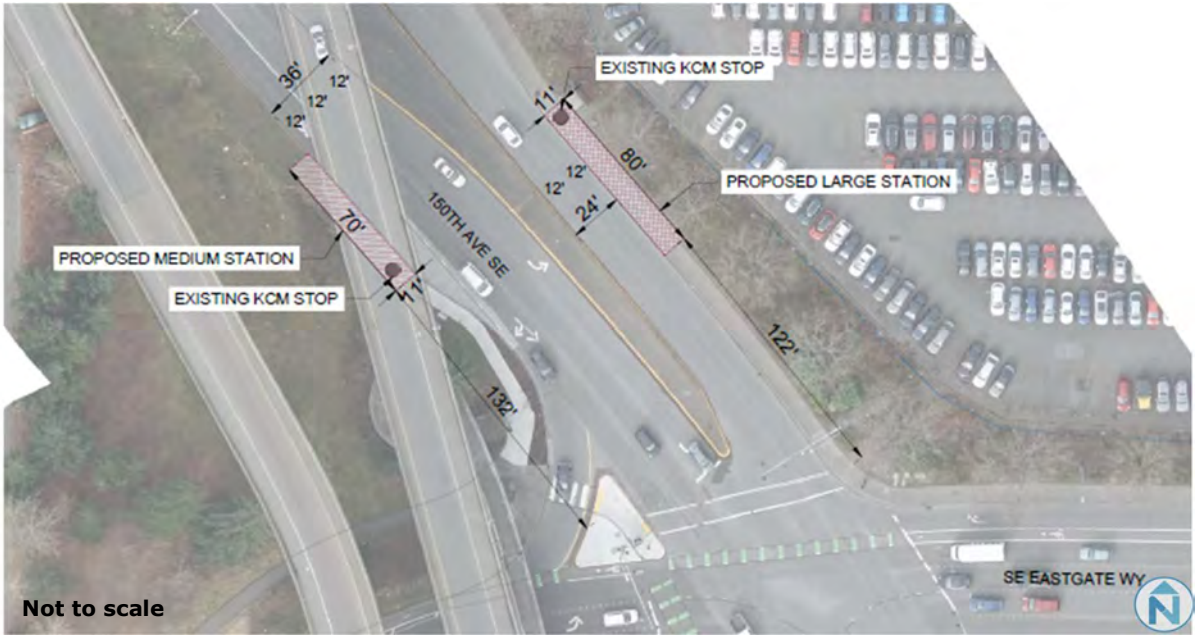
Station 33: Bellevue College & Kelsey Rd



Design Notes:

- Add the RapidRide kit of parts elements to the existing pull-out stops at Bellevue College.
- Based on ridership forecasts the northbound station should be a large (80’) station but this is not achievable with the crosswalk. A medium (70') station fits in the space.
    - Will need to work around existing trees to place amenities.

Station 34: 148th Ave SE & SE Eastgate Way



Design Notes:

- Utilize existing stops and add the RapidRide kit of parts.
- Southbound station design to be refined in future phases in coordination with Bellevue 150th Ave SE/SE Eastgate Way project that proposes to convert the existing southbound bus lane into a third general purpose lane that extends to the intersection.

Station 35: Eastgate Park & Ride

Design Notes:

- Eastgate Park & Ride will be the southern terminus for the K Line.
- Bay 2 (pictured above) is currently the recommended bus bay for K Line passenger pick-up.
- RapidRide branding including a tech pylon and ORCA reader will be located at the pick-up bay.
- The final K Line circulation, service bays, and layover operations at the transit center should be confirmed during final design.

8 Next Steps

King County Metro will finalize K Line planning activities using public engagement findings, stakeholder guidance and the following planning upgrade reports to establish a holistic and comprehensive K Line project vision by selecting capital investments to move forward into final design.

- RapidRide K Line Speed and Reliability Upgrade Report
- RapidRide K Line Passenger Facility Upgrade Report
- RapidRide K Line Communications and Technology Upgrade Report
- RapidRide K Line Access to Transit Upgrade Report

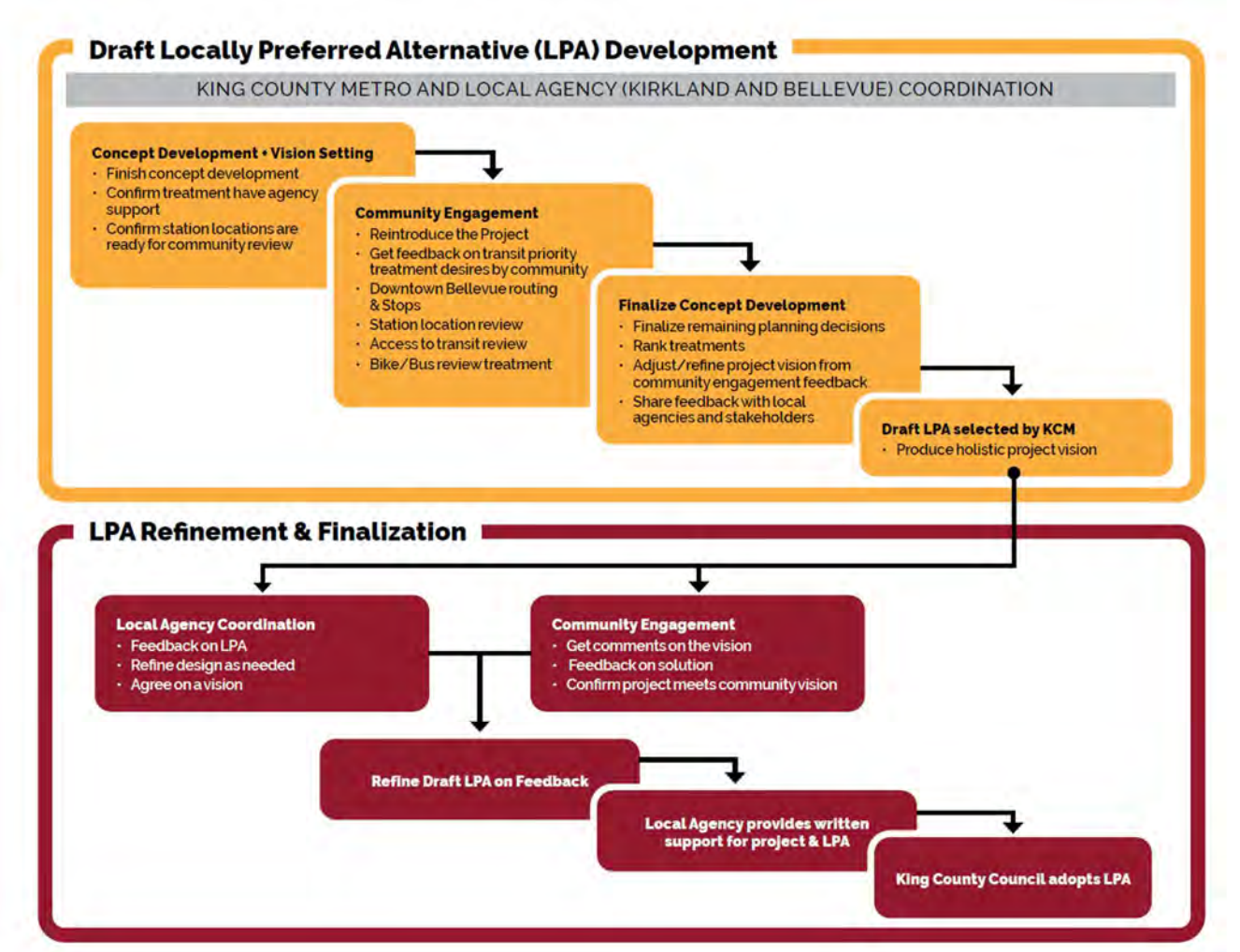
King County Metro will establish a holistic and comprehensive vision considering a wide range of factors including community values, engagement findings, equity, local agency implementation support, technical findings, available budget, and project grant funding competitiveness. This vision will be presented as the draft LPA and will be shared with the public and local agency partners through a community engagement process. Based on feedback, the draft LPA will be refined into a final LPA. King County Council is anticipated to formally adopt the LPA, completing planning activities on the project, after Kirkland and Bellevue have formally provided written support for the project vision. Figure 29 displays the draft and final LPA development process.

As part of this process, a Corridor Planning and Upgrade Report, intended to serve as comprehensive vision of the planning stage of the project will be produced. The report will document work completed, project purpose and need, processes used, stakeholder engagement, implementation plan and outcomes reached.

The Corridor Planning and Upgrade Report process will involve reconciling the project budget across all capital elements of K Line, to verify alignment with the available budget. The report will outline the resulting investment strategy for the combined program of work and will provide an overview of the benefits within the corridor.

King County Metro will begin final design activities upon King County Council adoption of the LPA, with a goal of constructing capital improvements and implementing service of the RapidRide K line by 2030.

Figure 29 K Line Locally Preferred Alternative Process



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