King County METRO

RAPIDRIDE

K Line

Access to Transit Upgrade Report

Task 150

King County Metro Transit

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King County Metro Transit

Ryan Whitney, King County Metro Project Manager

Jacob Armstrong, King County Metro Access to Transit Task Lead

K Line Planning Team

John McMillan, KPFF Consulting Engineers, Lead Consultant

Tom Brennan, Nelson\Nygaard, Lead Transportation Planner

Bryan Townley, Nelson\Nygaard, Access to Transit Task Lead

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Acronyms and Abbreviations

ACS	American Community Survey
ADA	Americans with Disabilities Act
BRT	Bus rapid transit
CBO	Community-based organization
CIP	Capital improvement program
EJ	Environmental justice
FTA	Federal Transit Administration
GIS	Geographic information systems
I-405 Stride	Sound Transit Interstate 405 Stride bus rapid transit service
K Line	RapidRide K Line
LEHD	Longitudinal Employer-Household Dynamics
LPA	Locally preferred alternative
Metro	King County Metro
NEMP	North Eastside Mobility Project
PSRC	Puget Sound Regional Council
ROW	Right-of-Way
RRFB	Rectangular rapid flashing beacon
ST	Soud Transit
WSDOT	Washington State Department of Transportation

1 Report Summary

1.1 RapidRide K Line Project 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

"Access to Transit" refers to the various ways people get to transit service. All transit riders start and end their trip on foot or with a mobility device. For this reason, Metro includes access to transit investments as part of each RapidRide project. These investments are intended to improve safety and convenience to walk, roll, or bike to the K Line.

This Access to Transit Upgrade Report describes access to transit service along the K Line study corridor, identifies many conceptual treatments which can improve access to future K Line stations, and applies Metro's Access to Transit Improvement Methodology to rank those conceptual treatments. This report focuses on access to the K Line corridor by walking, bicycling, or rolling, and potential enhancements at existing park-and-ride lots and transit centers.

The Access to Transit Upgrade Report will be used to develop a Locally Preferred Alternative (LPA) for the K Line, helping Metro select "candidate" improvements to be part of a holistic, fiscally constrained project which will improve access to the future K Line service. It will also serve as a repository for improvement ideas that might be implemented after the initial project opening when additional funds, including local grant funds, 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. While the K Line alignment through Downtown Bellevue has not been confirmed, preliminary analysis shows a preference for an alignment along 110th Ave NE (other potential routes are displayed in Segment D). South of Downtown Bellevue, the K Line will also offer

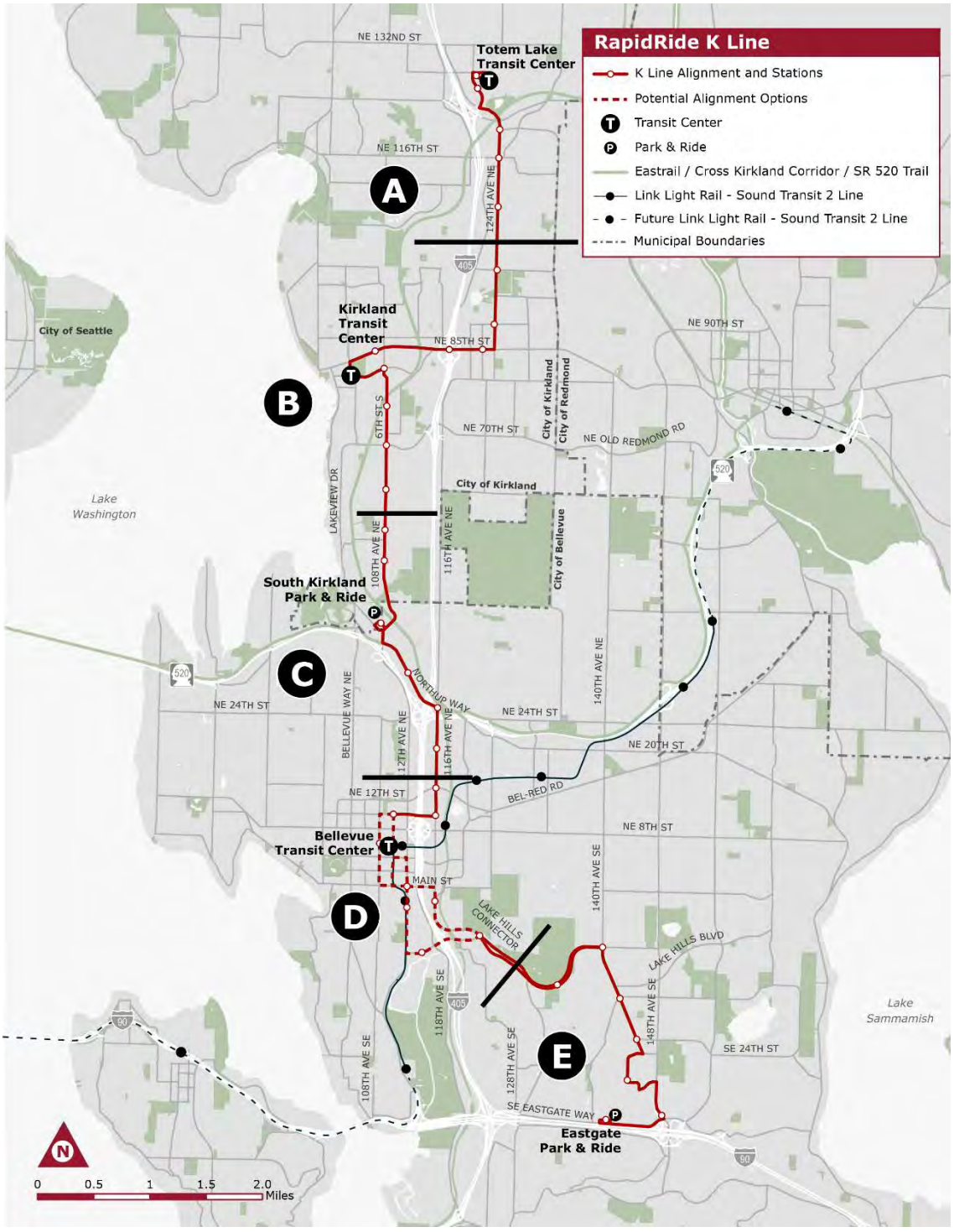
connections to the Wilburton neighborhood and King County's Eastside Rail Corridor Trail (Eastrail). The City of Bellevue is currently considering adopting changes to its Land Use code and Comprehensive Plan that would facilitate redevelopment that supports transit growth and would establish the Wilburton 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 Corridor



1.4 Access to Transit Candidate Improvement List

Upon completion of public engagement efforts, detailed coordination with Kirkland and Bellevue, and a technical evaluation of existing access challenges, equity, and implementation feasibility, the planning process recommended "candidate" improvements at eleven locations to King County Metro for potential delivery by the K Line program. Budgetary constraints may not allow delivery of all the candidate improvements through the K Line Program. Figure 2 provides a summary of the highest ranking eleven candidate improvements and locations . Additional details on the candidate improvements can be found in this report and Appendix E.

Figure 2 Access to Transit Candidate Improvements Recommended for Further Consideration

Location	Jurisdiction	Candidate Improvement ID	Project Type	Cost Estimate
120th Ave NE between NE 130th Ln and Totem Lake Village	Kirkland	**1-7A**	Protected Bike Lanes and Sidewalks	$3,825,000
120th Ave NE between NE 132nd St and NE 130th Ln	Kirkland	**1-7B**	Protected Bike Lanes and Sidewalks	$3,150,000
121st Ave NE between NE 132nd St and NE 130th Ln and NE 130th Ln between 120th Ave NE and 121st Ave NE	Kirkland	**1-9**	Street Extension with Protected Bike Lanes and Sidewalks	$6,525,000
124th Ave NE between NE 115th Pl and NE 112th Pl	Kirkland	**2-6**	Sidewalk	$1,147,500
7th Ave/NE 87th St between 6th St and 116th Ave NE	Kirkland	**3-3**	Buffered Bike Lanes and Sidewalks	$3,825,000
6th St S between Kirkland Way and 1st Ave S	Kirkland	**4-2**	Protected Bike Lane and RRFB Crossing	$787,500
Main St between 116th Ave and Eastrail Trail corridor	Bellevue	**9-1**	Trail Connection	$22,500,000
116th Ave SE and SE 1st St	Bellevue	**9-2A**	Sidewalk and Crossing	$1,237,500
116th Ave SE between Main St and SE 1st St	Bellevue	**9-2B**	Sidewalk	$2,700,000
116th Ave SE between Main St and SE 1st St and Main St between I-405 and 116th Ave	Bellevue	**9-2C**	Trail Connection and Crossing	$2,002,500
Lake Hills Connector between SE 7th Pl and Lake Hills Connector and SE 8th St station	Bellevue	**10-1**	Sidewalk and Crossing	$1,890,000
SE 7th Pl between Lake Hills Connector and SE 8th St station and 128th Ave SE	Bellevue	**10-2**	Sidewalk and Crossing	$2,250,000

Location	Jurisdiction	Candidate Improvement ID	Project Type	Cost Estimate
SE 7th Pl to trailhead	Bellevue	**10-3**	Sidewalk and Crossing	$922,500
140th Ave SE and SE 10th St	Bellevue	**11-3**	Crossing	$1,305,000

1.5 Report Overview

This report is comprised of eight chapters:

- Chapter 1: Report Summary
- Chapter 2: Community Engagement
- Chapter 3: Jurisdictional Coordination
- Chapter 4: Access to Transit Candidate Improvements
- Chapter 5: Candidate Improvement Ranking and Prioritization
- Chapter 6: Candidate Improvement Selection
- Chapter 7: Conceptual Designs
- 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 and prioritization of access to transit improvements 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 community engagement:

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

This chapter describes engagement activities undertaken by the K Line project team related to access to transit improvement identification, refinement, and selection 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 access to transit improvements 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 access to future transit service in Kirkland, Bellevue, and surrounding areas during phase 1 of engagement.

Figure 3 Key Phase 1 Community Engagement Metrics

Key engagement takeaways related to access to transit 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.

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.

Barriers to transit use

- Difficulty getting to and from the bus stop can make it hard for people to use transit.

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. 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 nine tabling 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 ranking and prioritizing access to transit improvements, described further in Chapter 5. Key takeaways related to access to transit 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).

Mode of transportation to be used to access K Line

- Nearly three-quarters of survey respondents indicated that they would access K Line service by walking or rolling (for example, using a wheelchair or other wheeled mobility assistance device) to a station.
- Over twenty percent of respondents indicated that they would use a personal bike, scooter, skateboard, or other device to access K Line service.

Barriers and challenges to accessing transit along the K Line corridor when walking or rolling

- The primary barrier to accessing transit near the K Line when walking or rolling was identified as high levels of traffic, noise, or pollution, followed by respondents indicating that they have no difficulties walking or rolling in the area.
- Very few respondents said that they would not walk or roll to access K Line service.
- Lack of designated crossing points or crosswalks, narrow pathways or sidewalks, poor lighting conditions, and safety concerns also ranked as important barriers.

- Many of the barriers asked about by the survey received similar numbers of responses, indicating that there are multiple pedestrian concerns, rather than one overarching, clear primary concern.
- Survey respondents noted the following locations as being the most prominent areas where barriers to accessing transit are experienced when walking or rolling:
    - NE 85th St corridor in Kirkland
    - 124th Ave NE corridor in Kirkland
    - Downtown Bellevue (Bellevue Way, 116th Ave SE, 112th Ave, 110th Ave, 108th Ave, NE 8th St, NE 4th St, NE 2nd St, and Main St corridors)
    - Central Way corridor in Kirkland

Walking and rolling improvements that should be prioritized by the K Line team to reduce barriers to accessing transit

- Respondents primarily prioritized building new sidewalks, paths, or greenways and improving safety and visibility at existing crosswalks.
- Survey respondents also prioritized the building of new crosswalks where there are currently none.
- Very few respondents indicated that they would not walk or roll to access public transit.
- Survey respondents noted the following locations as areas where walking and rolling improvements should be prioritized by the K Line team:
    - Area surrounding the South Kirkland Park & Ride
    - Downtown Bellevue
    - The Totem Lake neighborhood in Kirkland
    - NE 85th St corridor in Kirkland
    - 124th Ave NE corridor in Kirkland

Barriers and challenges to accessing transit along the K Line corridor when using a bike, scooter, skateboard, or other device

- The plurality of respondents said that they would not ride a bike, scooter, skateboard, or other device to transit.
- For those that indicated they would use a bike, scooter, skateboard, or other device to access transit, the top three issues raised were:
    - No bike paths, lanes, or other infrastructure to safely get to bus stops
    - Limited or no bike or scooter parking at bus stops
    - Difficulty in safely storing or securing bikes and scooters while using transit
- Less than ten percent of respondents indicated that they would have no difficulty riding a bike, scooter, or other mobility device to K Line stations.
- Survey respondents noted the following locations as being the most prominent areas where barriers to accessing transit are experienced when using a bike, scooter, skateboard, or other device:

- Downtown Bellevue (112th Ave NE, 108th Ave NE, and Main St corridors)
- NE 85th St corridor in Kirkland
- 145th Pl SE corridor in Bellevue

Walking and rolling improvements that should be prioritized by the K Line team to reduce barriers to accessing transit

- Most respondents indicated that they desired improvements in bike lanes, paths, or greenways, and increased separation between bicyclists and drivers.
- Many respondents said that they would not use a bike, scooter, skateboard, or other device to access public transit.
- Survey respondents also prioritized more bike parking and improved accessibility of existing bike paths and sidewalks.
- Survey respondents noted the following locations as areas where the K Line team should prioritize improvements for accessing transit by bike, scooter, skateboard, or other device:
  - 108th Ave NE corridor in Kirkland
  - NE 132nd St corridor in Kirkland
  - NE 68th St corridor in Kirkland
  - Downtown Bellevue
  - Connections to the Cross Kirkland Corridor/Eastrail
  - Northup Way corridor in Bellevue

3 Local Jurisdictional Coordination

The K Line will provide service in the cities of Kirkland and Bellevue. Because most access to transit improvements would be implemented within city rights-of-way (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 access to transit improvements.

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 April 2020 – one with City of Bellevue staff and one with City of Kirkland staff – to review identified access to transit conditions and challenges, seek feedback on initial access to transit improvement concepts, confirm improvement viability, and gather jurisdictional feedback. Virtual workshops informed improvement list revisions and refinement, including aligning proposed K Line access to transit improvements 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 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 six virtual workshops – three with City of Bellevue staff and three with City of Kirkland staff – to re-engage with municipal partners and further refine the list of access to transit improvements. 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 access to transit improvements. Candidate improvement extents, components, and conceptual designs were further modified based on municipal partner feedback and alignment with city plans and projects. Detailed materials documenting coordination between the project team and the cities of Kirkland and Bellevue can be found in Appendix B.

4 Access to Transit Candidate Improvement Development

This chapter describes the "candidate" access to transit improvements identified by the K Line project team which could improve accessibility to future K Line transit service. The K-Line planning process utilizes the term "candidate" for a specific improvement which has been evaluated for delivery by the K Line project.

Candidate access improvements ("candidate improvements") have been advanced to a planning level of detail in partnership with local agencies, with a focus on vetting implementation viability and agency support. Candidate improvements which had implementation viability have been advanced into a final technical evaluation (ranking) process, described in Chapter 5. Several candidate improvements were not advanced to the final technical evaluation (ranking) process. Decisions to not advance candidate improvements forward may have included a "fatal flaw" implementation determination, changed existing conditions, or local agencies delivering the improvements through other projects. Candidate improvements removed from consideration are listed in Appendix H, along with the reasoning for their removal.

4.1 Methodology

4.1.1 Areas of Need

This section summarizes the methodology for developing the Areas of Need that guided the identification of candidate improvements for the future RapidRide K Line corridor. The project team layered the elements of the existing conditions inventory listed below to determine the access to transit Areas of Need.

- Access sheds
- Demographic attributes
- Existing pedestrian and bicycle facilities
- Coordination with other planned projects and improvements
- Transit centers and park & ride lots
- Points of interest and activity centers
- Community engagement Phase 1 feedback
- Equity Priority Area scores

EXISTING CONDITIONS INVENTORY

The project team compiled existing conditions to inform access needs along the RapidRide K Line corridor, set a baseline for future analysis, and inform future decision making. This section details the elements of the existing conditions inventory.

Access Sheds

Access sheds for pedestrian and bicycling access to the K Line study corridor were calculated using the King County Metro Access to Transit Improvement Methodology (2018) that accounts for topographical slope and street network connectivity. The standard access sheds for each of these modes is:

- Walking and Rolling – ½-mile (~10-minutes) and ¼-mile (~5-minutes)
- Biking – 3 miles (15-minute ride) and 1 mile (5-minute ride)

Demographic Attributes

Demographic data helped to inform decision making throughout access to transit candidate improvement identification and ranking process. Demographic data was obtained from the U.S Census Bureau, American Community Survey and Longitudinal Employer-Household Dynamics (LEHD) data, and Puget Sound Regional Council (PSRC). The project team mapped data within a half-mile of the K Line corridor at the block group level, looking for areas with a high proportion of people with the following characteristics:

- Low-income population (households in poverty)
- Black/Hispanic/Native American and people of color
- Households with zero vehicles
- Limited English proficiency
- Limited mobility populations
- Young people and older adults
- Some college or less as the highest educational attainment for adults
- Transit ridership
- Population density
- Job density (LEHD)
- Current and future population (PSRC)
- Current and future jobs (PSRC)

Existing Pedestrian and Bicycle Facilities

The project team inventoried Bellevue's and Kirkland's existing pedestrian and bicycle facilities within the access sheds of future K Line stations. The existing facility inventory used geographic information system (GIS) data from each jurisdiction as the primary data

source. Facilities inventoried include bike lanes, shared-use paths, sidewalks, crosswalks, pedestrian signals, ADA ramps, and stairwells. The existing pedestrian and bicycle facility inventory data was helpful in identifying gaps in the pedestrian and bicycle network as candidates for access to transit improvements.

Coordination with Other Planned Projects and Improvements

The project team reviewed multiple local planning documents to understand planned improvements led by the cities of Bellevue and Kirkland along the K Line corridor. The planning documents reviewed are listed in Figure 4. The project team assembled projects identified in recent or ongoing local jurisdiction active transportation and capital improvement plans, including local pedestrian and bicycle networks, Safe Routes to Schools projects, capital improvement projects (CIP), and other major multimodal projects led by Kirkland or Bellevue.

Figure 4 Local Planning Documents Reviewed

Plan Name	Year	City
124th Avenue NE Roadway Improvements	2023	Kirkland
6th Street Corridor Study	2017	Kirkland
Active Transportation Plan	2022	Kirkland
Capital Improvement Program 2023-2028	2023	Kirkland
Capital Project Dashboard	2024	Kirkland
Comprehensive Plan 2035	2017	Kirkland
EvergreenHealth/Totem Lake Traffic Study	2019	Kirkland
NE 128th Street Multimodal Corridor Study	2022	Kirkland
NE 85th Street Station Area Plan	2022	Kirkland
Totem Lake Urban Center Enhancement + Multimodal Transportation Network Plan	2018	Kirkland
Transit Implementation Plan	2019	Kirkland

Plan Name	Year	City
Transportation Master Plan 2035	2015	Kirkland
Vision Zero Action Plan	2022	Kirkland
Bike Bellevue Draft Design Concepts Guide	2023	Bellevue
Capital Investment Program Plan 2023-2029	2023	Bellevue
Comprehensive Plan	2015	Bellevue
East Main Station Area Plan	2016	Bellevue
Eastgate Mobility Hub Vision 2025	2019	Bellevue
Neighborhood Safety, Connectivity, & Congestion Levy Projects	2016	Bellevue
Pedestrian-Bicycle Plan	2009	Bellevue
Projects in Your Neighborhood	2024	Bellevue
School Zone Ped-Bike Road Safety Assessment	2023	Bellevue
South Downtown I-405 Access Study Report	2021	Bellevue
Transit Master Plan	2014	Bellevue
Transportation Facilities Plan	2022	Bellevue
Transportation Improvement Program 2024-2029	2023	Bellevue
Vision Zero Action Plan	2019	Bellevue
Wilburton Commercial Area Study	2018	Bellevue

Transit Centers and Park & Ride Lots

While most future K Line riders are expected to access stations by walking, rolling, or riding a bicycle, some riders may drive to future K Line stations. The K Line corridor is served by three transit centers and two park & ride lots. Metro does not plan to add parking along the corridor due to existing parking availability and planned improvements for other access modes. The project team assessed the transit centers and park & ride lots along the corridor for short-term and long-term bicycle parking and ADA accessibility improvements, including Totem Lake Transit Center, Kirkland Transit Center, South Kirkland Park & Ride, Bellevue Transit Center, and Eastgate Park & Ride. Opportunities for improvements were integrated into the initial access to transit candidate improvement list.

Points of Interest and Activity Centers

The project team mapped points of interest along the corridor to ensure safe and convenient walking, rolling, and bicycling access from future K Line stations to major destinations. Data for this were obtained from the City of Bellevue, City of Kirkland, and Metro. The points of interest and activity centers listed below were mapped to inform K Line service planning, passenger facilities siting, and access to transit candidate improvements.

- Libraries
- Grocery stores and markets
- Hospitals/clinics
- Libraries
- Schools
- Colleges
- Shopping centers
- Subsidized housing
- Additional community public services, including:
  - Governmental services (e.g., ORCA Lift Enrollment Center, Work Source sites)
  - Public assistance non-profits (e.g., food banks)
  - Community Centers and Senior Centers

Community Engagement Phase 1 Feedback

During Phase 1 of K Line engagement, community members were given the opportunity to indicate locations in which they would prefer to access K Line service. The project team mapped and reviewed these locations, with locations receiving a large amount of community interest informing the development of the Areas of Need.

Equity Priority Area Score

Agencies that receive federal funding are required by law to conduct an Environmental Justice (EJ) assessment. This analysis ensures the equitable distribution of transportation benefits and burdens among all people. The assessment is critical in identifying the transportation needs of people of color and low-income populations to remove any barriers to public participation for these communities.

In partnership with the King County Office of Equity and Social Justice, and consistent with the County's equity strategy, Metro has identified Equity Priority Areas within the county that are the basis for multiple equity factors in adding, reducing, and restructuring transit service. Equity Priority Areas are defined as areas with a high proportion of priority populations as defined in Metro's Mobility Framework, which includes measures of communities of color, low- or no-income population, disabled population, foreign-born population, and population with limited English proficiency. Each block group within King County is assigned a score from one to five based on a weighting of the priority population demographic characteristics within the block group. The project team used the Equity Priority Area score map to identify improvements that could benefit populations that have been historically marginalized and those with the greatest mobility needs.

AREAS OF NEED IDENTIFICATION

The Areas of Need development process described previously in this section resulted in the identification of 13 distinct geographic areas with unique access to transit challenges and existing conditions. K Line's Areas of Need were developed in coordination with Metro, City of Bellevue, and City of Kirkland staff. Each Area of Need has a unique access shed, gaps in the pedestrian and bicycle networks, concentration of current and future activity centers, and opportunities to leverage planned improvements. The project team focused on identifying and developing potential improvements which would improve access to transit within each of these 13 Areas of Need, presented in Figure 5 through Figure 9.

Figure 5 Access to Transit Areas of Need – Segment A

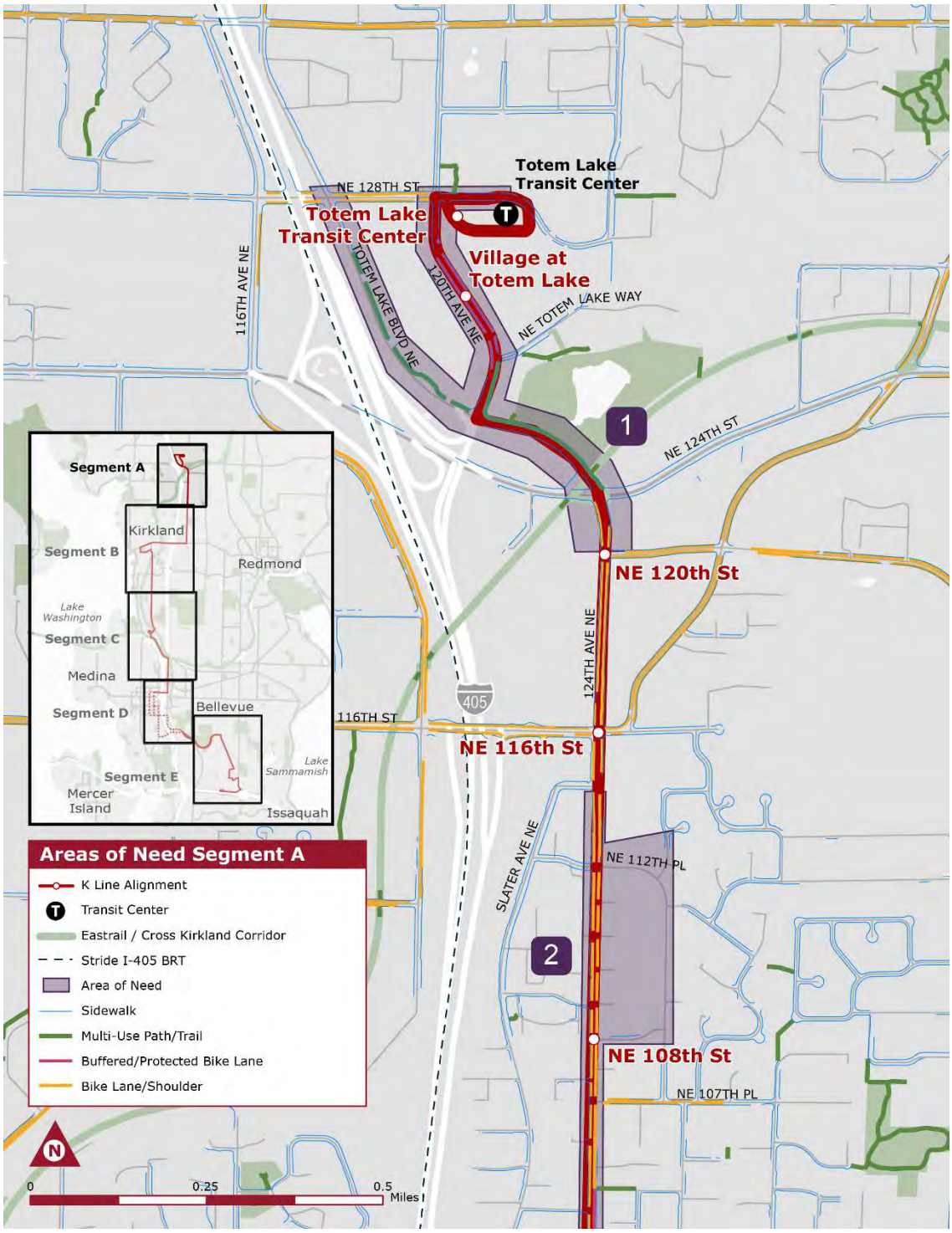


Figure 6 Access to Transit Areas of Need – Segment B

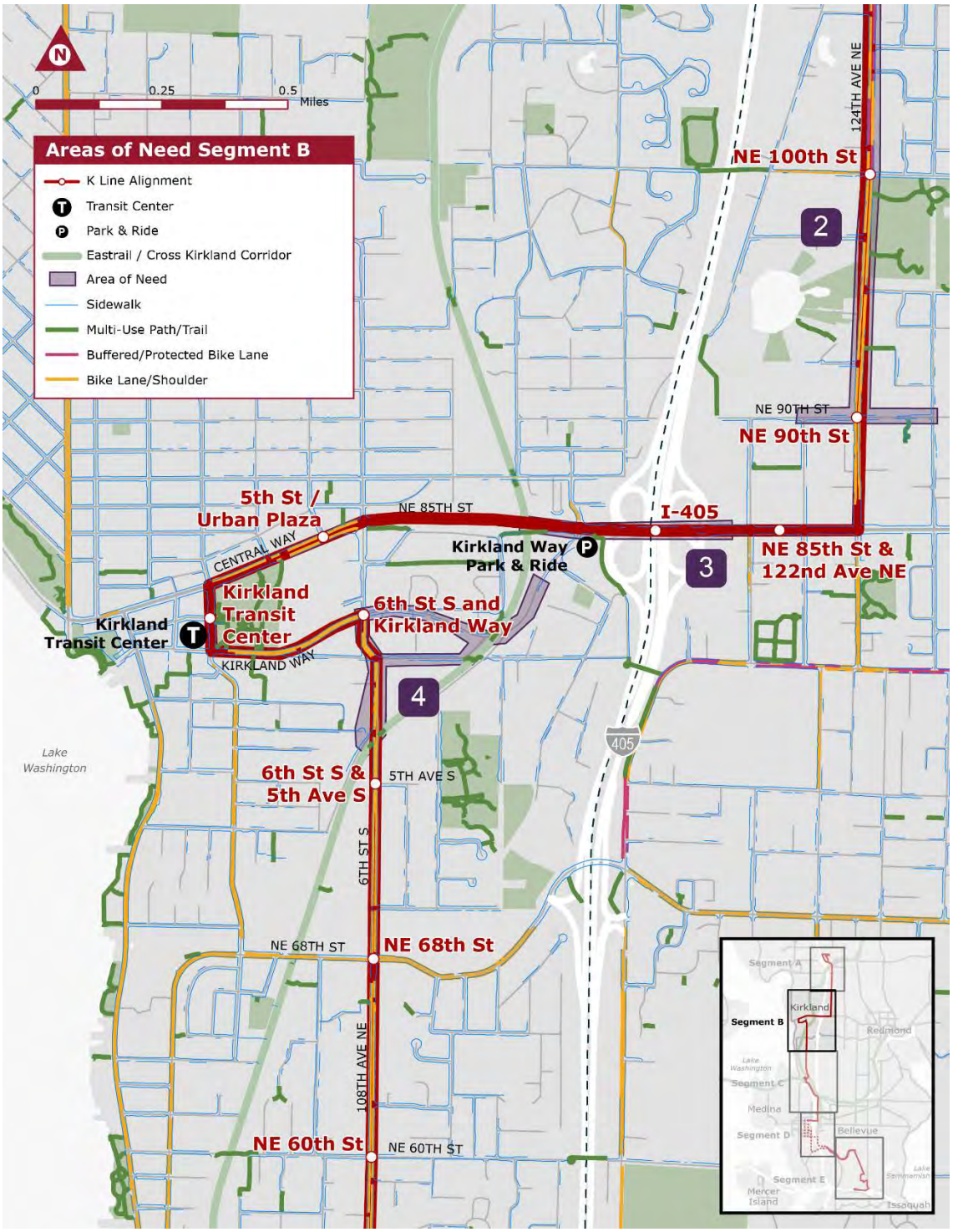


Figure 7 Access to Transit Areas of Need – Segment C

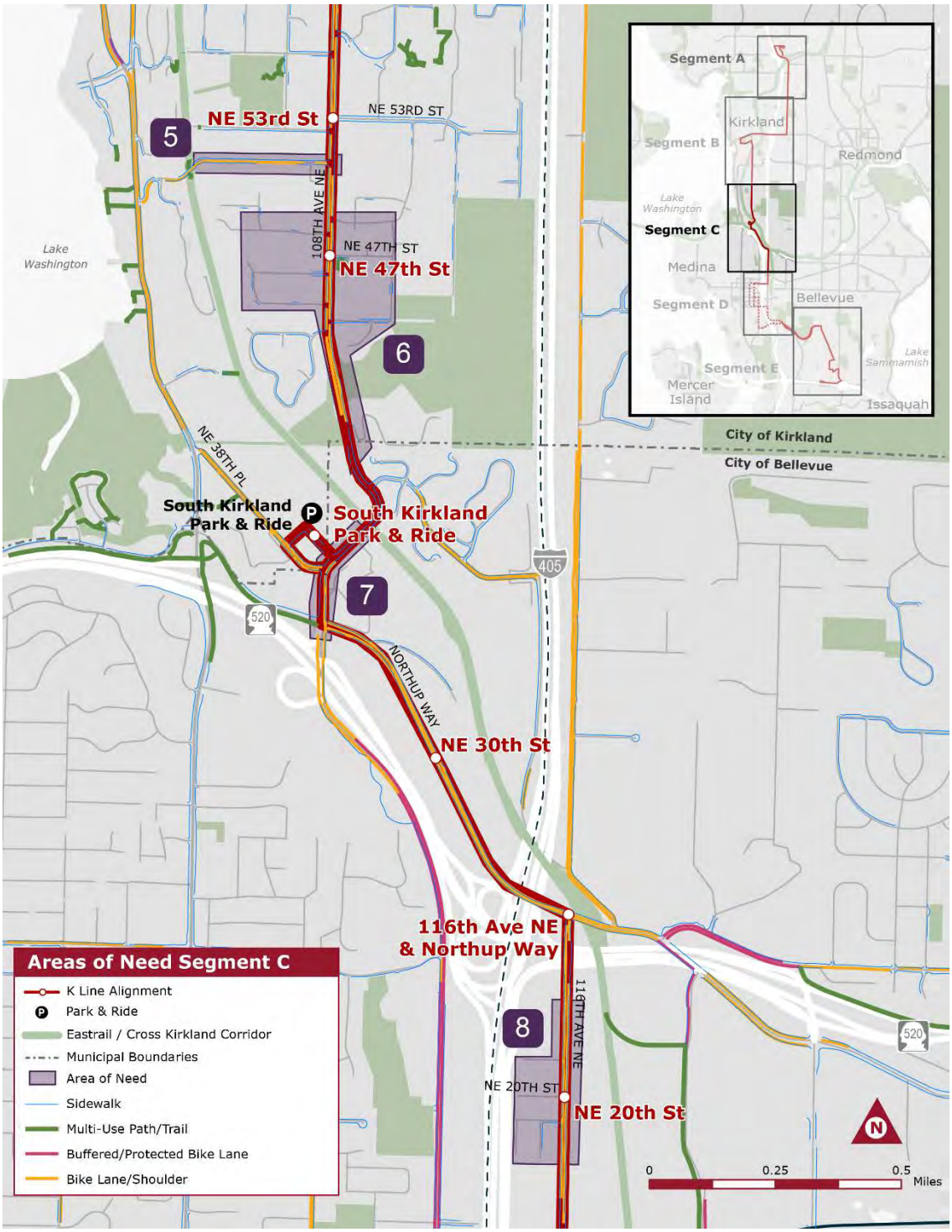


Figure 8 Access to Transit Areas of Need – Segment D

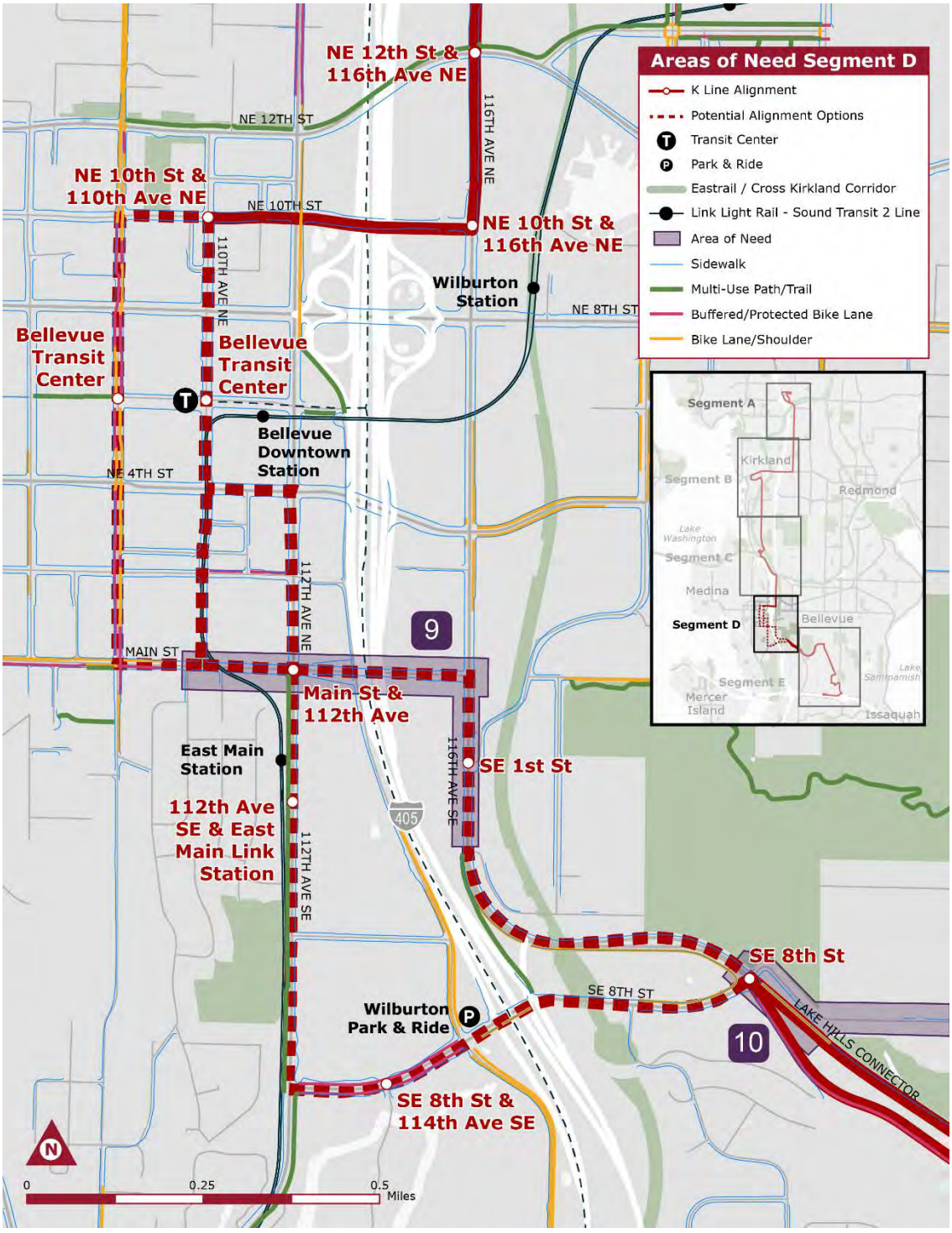


Figure 9 Access to Transit Areas of Need – Segment E

4.1.2 Candidate Improvement Identification

This section details the methodology the project team used to identify candidate access to transit improvements within the 13 Areas of Need along the K Line corridor.

Figure 10 outlines the methodology used to identify candidate improvements in each Area of Need to address gaps and improve pedestrian access, bicycle access, and crossings to future K Line stations. The project team also identified opportunities to improve bike parking and ADA accessibility at transit centers and park & ride lots.

Figure 10 Access to Transit Candidate Improvement Identification Methodology

Candidate Improvement Type	Methods
Pedestrian Access	▪ Identify missing sidewalks along a street connecting to future RapidRide station locations ▪ Identify sidewalks in very poor condition and those not in ADA compliance connecting to future RapidRide station locations ▪ Identify missing and non-ADA compliant curb ramps connecting to future RapidRide station locations
Bicycle Access	▪ Identify opportunities to close missing links in the bicycle network between future RapidRide stations and existing bicycle infrastructure ▪ Assess opportunities to upgrade existing bicycle facilities such as in-street minor facilities and sharrows connecting to future RapidRide stations ▪ Identify opportunities to add bike parking at future RapidRide stations in coordination with K Line Passenger Facilities work (focus within Areas of Need)
Crossing Improvements	▪ Assess existing crosswalk locations and striping ▪ Identify locations where a new crossing may be needed ▪ Assess lighting, ADA concerns, crossing time, and potential conflicts with turning vehicles ▪ Identify trail crossing improvement opportunities

Candidate Improvement Type	Methods
Transit Centers and Park & Ride lots	▪ Assess short-term and long-term bike parking at all transit centers and park & ride lots ▪ Assess ADA access between a transit center or park & ride lot and its nearest RapidRide station

The project team conducted a field assessment covering all Areas of Need to validate existing conditions data and inform improvement identification. The field assessment focused on the conditions listed below.

- Sidewalk conditions and presence of pedestrian facilities
- ADA accessibility, including curb ramp upgrade opportunities
- Bicycle facilities
- Pedestrian crossings
- Lighting conditions

4.2 Candidate Improvement Development

4.2.1 Candidate Improvements Identified Prior to Covid-19 Project Pause

Following collaboration with local jurisdictions, the project team confirmed 52 total access to transit candidate improvements for evaluation. Forty (40) candidate improvements were carried forward for evaluation following jurisdictional coordination. Several candidate improvements were removed as the cities of Kirkland and Bellevue had near-term plans to implement accessibility improvements before planned delivery of the K line program. A full list of the original 52 access to transit candidate improvements can be found in Appendix G. Candidate improvements removed from consideration are listed in Appendix H, along with the reasoning for their removal.

4.2.2 Candidate Improvements Identified Since Project Restart

The K Line project restarted in Fall 2023, with 40 access to transit candidate improvements being carried forward from the prior phase of work for consideration for inclusion as a part of the K Line LPA. Between Fall 2023 and Summer 2024, the K Line project team held additional engagement sessions with the cities of Bellevue and Kirkland to collaboratively review and refine access

improvements. With jurisdiction feedback and support, seven candidate improvements were removed from consideration, and two were added. 35 access to transit candidate improvements currently remain under consideration, listed in Figure 11 and displayed in Figure 12.

Figure 11 Access to Transit Candidate Improvements

Candidate Improvement ID	Location	Jurisdiction	Project Type	Description
AREA OF NEED 1				
1-1	Totem Lake Transit Center	Kirkland	Bike Parking	Install secure on-demand bike parking at Totem Lake Transit Center to provide first- and last-mile connectivity for people riding bikes. With limited racks on buses, secure bike parking is essential at major transit centers and park & ride lots for customers who don't need their own bike at the other end of their trip or the return trip.
1-7A	120th Ave NE between NE 130th Ln and Totem Lake Village	Kirkland	Protected Bike Lanes and Sidewalks	Reconstruct sidewalks and add raised protected bike lanes on 120th Ave NE from NE 130th Ln to Totem Lake Village for access to Totem Lake Transit Center. Requires reconstruction as adopted in the NE 128th Corridor Study.
1-7B	120th Ave NE between NE 132nd St and NE 130th Ln	Kirkland	Protected Bike Lanes and Sidewalks	Reconstruct sidewalks and add raised protected bike lanes on 120th Ave NE from NE 132nd St to NE 130th Ln for access to Totem Lake Transit Center. Requires reconstruction as adopted in the NE 128th Corridor Study.
1-9	121st Ave NE between NE 132nd St and NE 130th Ln and NE 130th Ln between 120th Ave NE and 121st Ave NE	Kirkland	Street Extension with Protected Bike Lanes and Sidewalks	Extend 121st Ave NE and provide raised bike lanes and sidewalks to improve safety and connectivity as part of the NE 128th Street Corridor Study. Upgrade NE 130th Ln from 120th Ave NE to 121st Ave NE with raised bike lanes with a buffer as adopted in the NE 128th Street Corridor Study.

Candidate Improvement ID	Location	Jurisdiction	Project Type	Description
AREA OF NEED 2				
2-1	124th Ave NE at NE 115th Pl	Kirkland	Crossing	Install crosswalk, new curb ramps, and lighting along the west leg of the NE 115th Pl and 124th Ave NE intersection in coordination with Stores to Shores Greenway implementation. The project would improve connections to the new greenway.
2-2	124th Ave NE between NE 95th St and NE 92nd St	Kirkland	Sidewalk	Reconstruct the east side of 124th Ave NE to add sidewalks connecting to the future 124th Ave NE & NE 90th St K Line station.
2-4	NE 90th between Costco driveway and 128th Ave NE	Kirkland	Bike Facilities and Sidewalks	Improve roadway with a shared use path on the north side between the Costco driveway and 122nd Ave NE, sidewalks and buffered bike lanes between 122nd Ave NE and 124th Ave NE, and a neighborhood greenway between 124th Ave NE and 128th Ave NE.
2-5	NE 100th St between Slater Ave NE and 124th Ave NE	Kirkland	Bike Lane and Sidewalk	Reconstruct the south side of NE 100th St between Slater Ave NE and 124th Ave NE to build a sidewalk and eastbound bike lane. This connects K Line to the Stores to Shores Greenway on Slater Ave NE and the non-motorized and emergency access bridge over I-405 to the Highlands neighborhood.
2-6	124th Ave NE between NE 115th Pl and NE 112th Pl	Kirkland	Sidewalk	Reconstruct the east side of 124th Ave NE to add sidewalks connecting to the future 124th Ave NE & NE 116th St K Line station.
AREA OF NEED 3				
3-3	7th Ave/NE 87th St between 6th St and 116th Ave NE	Kirkland	Buffered Bike Lanes and Sidewalks	Fill sidewalk gaps along 7th Ave/NE 87th St between 6th St and 116th Ave NE. Install buffered bike lanes on 7th Ave/NE 87th St between the Cross Kirkland Corridor and 116th Ave NE, creating a connection between the Cross Kirkland Corridor and K Line and Stride BRT stations at the NE 85th St/I-405 interchange.

Candidate Improvement ID	Location	Jurisdiction	Project Type	Description
AREA OF NEED 4				
4-1	Kirkland Transit Center	Kirkland	Bike Parking	Install bike parking near the station and secure on-demand bike parking in nearby City parking garage to provide first and last mile connectivity for people biking. With limited racks on buses, secure bike parking is essential at major transit centers and park & rides for customers who don't need their own bike at the other end of their trip or the return trip.
4-2	6th St S between Kirkland Way and 1st Ave S	Kirkland	Protected Bike Lane and RRFB Crossing	Upgrade crossing across 6th St S at Kirkland Ave with RRFBs to create a safer crossing for people walking and biking. Install a southbound protected bike lane between Kirkland Way and Kirkland Ave.
4-3	Kirkland Way between 8th Ln and 2nd Ave	Kirkland	Sidewalk	Fill sidewalk gaps along the south side of Kirkland Way between 8th Ln and 2nd Ave.
AREA OF NEED 5				
5-2	West of 108th Ave NE along NE 52nd St	Kirkland	Sidewalk	Fill sidewalk gaps along NE 52nd St to improve pedestrian connectivity to the 108th Ave NE & NE 53rd St station.
5-3	108th Ave NE between NE 52nd St and NE 53rd St	Kirkland	Bike Lane	Fill gap in the bike network by upgrading segments with sharrows to a bike lane to improve connections for people biking. This will require moving the east curb and acquiring ROW.
AREA OF NEED 6				
6-1	Streets adjacent to 108th Ave NE	Kirkland	Sidewalk	Fill sidewalk gaps on the side streets adjacent to 108th Ave NE to improve access to K Line station. Streets included in this project are NE 48th St, NE 47th Pl, NE 47th St, NE 46th St, NE 45th St, and 110th Ave NE.

Candidate Improvement ID	Location	Jurisdiction	Project Type	Description
6-4	South Kirkland Park & Ride	Kirkland	Bike Parking	Explore on-site options to add more secure on-demand bike parking spaces and wayfinding to the existing inventory at South Kirkland Park & Ride to provide first- and last-mile connectivity for people biking. This P&R has had relatively high bike parking use (pre-pandemic). With limited racks on buses, secure bike parking is essential at major transit centers and park & rides for customers who don't need their own bike at the other end of their trip or the return trip.
AREA OF NEED 7 (includes the transition from City of Kirkland to City of Bellevue)				
7-1	NE 38th Pl between NE 37th Cir and 108th Ave NE	Kirkland	Bike Lane and Sidewalk	Improve ADA accessibility by reconstructing the sidewalk on south side of NE 38th Pl near the intersection of 108th Ave NE. Widen roadway to continue existing bike lane to intersection. This project would improve access to the South Kirkland Park & Ride.
7-2	NE 35th Pl at 108th Ave NE	Bellevue	Crossing	Improve crossing at NE 35th Pl by realigning and striping the crosswalk and reconstructing curb ramps. The project would also improve access to the private condominiums located at the end of this street.
AREA OF NEED 8				
8-1	Streets adjacent to 116th Ave NE	Bellevue	Sidewalk	Fill sidewalk gaps on side streets adjacent to 116th Ave NE to improve access to the future K Line 116th Ave NE & NE 20th St station. Streets included in this project are NE 21st St, NE 20th St, NE 19th St, 114th Ave NE, and 115th Ave NE. Existing on-street parking should be preserved as recommended in the City of Bellevue's Curb Management Plan.
8-2	116th Ave NE between NE 22nd Pl and NE 12th St	Bellevue	Sidewalk	Improve ADA accessibility where utility poles obstruct the existing sidewalk. If feasible, preference is to bury power lines and install new luminaries. If not feasible due to right-of-way constraints or costs, then consider sidewalk widening between NE 12th St and Northup Way.

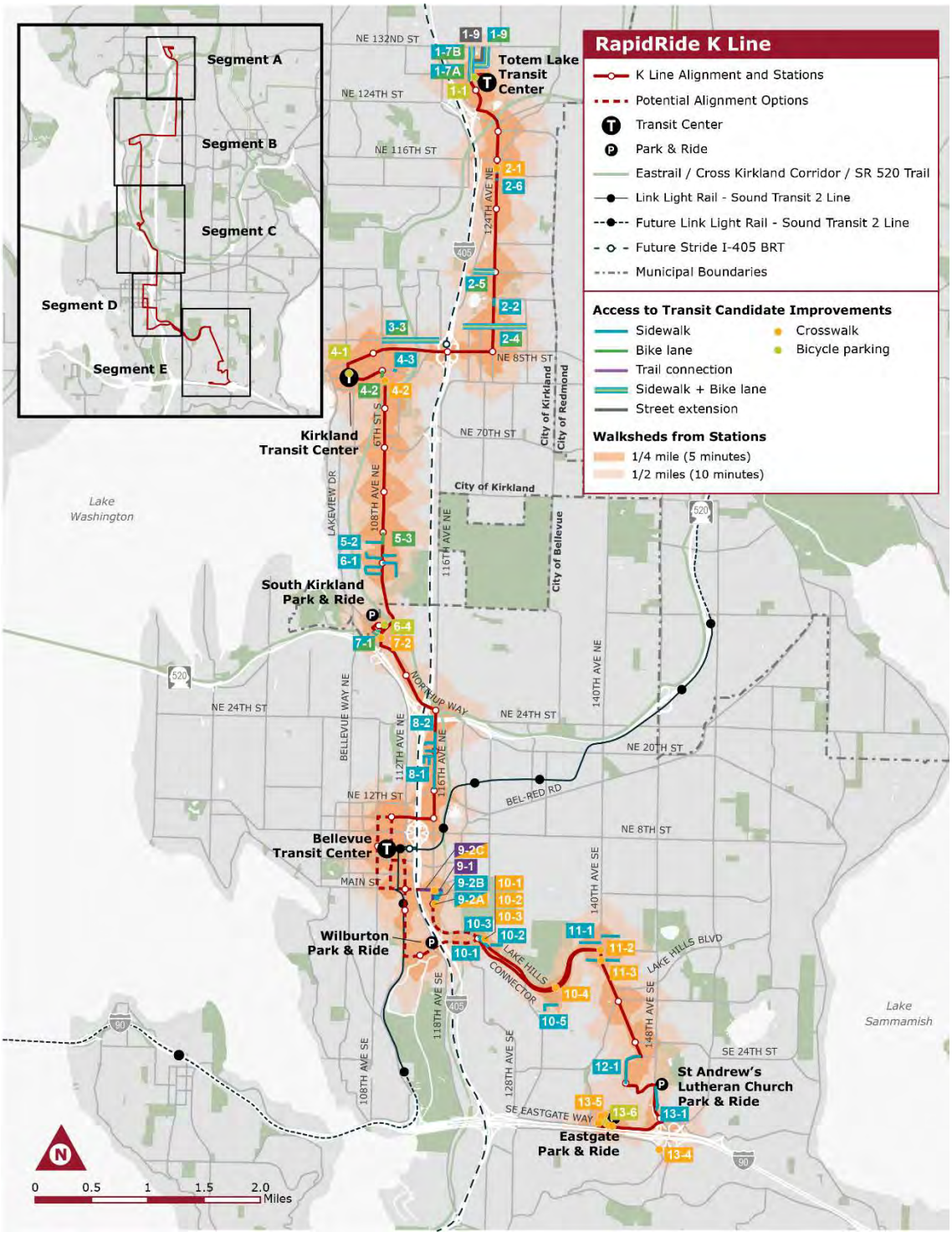
Candidate Improvement ID	Location	Jurisdiction	Project Type	Description
AREA OF NEED 9				
9-1	Main St between 116th Ave NE and Eastrail Trail corridor	Bellevue	Trail Connection	Construct a trail connection from Main St and 116th Ave to the Eastrail trail corridor, as identified in the City of Bellevue Pedestrian and Bicycle Transportation Plan.
9-2A	116th Ave SE and SE 1st St	Bellevue	Sidewalk and Crossing	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.
9-2B	116th Ave SE between Main St and SE 1st St	Bellevue	Sidewalk	Widen sidewalk along the east side of 116th Ave SE between Main St and SE 1st St. Sidewalk widening requires shifting 116th Ave SE roadway to the west.
9-2C	116th Ave SE between Main St and SE 1st St and Main St between I-405 and 116th Ave	Bellevue	Trail Connection and Crossing	Construct an off-street path along the west side of 116th Ave SE and the south side of Main St to fill the bike network gap as identified in the City of Bellevue Pedestrian and Bicycle Transportation Plan. Install bicycle and pedestrian improvements at the Main St and 116th Ave intersection.
AREA OF NEED 10				
10-1	Lake Hills Connector between SE 7th Pl and Lake Hills Connector and SE 8th St station	Bellevue	Sidewalk and Crossing	Construct sidewalk along westbound Lake Hills Connector between existing bus stop and SE 8th St to improve pedestrian access to the station. Install a crossing of SE 7th Pl with RRFBs east of Lake Hills Connector intersection.
10-2	SE 7th Pl between Lake Hills Connector and SE 8th St station and 128th Ave SE	Bellevue	Sidewalk and Crossing	Install sidewalk along one side of SE 7th Pl connecting to existing residential sidewalk. Install a crossing of SE 7th Pl with RRFBs.

Candidate Improvement ID	Location	Jurisdiction	Project Type	Description
10-3	SE 7th Pl to trailhead	Bellevue	Sidewalk and Crossing	Connect the trailhead to the International School to SE 7th Pl and Lake Hills Connector. Install a crossing of SE 7th Pl with RRFBs east of Lake Hills Connector intersection.
10-4	Lake Hills Connector and 134th Ave SE	Bellevue	Crossing	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.
10-5	New sidewalk through Bannerwood Park between 134th Ave SE and Richards Rd	Bellevue	Sidewalk	Extend existing sidewalk from Bannerwood Park driveway to 134th Ave SE.
AREA OF NEED 11				
11-1	Streets adjacent to 140th Ave SE	Bellevue	Sidewalk	Fill sidewalk gaps on side streets adjacent to 140th Ave SE on one side of the street. Streets included in this project are SE 6th St, SE 7th St, and SE 10th St. The project would improve pedestrian access to the future Lake Hills Connector & 140th Ave SE K Line station.
11-2	Lake Hills Connector and 140th Ave SE	Bellevue	Crossing	Intersection improvements at the Lake Hills Connector & 140th Ave SE intersection to improve safety and visibility for riders accessing the future Lake Hills Connector & 140th Ave SE K Line station. Upgrade curb ramps and pedestrian pushbuttons at all intersection corners to ADA standards. Extend existing eastbound bike lane along Lake Hills Connector to the intersection.

Candidate Improvement ID	Location	Jurisdiction	Project Type	Description
11-3	140th Ave SE and SE 10th St	Bellevue	Crossing	Improve crossing in the vicinity of SE 10th St with RRFBs and median refuge island to improve pedestrian visibility and connectivity. Install crossbike markings across SE 10th St. Install curb extensions and curb ramps at all corners.
AREA OF NEED 12				
12-1	Kelsey Creek Rd between 145th Pl SE and Tyee River Rd	Bellevue	Sidewalk	Improve pedestrian connectivity along the Kelsey Creek Rd alignment in coordination with Bellevue College Connection Project implementation. This project would create a raised grade-separated pedestrian path that would connect to the future Bellevue College K Line station.
AREA OF NEED 13				
13-1	148th Ave SE between SE 28th St and 150th Ave SE	Bellevue	Sidewalk	Repair sidewalk south of SE 28th St and add pedestrian-scale lighting to improve pedestrian access to the future 148th Ave SE & SE Eastgate Way K Line station.
13-4	SE 36th St at pedestrian bridge	Bellevue	Crossing	Install RRFBs at SE 36th St crossing to the pedestrian bridge over I-90 to improve the visibility and safety of people crossing to use the I-90 bridge.
13-5	Eastgate Park & Ride	Bellevue	Crossing	Improve pedestrian access to Eastgate Park & Ride across all entrances to increase accessibility.
13-6	Eastgate Park & Ride	Bellevue	Bike Parking	Increase secure bike parking beyond the existing bike lockers to provide first- and last-mile connectivity for people biking. With limited racks on buses, secure bike parking is essential at major transit centers and park & rides for customers who don't need their own bike at the other end of their trip or the return trip.

Note: additional sidewalk deficiencies were identified along the west side of 110th Ave NE between NE 9th St and Main St in Downtown Bellevue. Improvements addressing these deficiencies are being considered for inclusion within the K Line project as a component of adjacent speed & reliability candidate improvements and are not listed here or elsewhere in this report.

Figure 12 Access to Transit Candidate Improvements Map



5 Candidate Improvement Ranking and Prioritization

5.1 Methodology

This section describes the methods used by the project team to rank and recommend priority for access to transit candidate improvements delivery through the K Line project.

5.1.1 Access to Transit Project Ranking Tool Overview

Following improvement identification and jurisdictional workshops, the improvement list was revised to include 35 total access to transit candidate improvements. The planning team utilized the King County Metro's Access to Transit Project Ranking Tool to evaluate the potential benefits of each candidate improvement. The Access to Transit Project Ranking Tool allows for data-driven ranking of access improvement locations using up to 22 different input measures of potential improvement benefits. Ranking scenarios elevate improvement locations that would benefit most from safety improvements serving areas of greatest need and the most transit riders. The Access to Transit Project Ranking Tool supports the prioritization of improvement locations rather than specific treatments and conceptual designs. This chapter presents the ranking of the 35 total access to transit candidate improvements detailed in Chapter 4.

ACCESS TO TRANSIT PROJECT RANKING CRITERIA

Metro's Access to Transit Project Ranking Tool ranks access to transit candidate improvement locations using a mix of quantitative and qualitative measures. Access to transit candidate improvement locations were evaluated based on the K Line station they would serve, or the demographic characteristics of the ten-minute access shed where improvements would improve access to K Line. The Tier 1 and Tier 2 ranking criteria are listed below.

Tier 1 Ranking Criteria

- 2013 – 2022 WSDOT collision history (collisions involving people walking and bicycling and all collisions)
- Demonstrated public interest during Phase 2 of K Line community engagement
    - Qualitative assessment of:
        - How well a candidate improvement addresses access to transit challenges identified by community members
        - How well a candidate improvement matches community preferences on the types of walking, biking, and rolling facilities that K Line should prioritize

    - How often a specific candidate improvement location is mentioned in community engagement Phase 2 survey responses
- Nexus to transit (qualitative assessment of how closely the location aligns with the transit system)
- Potential benefit to transit users (qualitative assessment of how much benefit transit riders will realize over existing conditions)
- Percentage of low-income households within ten-minute walkshed served by the improvement location (ACS five-year estimates, 2018 – 2022)
- Percentage of people of color who live within ten-minute walkshed served by the improvement location (ACS five-year estimates, 2018 – 2022)
- Percentage of zero car households within ten-minute walkshed served by the improvement location (ACS five-year estimates, 2018 – 2022)
- Percentage of households with a person living with a disability within ten-minute walkshed served by the improvement location (ACS five-year estimates, 2018 – 2022)
- Fall 2023 percentage of lift deployments at existing bus stops along K Line alignment
- Total population within ten-minute walkshed served by the improvement location (ACS five-year estimates, 2018 – 2022)
- Total jobs within ten-minute walkshed served by the improvement location (LEHD 2021)
- Projected ridership at K Line stop served by the location (2040 projections)

Tier 2 Ranking Criteria

- Anticipated improvement cost (high/medium/low planning-level estimate)
- Relationship to other project needs (qualitative assessment as to whether the improvement accomplishes other goals of the project)
- Local jurisdictional support (qualitative assessment as to whether the improvement is supported by the local jurisdictions)
- Potential for other funding partners (qualitative assessment as to whether the improvement has potential for coordination with other agencies)

Additional information on the ranking criteria can be found in the King County Metro Access to Transit Improvement Methodology Instruction Manual (2018). A series of maps displaying key existing conditions data used in the ranking of access to transit improvements can be found in Appendix A.

5.2 Ranking and Prioritization Results

This section presents the ranking of the 35 total access to transit candidate improvements detailed in Chapter 4, recommending the improvements that will provide the greatest benefit to future riders within each Area of Need. Figure 13 through Figure 18 present the access to transit improvement ranking results. Additional details on the ranking and prioritization of access to transit candidate improvements can be found in Appendix C.

The project team used the Balanced Scenario in the ranking tool to rank access to transit improvement locations. The Balanced Scenario weights all evaluation inputs equally to best serve access sheds with a larger proportion of people with mobility needs (e.g., people with low income, zero-car households, people with a disability), improve safety (i.e., improvements at crash hot spots), and benefit the most transit riders (i.e., improve areas with the most residents, jobs, and anticipated transit ridership).

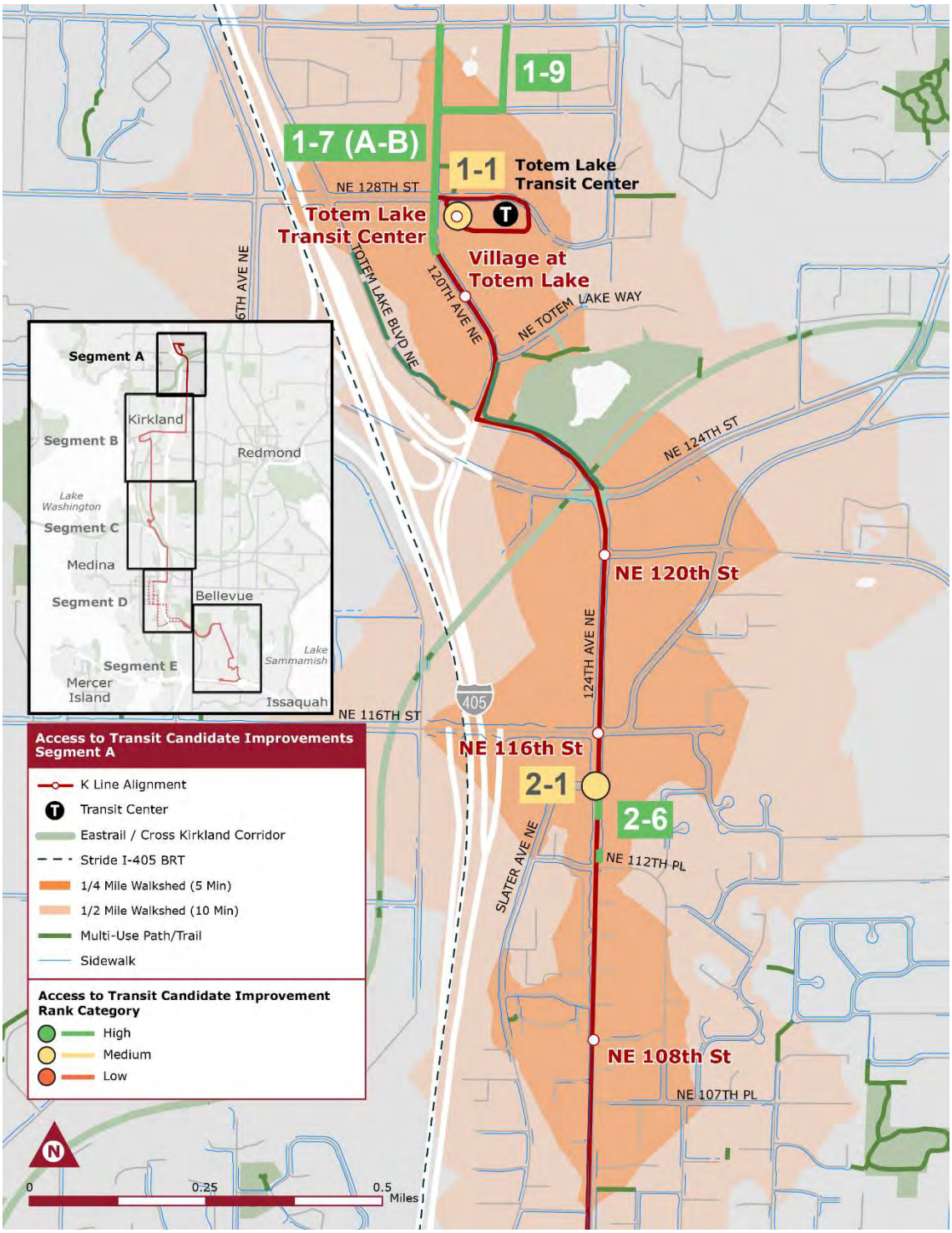
Outputs from the Access to Transit Project Ranking Tool informed the selection of access to transit candidate improvement locations in coordination with future K Line implementation, outlined in Chapter 6.

Figure 13 Access to Transit Candidate Improvement Ranking

Rank	Candidate Improvement ID	Location	Jurisdiction	Rank Category
1	3-3	7th Ave/NE 87th St between 6th St and 116th Ave NE	Kirkland	High
2	9-2 (A-C)	116th Ave SE between Main St and SE 1st St and Main St between I-405 and 116th Ave	Bellevue	High
3	1-9	121st Ave NE between NE 132nd St and NE 130th Ln and NE 130th Ln between 120th Ave NE and 121st Ave NE	Kirkland	High
4	1-7 (A-B)	120th Ave NE between NE 132nd St and Totem Lake Village	Kirkland	High
5	9-1	Main St between 116th Ave NE and Eastrail Trail corridor	Bellevue	High
6	4-2	6th St S between Kirkland Way and 1st Ave S	Kirkland	High
7	2-6	124th Ave NE between NE 115th Pl and NE 112th Pl	Kirkland	High
8	10-1	Lake Hills Connector between SE 7th Pl and Lake Hills Connector and SE 8th St station	Bellevue	High
9	10-3	SE 7th Pl to trailhead	Bellevue	High
10	7-1	NE 38th Pl between NE 37th Cir and 108th Ave NE	Kirkland	High
11	11-3	140th Ave SE and SE 10th St	Bellevue	High
12	4-3	Kirkland Way between 8th Ln and 2nd Ave	Kirkland	High
13	4-1	Kirkland Transit Center	Kirkland	Medium
14	10-2	SE 7th Pl between Lake Hills Connector and SE 8th St station and 128th Ave SE	Bellevue	Medium
15	2-1	124th Ave NE at NE 115th Pl	Kirkland	Medium
16	11-2	Lake Hills Connector and 140th Ave SE	Bellevue	Medium
17	2-4	NE 90th between Costco driveway and 128th Ave NE	Kirkland	Medium
18	1-1	Totem Lake Transit Center	Kirkland	Medium
19	13-6	Eastgate Park & Ride	Bellevue	Medium
20	2-5	NE 100th St between Slater Ave NE and 124th Ave NE	Kirkland	Medium
21	13-5	Eastgate Park & Ride	Bellevue	Medium

Rank	Candidate Improvement ID	Location	Jurisdiction	Rank Category
22	2-2	124th Ave NE between NE 95th St and NE 92nd St	Kirkland	Medium
23	6-4	South Kirkland Park & Ride	Kirkland	Medium
24	11-1	Streets adjacent to 140th Ave SE	Bellevue	Medium
25	8-2	116th Ave NE between NE 22nd Pl and NE 12th St	Bellevue	Low
26	5-3	108th Ave NE between NE 52nd St and NE 53rd St	Kirkland	Low
27	13-4	SE 36th St at pedestrian bridge	Bellevue	Low
28	13-1	148th Ave SE between SE 28th St and 150th Ave SE	Bellevue	Low
29	12-1	Kelsey Creek Rd between 145th Pl SE to Tyee River Rd	Bellevue	Low
30	10-4	Lake Hills Connector and 134th Ave SE	Bellevue	Low
31	7-2	NE 35th Pl at 108th Ave NE	Bellevue	Low
32	8-1	Streets adjacent to 116th Ave NE	Bellevue	Low
33	6-1	Streets adjacent to 108th Ave NE	Kirkland	Low
34	5-2	West of 108th Ave NE along NE 52nd St	Kirkland	Low
35	10-5	New sidewalk through Bannerwood Park between 134th Ave SE and Richards Rd	Bellevue	Low

Figure 14 Access to Transit Candidate Improvement Ranking – Segment A



RAPIDRIDE K Line

Figure 15 Access to Transit Candidate Improvement Ranking – Segment B

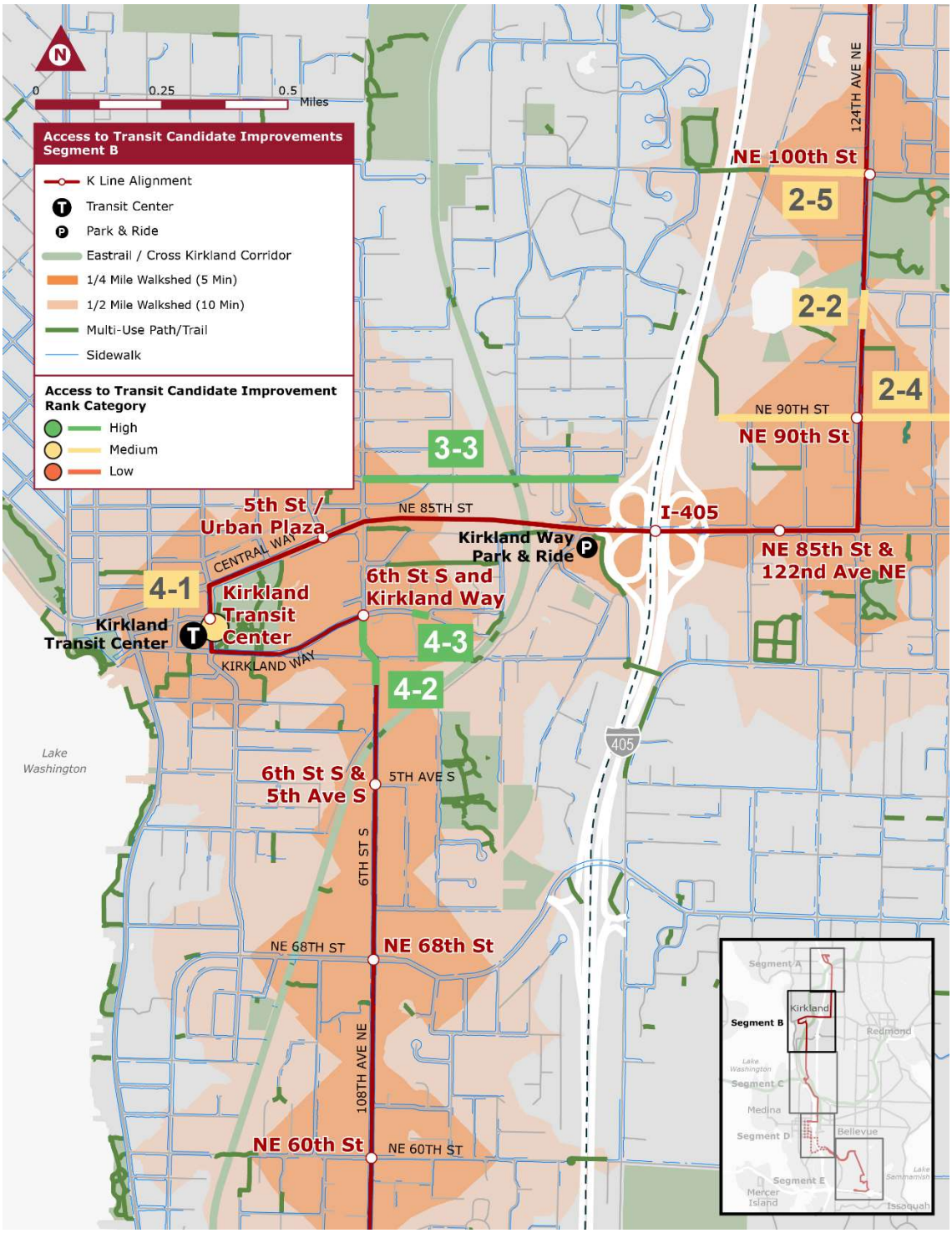


Figure 16 Access to Transit Candidate Improvement Ranking – Segment C

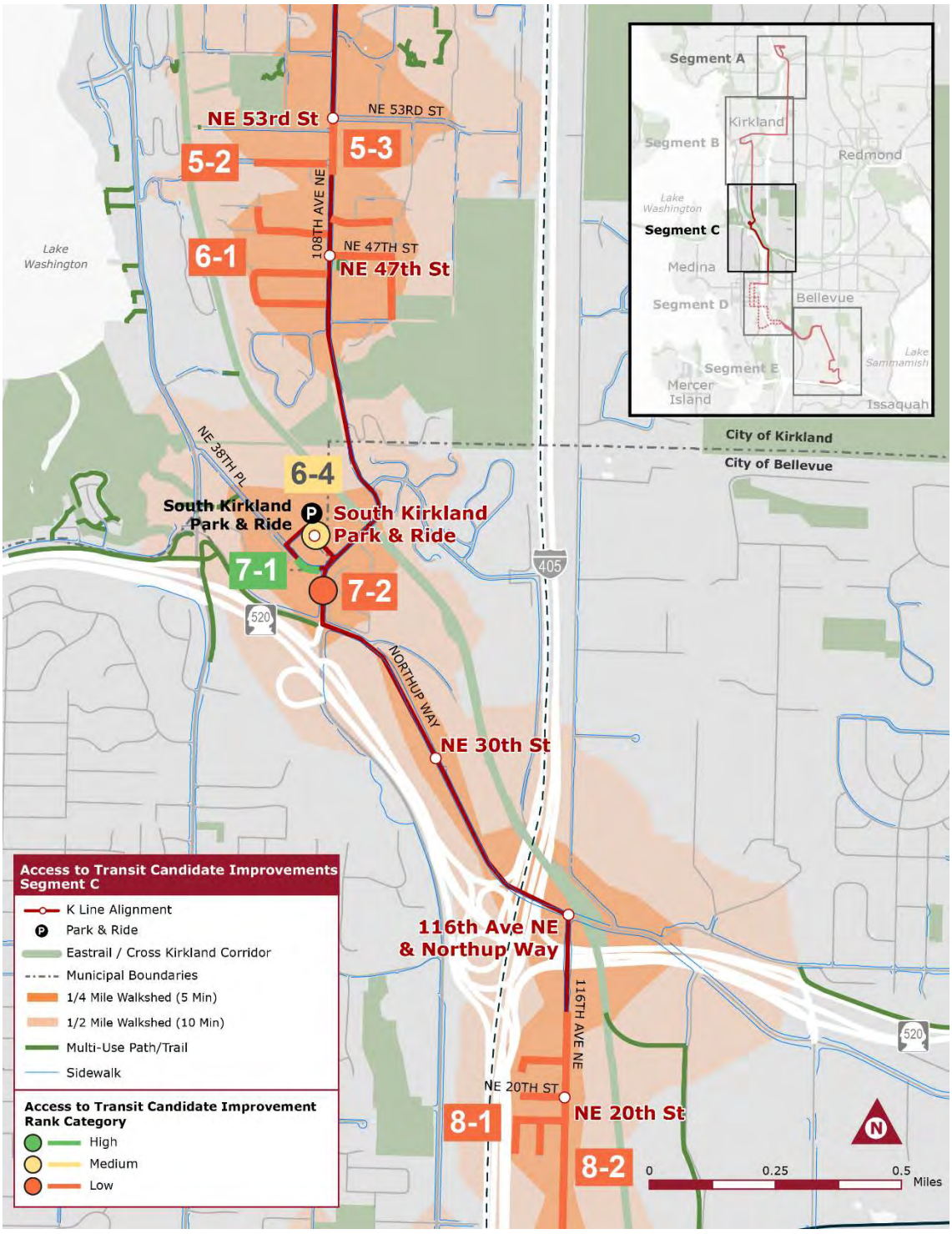


Figure 17 Access to Transit Candidate Improvement Ranking – Segment D

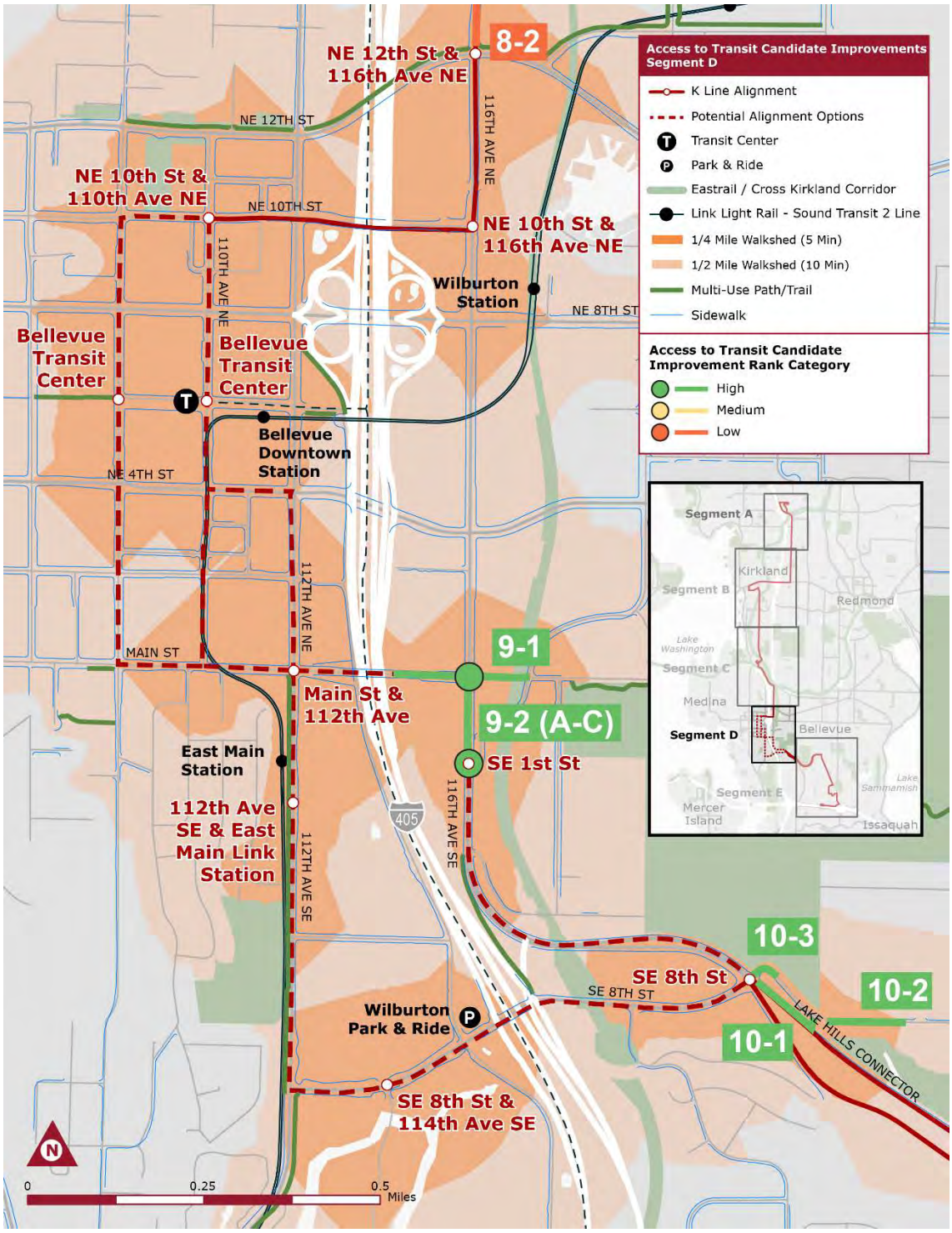
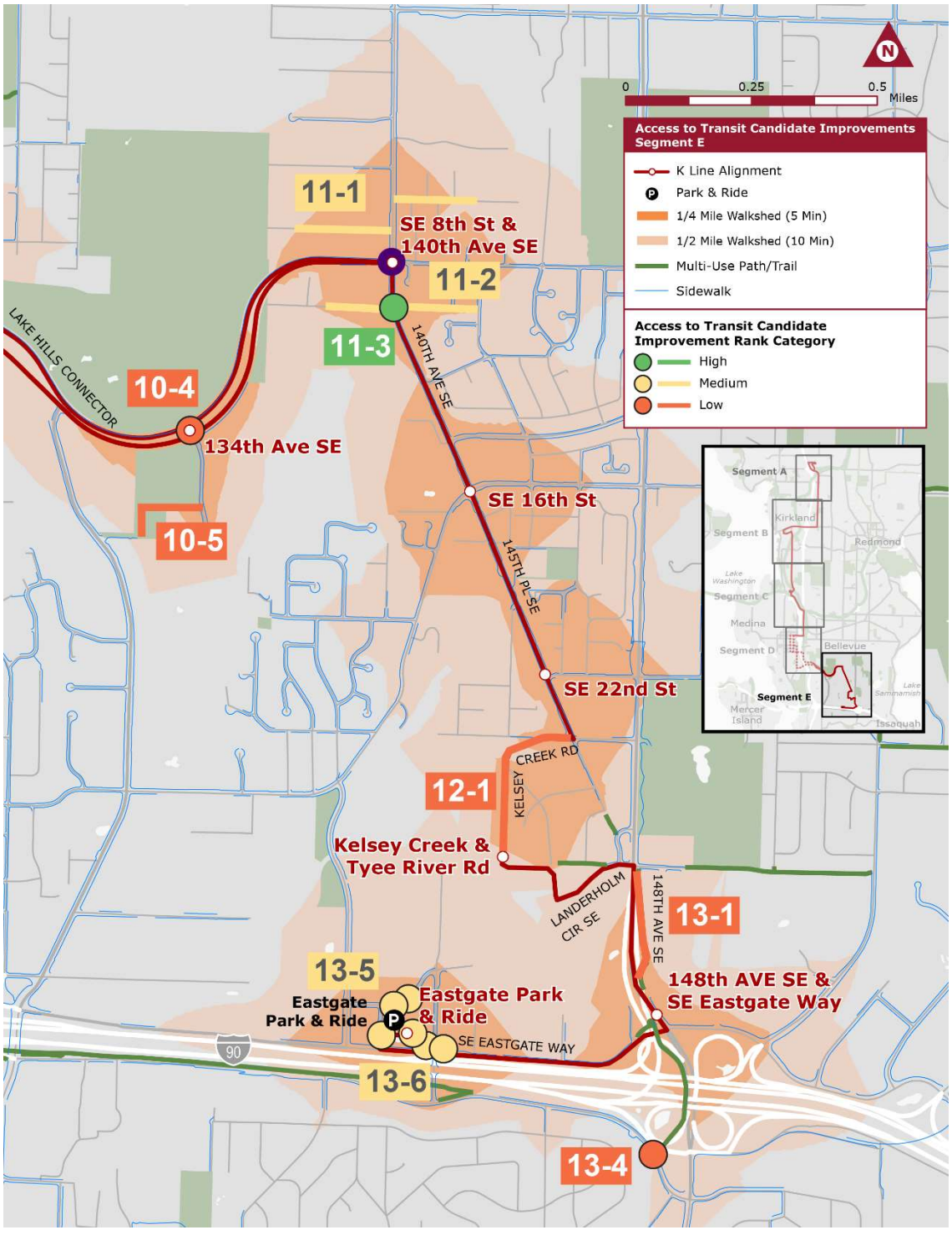


Figure 18 Access to Transit Candidate Improvement Ranking – Segment E



6 Candidate Improvement Selection

6.1 Methodology

The selection of access to transit candidate improvements to be moved forward into conceptual design was an iterative, collaborative effort between the K Line project team, City of Kirkland and Bellevue staff, and the public. Candidate improvements were selected for conceptual design through the careful observation of the results of the Access to Transit Project Ranking Tool prioritization (described in Chapter 5) and the professional judgement of the project team.

6.2 Selected Candidate Improvements

Figure 19 lists the eleven access to transit improvements that were selected to move into conceptual design, while Figure 20 displays these improvements along the corridor. Details, descriptions, and diagrams of the selected access to transit improvements can be found in Appendix D.

Figure 19 Access to Transit Candidate Improvements Selected for Conceptual Design

Candidate Improvement ID	Location	Jurisdiction	Project Type	Description
1-7A	120th Ave NE between NE 130th Ln and Totem Lake Village	Kirkland	Protected Bike Lane and Sidewalks	Reconstruct sidewalks and add raised protected bike lanes on 120th Ave NE from NE 130th Ln to Totem Lake Village for access to Totem Lake Transit Center. Requires reconstruction as adopted in the NE 128th Corridor Study.
1-7B	120th Ave NE between NE 132nd St and NE 130th Ln	Kirkland	Protected Bike Lane and Sidewalks	Reconstruct sidewalks and add raised protected bike lanes on 120th Ave NE from NE 132nd St to NE 130th Ln for access to Totem Lake Transit Center. Requires reconstruction as adopted in the NE 128th Corridor Study.
1-9	121st Ave NE between NE 132nd St and NE 130th Ln and NE 130th Ln between 120th Ave NE and 121st Ave NE	Kirkland	Street Extension with Protected Bike Lanes and Sidewalks	Extend 121st Ave NE and provide raised bike lanes and sidewalks to improve safety and connectivity as part of the NE 128th Street Corridor Study. Upgrade NE 130th Ln from 120th Ave NE to 121st Ave NE with raised bike lanes with a buffer as adopted in the NE 128th Street Corridor Study.

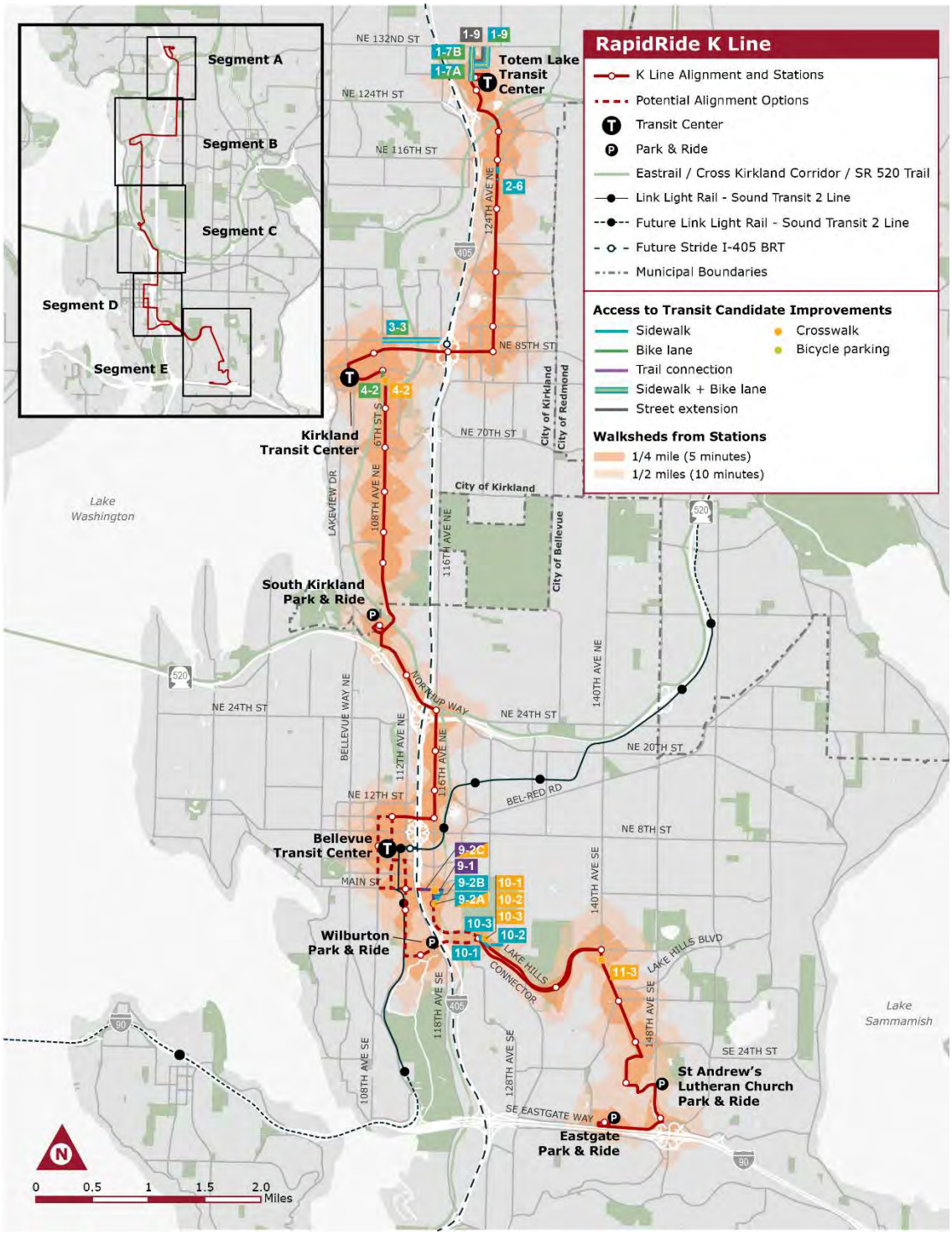
Candidate Improvement ID	Location	Jurisdiction	Project Type	Description
2-6	124th Ave NE between NE 115th Pl and NE 112th Pl	Kirkland	Sidewalk	Reconstruct the east side of 124th Ave NE to add sidewalks connecting to the future 124th Ave NE & NE 116th St K Line station.
3-3	7th Ave/NE 87th St between 6th St and 116th Ave NE	Kirkland	Buffered Bike Lanes and Sidewalks	Fill sidewalk gaps along 7th Ave/NE 87th St between 6th St and 116th Ave NE. Install buffered bike lanes on 7th Ave/NE 87th St between the Cross Kirkland Corridor and 116th Ave NE, creating a connection between the Cross Kirkland Corridor and K Line and Stride BRT stations at the NE 85th St/I-405 interchange.
4-2	6th St S between Kirkland Way and 1st Ave S	Kirkland	Protected Bike Lane and RRFB Crossing	Upgrade crossing across 6th St S at Kirkland Ave with RRFBs to create a safer crossing for people walking and biking. Install a southbound protected bike lane between Kirkland Way and Kirkland Ave.
9-1	Main St between 116th Ave and Eastrail Trail corridor	Bellevue	Trail Connection	Construct a trail connection from Main St and 116th Ave to the Eastrail trail corridor, as identified in the City of Bellevue Pedestrian and Bicycle Transportation Plan.
9-2A	116th Ave SE and SE 1st St	Bellevue	Sidewalk and Crossing	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.
9-2B	116th Ave SE between Main St and SE 1st St	Bellevue	Sidewalk	Widen sidewalk along the east side of 116th Ave SE between Main St and SE 1st St. Sidewalk widening requires shifting 116th Ave SE roadway to the west.
9-2C	116th Ave SE between Main St and SE 1st St and Main St between I-405 and 116th Ave	Bellevue	Trail Connection and Crossing	Construct an off-street path along the west side of 116th Ave SE and the south side of Main St to fill the bike network gap as identified in the City of Bellevue Pedestrian and Bicycle Transportation Plan. Install bicycle and pedestrian improvements at the Main St and 116th Ave intersection.

Candidate Improvement ID	Location	Jurisdiction	Project Type	Description
10-1	Lake Hills Connector between SE 7th Pl and Lake Hills Connector and SE 8th St station	Bellevue	Sidewalk and Crossing	Construct sidewalk along westbound Lake Hills Connector between existing bus stop and SE 8th St to improve pedestrian access to the station. Install a crossing of SE 7th Pl with RRFBs east of Lake Hills Connector intersection.
10-2	SE 7th Pl between Lake Hills Connector and SE 8th St station and 128th Ave SE	Bellevue	Sidewalk and Crossing	Install sidewalk along one side of SE 7th Pl connecting to existing residential sidewalk. Install a crossing of SE 7th Pl with RRFBs.
10-3	SE 7th Pl to trailhead	Bellevue	Sidewalk and Crossing	Connect the trailhead to the International School to SE 7th Pl and Lake Hills Connector. Install a crossing of SE 7th Pl with RRFBs east of Lake Hills Connector intersection.
11-3	140th Ave SE and SE 10th St	Bellevue	Crossing	Improve crossing in the vicinity of SE 10th St with RRFBs and median refuge island to improve pedestrian visibility and connectivity. Install crossbike markings across SE 10th St. Install curb extensions and curb ramps at all corners.

Notes:

- The potential selection of either access improvement 10-1 or 10-3 for inclusion in the K Line LPA is dependent upon the final K Line alignment decision through Downtown Bellevue.
- The International School trailhead along SE 7th Pl described under access improvement 10-3 was closed by the City of Bellevue in 2024. To retain access to the trail, a gravel pathway was constructed along the north side of SE 7th Pl between the former trailhead and the intersection of SE 7th Pl/SE 8th St and Lake Hills Connector. The new trail connection eliminates the need for the access improvements included in 10-3. The project team will explore other access to transit improvements in the vicinity of the intersection for inclusion as a part of K Line during future phases of the project.

Figure 20 Access to Transit Improvements Selected for Conceptual Design Map



6.3 Candidate Improvements for Future Implementation

The ranking and prioritization process described in Chapter 5 resulted in the selection of eleven access to transit candidate improvements to move forward into K Line conceptual design. These candidate improvements represent those that would provide the greatest benefit to walking, biking, and rolling conditions along the K Line alignment and/or would best support the goals of the K Line project. While the remaining 24 candidate improvements were not selected to move forward as components of the K Line project, they have the potential to further improve access to transit and overall walking, biking, and rolling conditions within the communities that the K Line will serve. Because of this, it is recommended that these improvements be considered by municipal partners for future implementation. The access to transit improvements not selected to move forward into conceptual design are listed in Appendix F.

7 Candidate Improvements for Conceptual Design

As outlined in section 6.2, eleven access to transit candidate improvements were selected to move forward into conceptual design. Accompanying cost estimates were drafted for the eleven candidate improvements to prepare for funding evaluation during K Line LPA development and the FTA Small Starts Grant application process. Figure 21 displays cost estimates for the eleven selected access to transit candidate improvements, while conceptual designs can be found in Appendix E. Additional cost estimate detail for candidate improvements selected for conceptual design is provided in Appendix I.

Figure 21 Cost Estimates for Candidate Improvements Selected for Conceptual Design

Candidate Improvement ID	Jurisdiction	Construction Cost	General/ Soft Costs (50%)	Contingency (40%)	Risk Allocation (10%)	Total
1-7A	Kirkland	$1,700,000	$850,000	$1,020,000	$255,000	**$3,825,000**
1-7B	Kirkland	$1,400,000	$700,000	$840,000	$210,000	**$3,150,000**
1-9	Kirkland	$2,900,000	$1,450,000	$1,740,000	$435,000	**$6,525,000**
2-6	Kirkland	$510,000	$255,000	$306,000	$76,500	**$1,147,500**
3-3	Kirkland	$1,700,000	$850,000	$1,020,000	$255,000	**$3,85,000**
4-2	Kirkland	$350,000	$175,000	$210,000	$52,500	**$787,500**
9-1	Bellevue	$10,000,000	$5,000,000	$6,000,000	$1,500,000	**$22,500,000**
9-2A	Bellevue	$550,000	$275,000	$330,000	$82,500	**$1,237,500**
9-2B	Bellevue	$1,200,000	$600,000	$720,000	$180,000	**$2,700,000**
9-2C	Bellevue	$770,000	$385,000	$462,000	$115,500	**$2,002,500**
10-1	Bellevue	$840,000	$420,000	$504,000	$126,000	**$1,890,000**
10-2	Bellevue	$1,000,000	$500,000	$600,000	$150,000	**$2,250,000**
10-3	Bellevue	$410,000	$205,000	$246,000	$61,500	**$922,500**
11-3	Bellevue	$580,000	$290,000	$348,000	$87,000	**$1,305,000**

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

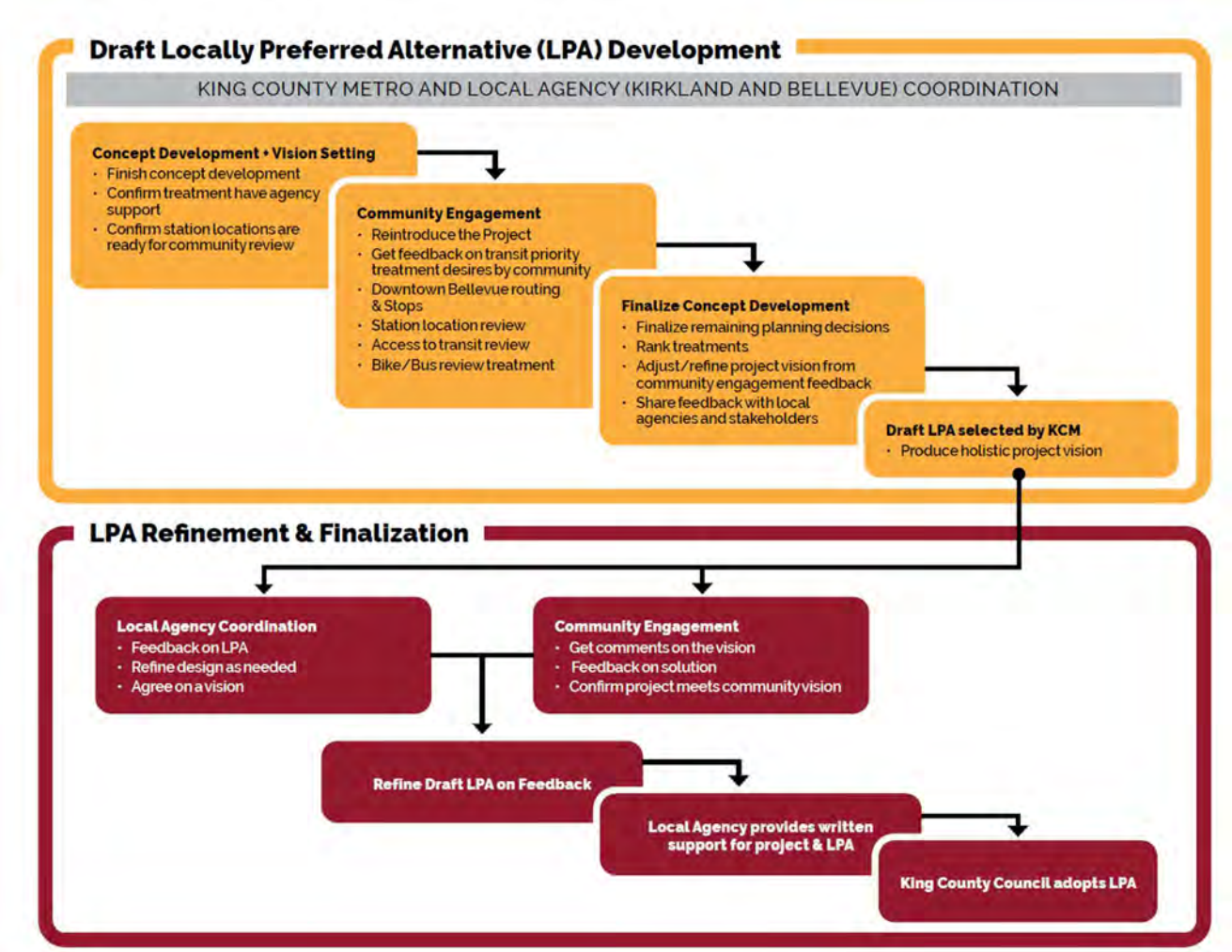
King County Metro will establish a holistic and comprehensive vision considering a wide range of factors including community values, engagement findings, equity, local agency implementation support, technical findings, available budget, and project grant funding competitiveness. This vision will be presented 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 22 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 22 K Line Locally Preferred Alternative Process



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