City of Kirkland
Public Works and Planning & Building Dept.

123 Fifth Avenue, Kirkland, Washington 98033-6189 • 425-587-3600 • TTY Relay Service 711 • www.kirklandwa.gov

Kirkland Transportation & Planning Commissions

Agenda

Special Joint Meeting - Hybrid

Council Chamber and Virtual
Wednesday, October 25, 2023
6:00 PM

To join the meeting via Zoom:
https://kirklandwa-gov.zoom.us/j/82912807943?pwd=JQNtisx4ZLGVhVmlohjJL1hTj-kyuA.qpg9nXKOZnt_p53X
Passcode: 100488
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To join via telephone: +12532158782,,82912807943# US US
To provide public comment in advance of the meeting please email
planningcommissioners@kirklandwa.gov.

If you have questions about an item on the agenda, please contact the project planner listed below.

This meeting packet is also available online on the Planning and Building Department webpage:
https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Commission

1. **Call to Order**

2. **Roll Call**

3. **Comments From the Audience**

4. **Study Session**

   a.   Kirkland Transportation Plan Update

5. **Comments and Updates**

5.   **Adjournment**

> Note: If you would like more information on an item on this agenda, please call the Planning & Building Department at 425-587-3600. **Please refer to the file number and planner listed for that item.**
>
> For more information on the Planning and Building Department public comment and rules and procedure, visit our **Public Comments and Rules of Procedures** webpage.
> - Planning Commission Rules of Procedure

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City of Kirkland
Transportation Commission and Planning Commission
123 Fifth Avenue, Kirkland, WA 98033
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MEMORANDUM

To: Transportation Commission and Planning Commission

From: Kim Scrivner, Transportation Planner – Public Works
              Victoria Kovacs, Transportation Planner – Public Works
              Doug McIntyre, Transportation Manager – Public Works
              Julie Underwood, Director of Public Works

Date: October 25, 2023

Subject: **Kirkland Transportation Plan Update**

RECOMMENDATION

It is recommended that the Transportation Commission and the Planning Commission jointly review and provide feedback on the proposed Kirkland Transportation Plan (KTP) land use polices and the proposed project prioritization framework.

BACKGROUND

Kirkland Transportation Plan (KTP) Update

The City of Kirkland is in the process of updating the Kirkland Transportation Plan (KTP), formerly known as the Transportation Master Plan[1] (TMP), in coordination with the K2044 Comprehensive Plan[2] update. The core elements of the KTP will serve as the Transportation Element in the Comprehensive Plan (goals, policies, and project list) but the KTP is a 'stand-alone' document that expands upon the Comprehensive Plan with more detail, context, and background to support the goals and policies. Washington state's Growth Management Act (GMA) requires that all elements in a jurisdiction's adopted Comprehensive Plan are consistent with each other. It is particularly important for Transportation goals and policies to be aligned with Land Use goals and policies because Transportation policies will show how the City's network will support the location and densities of any new housing and/or jobs growth necessary for the City to meet its allocated growth targets.

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[1] Transportation Master Plan (now Kirkland Transportation Plan) update webpage:
https://www.kirklandwa.gov/TMP
[2] K2044 Comprehensive Plan Update webpage - https://www.kirklandwa.gov/K2044

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Role of Commissions and Progress to Date

The Transportation Commission is the primary commission advising staff and Council on the KTP. A significant portion of their work program has been spent on this topic over the last 15 months[3] including two workshops at the May 2023 and June 2023 meetings.

Previous Transportation Commission meetings[3] outlined the scope, schedule and public engagement processes. This also included discussions and recommendations to update the guiding principles, goals and policy updates. Future agenda items will include projects and prioritization, performance monitoring, multimodal concurrency and final plan products leading to a recommendation of the Transportation Commission to the City Council for adoption of the KTP. This will also include a recommendation to the Planning Commission and the Council on the Transportation Element of the K2044 Comprehensive Plan by the December 31, 2024 state-mandated deadline. Some of the feedback received thus far from the Transportation Commission, that would be applied to the drafting of the KTP and the updated Transportation Element, includes:

- Be proactive and actionable with safety policies (not passive)
- Use the term walk, roll and bike to be more inclusive of wheelchair users and other active transportation devices
- While combining the walk and bike goals into one active transportation goal, ensure there are clear policies that point out the different types of activities and needs
- Ensure that we are addressing new types of transit services such as flexible services and other types of mobility services as well as opportunities for shared micro-mobility
- Ensure we are also addressing new technologies and innovations that address both technologies that we know about today but, separately, new innovations that may predicted to be in our near future or those not yet realized
- Be more proactive about addressing the fact that the transportation system is designed for the able bodied and we should take active steps to remedy that
- Likewise, acknowledge that the transportation system is inequitable in terms of serving modes and in certain areas. Equity goal should address this.
- Be cost effective in building infrastructure and planning for maintenance, such as investing in preventative maintenance and balancing preservation of what we have now with new assets.

At the September 28th, 2023 Planning Commission meeting[3], staff gave a briefing on the KTP's functions and major elements, emerging topics, guiding principles and updates to the goals. The purpose of the September discussion with the Planning Commission was to introduce the plan elements, answer questions and receive feedback on the goals thus far. Feedback from the Planning Commission included:

- Include public recharging stations for bikes in addition to vehicles
- Establish metrics that address progress toward goals
- Focus on equity to ensure walk, bike, transit supportive infrastructure supports areas with low-income and ensure housing and economic data is included

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[3] Transportation Commission – meeting archive:
https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Commission-Transportation/TC-Meeting-Archive

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- Prioritize the connection between downtown and the NE 85th St Station
- Address trips that use multiple modes as well as how those transitions are made (e.g. bicycle to bus connection)
- Improvements to flexible transit are needed
- Consider a private circulator service (Bellevue's BellHop[4] example was noted)
- Links to local hubs and the Cross Kirkland Corridor are essential, particularly for people with disabilities or mobility challenges
- Ensure the first- and last-mile to transit connections take into account that people may need to travel more than a mile for access

A key objective of the KTP update is to ensure that the Planning Commission is well informed and provides specific input on the connection between land use and transportation in the KTP.

The purpose for the joint meeting with the Planning Commission and the Transportation Commission is to focus on areas where the Planning Commission can provide a unique perspective, in coordination with the Transportation Commission, to enrich the conversation on the intersection between land use and transportation.

KTP POLICY UPDATES FOR THE KTP GOAL – LINK TO LAND USE:
The draft updates to the goals, policies and actions can be found in Attachment A. The purpose of the joint meeting agenda item is to review the transportation polices related to land use and hear the discussion and feedback from both commissions, specifically the Link to Land Use goal and associated policies.

KTP GOAL: LINK TO LAND USE

Goal Statement: Coordinate transportation and land use planning and policies to ensure future growth is supported and sustained by a livable, walkable, connected and transit-oriented city.

Proposed Policies:
- T-9.1. Support the Land Use Element by identifying a fiscally constrained 20-year transportation capital projects list that supports the anticipated growth to 2044 and aligns with growth targets.
- T-9.2. Focus on transportation system developments that expand and improve walkable neighborhoods
- T-9.3. Design streets in a manner that supports and is coordinated with various land uses and future land use plans
- T-9.4. Create a transportation network that supports economic development goals.
- T-9.5. Require new development to mitigate site specific and system wide transportation impacts, ensuring mobility and accessibility for all.
- T-9.6. Create a system of streets and trails that form an interconnected network to help people efficiently reach destinations, regardless of mode of travel.

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[4] https://www.visitbellevuewa.com/bellhop/

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- T-9.7. Use a multimodal plan-based concurrency method to monitor the rate at which land use development and the transportation system are constructed.

KTP PROJECTS AND PRIORITIZATION:

Project Development:

A 20-year project list is a required component of the Transportation Element and of the Capital Facilities Element of the Comprehensive Plan. It is a set of projects that is estimated at a high level to be funded within reasonably expected revenues. This will become the 'fiscally constrained' project list over the next 20-years and will be prioritized for local and external funding.

A major component of developing the project list is to incorporate projects identified by various plans and processes and reconcile any competing interests and overlaps. Project candidates are identified in the following categories:

- Projects yet to be completed from plans and studies[5] completed since 2015, This includes, but is not limited to:
    - Kirkland Transit Implementation Plan (KTIP)
    - Active Transportation Plan (ATP)
    - Vision Zero Action Plan
    - Safer Routes to School Action Plans (SRTS)
    - Intelligent Transportation System Plan
    - NE 85th ST Station Area Plan
    - Cross Kirkland Corridor Master Plan
    - Citywide Transportation Connections
    - Neighborhood Plans
    - External Plans (Sound Transit 3, King County Metro's MetroConnects, North Eastside Mobility Project)
    - Plus, many studies such as the Lake Washington Boulevard Promenade Study

- Unfunded projects in the 6-year Transportation Improvement Program
- Other projects identified through safety analysis and from public comments or suggested projects that have been vetted by appropriate staff.

Together, all projects (often referred to as the 'universe' of projects) will be sorted and prioritized to develop the fiscally constrained 20-year project list that will be incorporated into the Comprehensive Plan's Capital Facilities Plan. Those projects will be sorted in the following ways:

- Projects identified with a clear location and description
- Projects identified as part of a 'program' (with their own prioritization processes)
- Establishing which projects will not be subject to prioritization:
    - Those that are already funded (or partially funded)

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[5] Kirkland Transportation Studies and Plans - https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Plans-and-Studies-Transportation-Division

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- o Required projects for concurrency / system failures
- o Developer-driven projects such as new connections or those that require right-of-way that would otherwise not be acquired
- o Projects that are part of a larger program, e.g. ADA Transition Plan or sidewalk gap program

From this list, projects that are identified with a clear location and project description will be evaluated through the KTP project prioritization process. The intent behind prioritization is to demonstrate to the community and decisionmakers the highest priorities for investment in the Kirkland transportation system.

Those projects identified in a program will have their own prioritization processes, which is not subject to the information identified below.

Project Prioritization:

Purpose
- Prioritization helps identify which projects best implement the goals and policies of the KTP
- Helps the city make the best use of limited resources (funding)
- Prioritizes which projects should come first
- Assists decision-makers in budgeting, planning and making grant applications

Considerations
- Use readily available data
- Measures should be easy to replicate
- Measures should directly reflect the goals of the plan
- Measures should be transparent and easy to understand

Proposal:
Projects subject to prioritization will address the following goals:

T-1: Safety	By 2035 eliminate all transportation related fatal and serious injury crashes, while reducing all crashes in Kirkland.
T-2: Active Transportation	Create and maintain a high-quality network of complete and connected low-stress walking, rolling and bicycling facilities, including sidewalks, trails, crosswalks, and bikeways making active transportation a first choice for many trips
T-3: Public Transportation	Support and promote a transit system as a high value option for many trips.
T-4: Vehicle Network Management	Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.
T-5: Technology and Emerging Practices	The transportation system should be flexible and equipped to adapt to new technologies and innovative solutions that expand mobility choices for people living and working in Kirkland.
T-6: Maintenance	Ensure adequate resources to preserve and maintain the existing and future transportation system.

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T-7: Equity	The transportation system should address the mobility needs of all people, regardless of age, ability, or background while prioritizing the needs of the most vulnerable users to advance the City's commitment to Diversity, Equity, Inclusion, and Belonging.
T-8: Sustainability	Minimize transportation environmental impacts through mode shift, stormwater mitigation and other GHG reduction efforts.
T-9: Link to Land Use	Coordinate transportation and land use planning and policies to ensure future growth is supported and sustained by a livable, walkable, connected and transit-oriented city.
T-10: Partnerships	Coordinate with a broad range of groups; public and private, to help meet Kirkland's transportation Goals.

The following table includes the proposed project prioritization measures associated with each goal:

Goal		Prioritization Criteria	Score	Highest Possible Score
T-1	Safety	Improves safety on a high injury corridor (which include a higher rate of fatal, serious and or bike/ ped crashes) or intersections	30 - high	30
		Improves safety in areas where there has been a history of crashes (all crash types)	20 - med	
		Provides safety preventative measures in areas with no or little history of crash patterns	10 - low	
		Does not meet criteria	0 - Does not meet criteria	
T-2	Active Transportation	Connects to the Cross Kirkland Corridor (CKC)	5 - yes 0 - no	40
		Creates a low-stress environment for people walking and bicycling (such as protected bike lanes on arterials, neighborhood	5 - yes 0 - no	

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		greenways, RRFB's or HAWK signals at crossings, etc.)		
		Completes a gap identified in the Active Transportation Plan (ATP) or Safer Routes to School Action Plan (SRTS):	30 - ATP or SRTS priority score = high 20 - ATP or SRTS priority score = med 10 - ATP or SRTS priority score = low 0 - Does not meet criteria	
T-3	**Public Transportation**	Supports transit (bike/ ped connections, transit queue jumps, crosswalks, lighting, etc.) by connecting to:		30
		Bus stops on a high frequency transit corridor	30 - high	
		Bus stops on a local routes (less frequent)	20 - med	
		Future transit routes	10 - low	
		Does not meet criteria	0 - Does not meet criteria	
T-4	**Vehicle Network Management**	Improves operations in the system such as signal modification, channelization, addresses other system performance issue, etc.	30 - on Principal Arterials 20 - on Minor Arterials 10 - on Collectors 0 - Does not meet criteria	30
T-5	**Technology and Innovation**	Includes ITS technologies such as bike/ ped counters, passive detection, accessibility improvements such as bicycle detection or buttons, leading pedestrian intervals, improved accessible crossing indicators, transit signal priority, electrification, etc.	10 - yes 0 - no	10

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T-6	**Maintenance**	Provides a long-term maintenance benefit (i.e. roundabouts)	10 - yes 0 - no	10
T-7	**Equity**	Increases non-drive alone options (walk/bike/ transit trips) for priority populations (such as closing a gap, creating a new connection, new service or reducing modal conflicts, etc.) for priority populations that are identified through Kirkland's Equity Mapping Tool developed for the city's Capital Improvement Program. See Attachment B for more information.	30 - Meets project criteria and with an Equity Index Score > 3.9 - 3 20 - Meets project criteria and with an Equity Index Score > 2.9 - 2 10 - Meets project criteria and with an Equity Index Score <2	40
		Provides accommodation for greater accessibility per the American with Disabilities Act (ADA). Examples include passive detection at crossings, upgrading wheelchair ramps, tactile markings, etc..	10 - yes 0 - no	
T-8	**Sustainability**	Reduces vehicle miles traveled and supports alternatives to single occupancy vehicle trips	10 - yes 0 - no	40
		Avoids impacts and/or mitigates impacts to environmentally sensitive areas		
		Avoids environmentally sensitive areas	30 - high	
		If impact to an environmentally sensitive area is unavoidable, the project supports mode shift and/or improves traffic flow (e.g., through signal coordination or by	20 - med	

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		removing a bottleneck)		
		If located within an environmentally sensitive area, the project supports mode shift and/or improves traffic flow (e.g., through signal coordination or by removing a bottleneck)	10 - low	
		Does not meet criteria	0 - Does not meet criteria	
T-9	**Link to Land Use**	Connects to/supports an urban growth center	30 - high	40
		Connects to/supports other commercial centers	20 - med	
		Connects to/supports neighborhood centers	10 - low	
		Does not meet criteria	0 - Does not meet criteria	
		Provides active transportation access to Parks and Schools	10 - yes (within a 1/4 mile distance) 0 - no	
T-10	**Partnerships**	Connects to regional connections, centers outside the city or fills a gap crossing jurisdictional boundaries	10 - yes 0 - no	30
		Leverages coordination with other partners (developers, neighboring jurisdictions, transit agencies, other departments such as parks, etc.)	10 - yes 0 - no	
		Introduces a new technology or service that supports shifting modes from SOV trips (electric assist bike runnels, flexible transit, etc.)	10 - yes 0 - no	

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Total Score	**300**

Questions for the Transportation and Planning Commissions:

- Do the proposed policies for the Goal: Link to Land Use address the overlap between transportation and land use? Is there anything missing?
- Are the prioritization measures related to the Link to Land Use goal appropriate?
- Is there anything missing?

The purpose of the joint meeting is to discuss the policies and measures related to the Link to Land Use goal. If time allows, additional discussion is welcome.

NEXT STEPS:

Staff will summarize recommendations and inform Council at the November 21st Council Study Session.

Attachments:
1. Proposed Updated Goals, Policies and Actions
2. Equity Mapping Tool definitions

New / Updated Goal	Ref #	Proposed Policies	Proposed Actions
T-1: Safety - By 2035 eliminate all transportation related fatal and serious injury crashes, while reducing all crashes in Kirkland.	T-1.1.	Implement the Vision Zero Action Plan and track progress annually.	• Improve web interface to provide more transparent data to public (web-map, dashboard) • track progress annually and report to Council every two years • update the city's Local Road Safety Plan every two-years with updated crash data that identifies safety issues and contributing factors, proposes specific countermeasures and identifies safety improvement projects. • regularly update Vision Zero Action Plan and policies
	T-1.2.	Implement the principles of a Safe System Approach by prioritizing safe street designs and strategies	• Revise the City's existing design standards with best practices and innovation (using national sources on design). Be a leader in implementing safety as standard practice. • Evaluate and update speed limit setting policies citywide to lower speeds and encourage safer travel behavior. • Equip all City fleet vehicles with safety related devices and technology that identifies dangerous driving behaviors. • reduce emergency vehicle response times with technology (GPS based) ITS solutions
	T-1.3.	Advance the City's Complete Streets ordinance by accommodating all modes of travel in transportation system projects	• update the city's Complete Street ordinance (as set forth in Kirkland Municipal Code (KMC) Section 19.08.055) • ensure safety is the first lens through which all capital projects are designed through the development of the Capital Improvement Program (CIP), the Neighborhood Safety Program (NSP), the Neighborhood Traffic Control Program (NTCP), Greenways development, working with the development community, etc. • make round-abouts as the default for new intersections or major intersection improvements unless shown to be infeasible
	T-1.4.	Build a robust and transparent data framework	• Seek opportunities to improve collision data collection and analysis (such as additional sources, address data anomalies, reporting and database improvements) • Seek innovations in technology to improve understanding of contributing factors and preventative measures • Collect before/after data for safety improvement projects (on high crash corridors) • Conduct risk exposure analysis for vulnerable users as a preventative measure • Implement technology systems to support performance monitoring and studies of the transportation system which includes data storage, analytics to understand and evaluate transportation operations, automated analytics, etc.
	T-1.5.	Promote and Institutionalize a Culture of Safety	• Implement a comprehensive staff training program to encourage a culture of safety across relevant departments (new or updated) • Educate the public on Vision Zero and contributing factors to crashes (human behavior, seasonal/ weather related, specific laws, etc.) as well as rules of the road. Coordinate with City departments on messaging and opportunities to educate the public. (as adopted in Vision Zero) • Coordinate with the Department of Planning and Building and with private businesses to improve safety in private parking lots (such as dedicated pedestrian pathways, speed control, lighting, etc.) • Work with developers and contractors to provide safe routes through construction zones • Work with school district and resource officers to enhance traffic safety education in schools (including bicycle and pedestrian education) • Work with Lake Washington School District to improve circulation in and around schools at pick-up and drop-off times

New / Updated Goal	Ref #	Proposed Policies	Proposed Actions
T-2: Active Transportation – Create and maintain a high-quality network of complete and connected low-stress walking, rolling and bicycling facilities, including sidewalks, trails, crosswalks, and bikeways making active transportation a first choice for many trips	T-2.1.	Make walking, rolling and bicycling safer, easier, accessible and more convenient.	• Identify and remove barriers to walking and rolling such as evaluating and addressing major barriers, reducing sidewalk blockages and assessing pedestrian gaps and maintenance needs. • Provide high quality bicycle parking convenient to all business districts and create a strategy to increase the supply of public bicycle parking in Kirkland through a dedicated bike parking program and incentives for businesses to increase bike parking supply. • Work with the Planning and Building Department to develop a comprehensive bike parking policy to ensure adequate end-of-trip facilities are available. • Develop polices that will create regulations and incentivize micro-mobility programs (such as bike or scooter share, electric car sharing, micro-mobility hubs, etc.) • Implement the objectives and strategies from the Active Transportation Plan (ATP) (reference and attachment - 28 objectives with 29 more detailed strategies (some objectives stand alone)) • Continue to support the Pedestrian Flag program; measure and improve its performance. • Develop prioritization methods for the selection and implementation of safety enhancements at crosswalks. • Adopt traffic signal operational procedures that include practices such as advance pedestrian phases, dedicated bike signals, generous walk intervals and protected left turn phasing. • Pilot and implement protected intersection projects and incorporate into major capital projects and pre-approved plans • Implement crosswalk lighting program • Update the City's Crosswalk Installation Policy
	T-2.2	Prioritize, design, construct, operate and maintain a connected network of pedestrian and bicycle facilities in a manner that maximizes safety and mobility to promote an active and healthy community for people of all ages and abilities	• Develop a dedicated sidewalk program for high-priority sidewalk gaps. • Construct the projects in the Safer Routes to School (SRTS) Implementation Plan • Recognize national best practice resources such as the National Association of City Transportation Officials (NACTO) and the American Association of State Highway and Transportation Officials (AASHTO) pedestrian and bicycle design guidelines and adopt them into pre-approved plans. • include protected bicycle lanes and protected intersections in all projects on the bicycle network identified in the Active Transportation Plan as a first lens to project design • Prioritize first and last mile to transit recognizing active transportation modes are critical for supporting transit ridership • Periodically update pedestrian and bicycle facilities design requirements for various areas/zones in the City (including sidewalk, crosswalks, bike facilities and intersections). • Grow system of separated bicycle facilities including protected intersections • Prioritize and construct a network of Neighborhood Greenways. • Update the guidelines for Neighborhood Greenways from lessons learned. Incorporate into pre-approved plans as needed. • establish a procedure to evaluate the operational and safety impacts of Greenways before/after project implementation
	1.2.3	Make walking, rolling and bicycling more intuitive and easier to navigate	• improve wayfinding to and from the Cross Kirkland Corridor (CKC) to destinations (recreational trail wayfinding system) • ensure the network of greenways and the bicycle route system are well signed and easily navigable • improve pedestrian orientation to parks, amenities and local businesses through maps and signage • develop a pedestrian wayfinding system for downtown, within urban centers and along the Lake Washington Loop • regularly update public pedestrian and bicycling maps • coordinate with other departments on pedestrian and bicycle maps for economic development purposes • develop a tier of destinations to identify a wayfinding system based on distance and mode • consider various methods of wayfinding and maps including virtual/ electronic navigation such as through apps and QR codes, maps (both physical on signs or for paper print as well as on-line) and available in multiple languages and other accessible formats.

New / Updated Goal	Ref #	Proposed Policies	Proposed Actions
	T-2.4	Develop signature walking, rolling and bicycling facilities along the Cross Kirkland Corridor and Lake Washington with ample connections to the rest of Kirkland and the region.	• Construct the Cross Kirkland Corridor (CKC) Master Plan vision • Develop a Master Plan for a lake-front promenade
	T-2.5	Make walking, rolling and bicycling for children to/from school safer and easier.	• Implement of automated enforcement of school zones citywide • Implement the Safer Routes to School Action Plans which includes actions under the categories of engagement, equity, education, encouragement, enforcement, engineering, evaluation • Help youth to be able to walk, roll or bike to activities by connecting places such as schools to parks and practice fields and through encouragement programs
	T-2.6	Grow the city-wide multimodal count program	•Develop a program to gather bicycle and pedestrian count data in order to better inform mode-split goals, effectiveness of projects and project identification, trip generators, and multimodal level-of-service evaluations.
	T-3.1	Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.	• Implement Kirkland's Transit Implementation Plan • Identify and implement access and safety projects that connect to existing transit service • Plan for capital improvements that support access to planned future transit service such as King County Metro's K-Line Rapid Ride Project and Sound Transit's STRIDE Bus Rapid Transit Program along I-405 • Plan for capital and access improvements as part of analysis of future conditions and transit needs
	T-3.2	Support safe and comfortable passenger facilities.	• Add transit stops to the evaluation of crosswalk lighting • Evaluate access improvements at bus stops such as ramp modifications, missing sidewalks, etc. • Work with transit agencies on stop improvements such as stop placement, coverage, access and amenities • Work with transit agencies to improve bicycle parking at transit centers such as the addition of bike lockers • incorporate transit stop and access improvements into project prioritization
	T-3.3	Prioritize active transportation networks that connect to transit service, providing the critical first and last connections making transit feasible for more people	• prioritize the construction of pedestrian and bicycle facilities that improve access to transit stops and hubs • Coordinate prioritization and construction of pedestrian and bicycle facilities with transit agencies
T-3: Public Transportation – Support and promote a transit	T-3.4	Support Transit Oriented Development (TOD) and initiatives including internal and external coordination, development of specific TOD guidelines for transportation facilities, etc.	• Implement strategies indentified in the NE 85th Station Area Plan including prioritizing access improvements, ensuring design standards are met, etc. • Identify other areas and initiatives to support transit oriented development

New / Updated Goal	Ref #	Proposed Policies	Proposed Actions
system as a high value option for many trips.	T-3.5	Support and expand Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) Programs in order to meet adopted goals for non- drive alone trips.	• Create targeted programs that monitor and encourage increases in non- drive alone travel rates. • Develop codes and policies to ensure support of innovative ridesharing. • Maintain the City's CTR and GTEC plans to comply with state and regional requirements and guidelines and to support the goals of the Transportation Master Plan, particularly at the work sites of large employers and other locations as appropriate • Incentivize all trip reduction efforts in addition to CTR efforts. • Require new developments to establish Transportation Demand Management Plans • Update requirements for the types of developments that are subject to Transportation Management Plans and the elements that make up such plans.
	T-3.6	Pursue transit on the Cross Kirkland Corridor.	• Implement transit or innovative transit type flexible service on the Cross Kirkland Corridor (CKC) in keeping with the CKC Master Plan • Study and identify the options for transit and or micro-mobility connections using the CKC as a corridor option
	T-3.7	Promote the use of transit as a viable option for both commute and non-commute trips to increase ridership and expand service.	• Increase promotional efforts to communicate existing transit options • Increase opportunities for people to access transit ORCA cards
	T-3.8	Improve transit service in Kirkland	• Research, study, and pilot alternative transit services (such as circulator services, private shuttles, etc.) • Consider public funding support to enhance existing transit service to be more reliable, frequent, connected or expanded to underserved areas in Kirkland.
	T-4.1	Make strategic investments in intersections and street capacity to support existing and proposed land use.	• Using the priorities in this plan, prioritize and construct intersection and roadway projects. • Review and update as necessary, street network concepts for urban centers and areas with existing and potential future growth that focus on efficiency as well as expansion.
	T-4.2	Implement the Intelligent Transportation Systems (ITS) Plan	• establish procedures to evaluate the operational and safety performance of ITS • Reduce potential for major signal malfunctions. Increase robustness of network to limit the potential for a loss of access to intersection resources. • Increase potential to respond quickly to equipment and system malfunctions, and increase recovery options. • Implement systems and detection to operate signals in manner to respond to transient fluctuations in demand, including to: - Freeway incidents - Surface street incidents/closures - School operations • Improve emergency services response times including increasing route selection capabilities, options to speed signal recovery, and provide data and analysis tools to evaluate usage and effectiveness. • Better serve a balance of multimodal operations. • pursue grant funds to implement the ITS Master Plan?

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T-4: Vehicle Network Management– Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.	T-4.3	Take an active approach to managing on-street and off-street parking with updated curb management policies	• Regularly monitor parking occupancy, turnover and other factors by investing in continuous parking tracking technology or periodically undertaking parking studies • Develop a curb management strategy to effectively, efficiently, and safely use curb space to support transportation and placemaking initiatives considering mobility, access, placemaking as well as storage and turnover of vehicles along the curb space. • Consider city owned on and off-street parking (parks, garage, lots) policies related to regulations of time-limited parking and pricing • Coordinate with the Planning and Building Department about parking policy for buildings on streets and parking (such as parking minimums, electrification, bicycle parking, etc.) • Periodically update the Public Works policies related to innovations to parking policy and curb management practices • Continue to improve wayfinding and customer information to available parking and updated parking policies in parking regulated areas • Implement a pay for parking program in in certain areas (downtown, park lots)
	T-4.4	Mitigate negative impacts of motor vehicle traffic on neighborhood streets	• assess traffic calming, interventions to reduce cut-through traffic, speed reduction, and similar approaches through additional investment and prioritization through the Neighborhood Traffic Control Program
	T-4.5	Identify roadway improvements that address safety patterns, crash history or injury preventative measures (countermeasures) supporting Kirkland's Vision Zero goal	• Utilize crash data, near-miss analysis and other traffic related data to identify countermeasures to promote safety and prevent collisions.
	T-4.6	Clarify truck and freight networks within the city beyond established freight routes	• define the difference between freight and truck priority corridors as related to Kirkland's transportation networks • designate both freight and truck corridors/ networks and create maps and a communication platform for communicating these networks to freight and delivery services (mitigate impact of freight on walking, biking, and public transportation by identifying appropriate route options)
T-5: Technology and Emerging Practices- The transportation system should be flexible and equipped to adapt to new technologies and innovative solutions that expand mobility choices for people living and working in Kirkland.	T-5.1	Support techology innovations that support reducing greenhouse gas emissions and modes that reduce single occupancy vehicle use	• Increase and incentivise both public and private electric charging stations for vehicles and other electric devices (i.e. bikes, scooters, etc.). • Improve communication networks such as public wifi, fiber, etc. tp improve city operations and to facilitate public services and information • Develop policies and regulations related to the use of e-bikes and other electric micro-mobility devices that address locations of use, safety, education and enforcement
	T-5.2	Position Kirkland to support future technologies that may be developing or yet to be realized (i.e. autonomous vehicles, etc.)	• Upgrade infrastructure to support and align with emerging technologies • Explore opportunites for future technologies that advance city goals
		Support Kirkland's Smart City Plan goals and initiatives	• Actively seek funding, partnerships and opportunities for technology expansion • Improve Kirkland's data collection, management and data sharing related to crash data, traffic operations, etc.
	T-6.1	Prioritize maintenance, operation and preservation of existing infrastructure and ensure this is adequately resourced	• Identify and sustain reasonable maintenance funding levels for the complete set of transportation assets • Develop and maintain inventories of assets that require maintenance such as pavement markings, traffic signals, sidewalks, etc. • Identify and implement improvements to asset management systems • Ensure regular sweeping of existing bicycle facilities and invest in a more efficient bike lane sweeper that requires fewer staff resources and covers larger areas • Grow the annual sidewalk maintenance program as more assets are added to the system

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T-6: Maintenance and Preservation - Ensure adequate resources to preserve and maintain the existing and future transportation system.	T-6.2	Plan for and incrementally increase maintnance resources in line with additional assets as new facilities are built and as the city grows.	• Update policy to identify need for adequate maintenance levels on growing inventory of system assets. • Develop lifecycle costs for capital and maintenance projects. • Adequately fund maintenance so that maintenance does not become the driver of decision-making for future projects • Study and update the preservation program for future funding needs
	T-6.3	Maximize the useful lifetime of the transportation network at optimum lifecycle cost.	• Identify opportunities to maxmize lifecycle costs through technology and innovations (e.g. roundabouts instead of signals)
T-7: Equity -The transportation system should address the mobility needs of all people, regardless of age, ability, or background while prioritizing the needs of the most vulnerable users to advance the City's commitment to Diversity, Equity, Inclusion, and Belonging.	T-7.1	Create an equitable system that provides mobility for all users that also addresses historical inequities in the transportation system	• Update the Americans with Disability Act (ADA) Transition Plan for transportation facilities. Fund improvements that come from the plan in a manner that allows for completion of an accessible network in a timely manner. • Revise the Impact Fee policy to support the goals of the Transportation Master Plan and reflect planned capital investments.
	T-7.2	Implement transportation programs and projects in ways that prevent or minimize impacts to low-income, minority and special needs populations.	• Prioritize transportation projects and programs that support people who experience mobility challenges and those are most vulnerable when travelling (people out walking, rolling and bicycling) • Engage with people that experience challenges navigating the transportation system for accessibility accommodations and implement improvements identified through this engagement (e.g. passive detection at signals, etc.) recongizing that the transportation system is often designed for abled bodied people. • Align priorities with the DEIB Roadmap and improve engagement with populations identified in the DEIB roadmap on near and long-term projects and programs • Ensure inclusion of vulnerable populations and ensure that impacts to these populations are not disproportionate by periodically reviewing existing procedures and when needed, adopting new procedures. • Utilize tools such as the CIP Equity Mapping Tool or other coordinated equity tools to assist with project prioritization
T-8: Sustainability - Minimize transportation environmental impacts through mode shift, stormwater mitigation and other	T-8.1	Support active transportation modes that are energy efficient and that improve system performance.	• Include electric bicycle parking recharge stations in electric charging intiatives and projects • Identify locations and provide secure bicycle parking near transit hubs
	T-8.2	Update policies and standards for all modes to establish acceptable levels of service	• Meet the established mode split goals for various land uses (such as for urban centers) and update mode split goals city-wide based on evolving land use patterns
	T-8.3	Minimize the environmental impacts of transportation facilities, especially the contribution of transportation to air and water pollution.	• Design and implement new and retrofitted transportation facilities with water quality and quantity stormwater system improvements to reduce roadway runoff pollution into natural drainage systems and the waters of the Puget Sound • Coordinate transportation improvements and programs with goals from the Environment Chapter of the Comprehensive Plan to meet the City's greenhouse gas targets and from the Sustainability Master Plan • Report on reductions in vehicle miles of travel • Support alternative fuels/ electric fleet technologies • Support policies and initiatives that incentivize shorter trip distances and mode shift to alternatives to single occupancy vehicle trips

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	T-8.4	Implement Kirkland's Sustainability Plan	• Include Smart Growth principles in all City planning practices • Increase access to existing 10-Minute Neighborhoods in Kirkland • Achieve the K4C goal of reducing driving per capita by 20% by 2030 and 50% by 2050, compared to 2017 levels • Ensure that people of all ages and abilities can comfortably get to where they need to go by walking or bicycling • Grow annual average weekday transit ridership by 10% each year • Promote current shared mobility programs and services • Establish new shared mobility options
	T-8.5	Safeguard the transportation system against disaster.	• Develop and keep current strategies for preventing and recovering from disasters that impact the Transportation System. • Coordinate the Transportation Plan with the Smart Cities initiative considering greater resiliency of the transportation system
T-9: Link to Land Use - Coordinate transportation and land use planning and policies to ensure future growth is supported and sustained by a livable, walkable, connected and transit oriented city.	T-9.1.	Support land use by identifying a fiscally constrained 20-year transportation capital projects list that supports the anticipated growth to 2044 and aligns with growth targets.	• Coordinate with the Planning and Building Department to ensure transportation projects support growth and development • Ensure projects identified for the 6-year Transportation Improvement Program are aligned with and support growth
	T-9.2.	Focus on transportation system developments that expand and improve walkable and bicyclable neighborhoods.	• Prioritize transportation system improvements in areas with greater residential and employment density to expand and improve walkable and bikeable neighborhoods. • Improve how Kirkland coordinates with developers when achieving level of service that supports multiple modes and walkable neighborhoods • Coordinate with the Plannng and Building department on bicycle parking and related policies related to development
	T-9.3.	Design Streets in a manner that supports and is coordinated with various land uses and future land use plans	• Ensure that transportation plans and projects based on land uses (such as sub-area plans, transit oriented development plans and neighborhood plans) are incorporated into the transportation plan project lists and work programs. • Ensure all land use based planning documents that include transportation elements incorporate the safe systems approach and best practice design • Coordinate various design guidelines for consistency city-wide
	T-9.4.	Create a transportation network that supports economic development goals.	• Make transportation investments that improve economic and living conditions so that industries and workers are retained and attracted to the region and the county • Identify opportunities to work with the Cultural Arts Commission, Shop Local Kirkland and the economic development team to identify opportunities with transportation projects that support arts, local businesses and economic development
	T-9.5.	Require new development to mitigate site specific and system wide transportation impacts, ensuring mobility and accessibility for all.	• Define the role of the City's Traffic Impacts Guidelines in getting traffic impacts of development accounted for and mitigated. • Review, streamline and codify as reasonable, components of transportation-related development review. • Participate in the maintenance and improvements of the Bellevue, Kirkland, Redmond (BKR) model.
	T-9.6.	Create a system of streets and trails that form an interconnected network to help people efficiently reach destinations, regardless of mode of travel.	• Incorporate the plan for adding and/ or improving street end connections into the transportation grid including the pedestrian and bicycle network. Include those connections into the prioritization process for completion of the multimodal networks. • Explore ways that land use policies can support completion of missing network gaps

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	T-9.7.	Use a multimodal plan based concurrency method to monitor the rate at which land use development and the transportation system are constructed.	• Implement Kirkland's citywide multimodal concurrency system and improve the localized level of service analysis to reflect multimodal needs and priorities
T-10: Be an Active Partner: Coordinate with a broad range of groups; public and private, to help meet Kirkland's transportation Goals.	T-10.1	Implement Kirkland's Diversity, Equity, Inclusion, and Belonging (DEIB) roadmap through community coordination and outreach	• Establish relationships with organizations that represent priority populations in order to better understand the needs from under-represented groups • Conduct outreach with both Kirkland residents but also those outside of Kirkland, particularly those that work in Kirkland but do not live in the city limits • Ensure community engagement is conducted early and often when projects are planned, designed and constructed • Explore opportunities to improve how the city communicates with and receives information from the community
	T-10.2	Coordinate with local agencies and associations, neighboring cities and regional entities to advance the goals and strategies outlined in the TMP	• Ensure regular and advanced communication and coordination is conducted with local businesses and community members related to local neighborhood projects and plans • Participate in and provide leadership for regional transportation decision making with state, county-wide and regional groups to stay informed and contribute to conversations, initiatives, programs and opportunities related to transportation • Participate in the King County Climate Change Collaborative to identify trends in vehicle innovation and seek opportunities to implement them in Kirkland
	T-10.3	Partner with the Lake Washington School District (LWSD), police, parents and transit providers to encourage more children to walk, bike and/or take transit to school.	• work with the Kirkland police department's school resource offices to implement bicycle, pedestrian and traffic safety interactive education programs • conduct additional circulation analysis to improve walk, bike and pick/up drop off circulation at all schools Kirkland in coordination with LWSD • coordinate with King County Metro on improving transit services to schools and ensuring all students receive free youth transit passes
	T-10.4	Partner with transit agencies to ensure Kirkland receives high quality transit service that is coordinated with planned growth and land use	• Continue working with King County Metro to support the Rapid Ride K-Line project including capital project development, permitting, grant support, etc. • Coordinate with transit agencies on access to transit projects and supportive infrastructure (shelters and bus stop improvements, bike parking, first/ last mile(s) connections). • Work with King County Metro to promote Metro-Flex and other flexible transit systems operating in the city • Continue partnering with Sound Transit on major investments in Kirkland along the I-405 Corridor and through other initiatives • Participate in regional conversations regarding transit related policy, service changes, restoring reduced service and ensuring future transit is aligned with Kirkland's growth and land use changes
	T-10.5	Work with the Washington State Department of Transportation (WSDOT) and the State Legislature to fund Kirkland's high priority projects and improve safety in and around state corridors	• Remove barriers to better operations at WSDOT signals. • Foster a strong working relationship with WSDOT leadership. • Advance Kirkland's transportation interests with actions on legislative agendas. • Fund initial studies in order to make it easier to secure funding for construction projects. • Periodically review and update, when needed, functional classifications. • Engage WSDOT in discussions to advance improvement of existing interchanges with the intention of securing funding to design and construct new interchanges at NE 124th Street, NE 70th Street and on improvements around NE 128th St.
	T-10.6	Coordinate multi-modal transportation systems with neighboring jurisdictions.	• Coordinate with the City of Bellevue on improved access between the South Kirkland Park and Ride to the Cross Kirkland Corridor as well as to the SR 520 Trail and to the Lake Washington Boulevard Promenade • Prioritize connections to the future light-rail stations in Bellevue and to Bellevue's Spring District transportation and mixed-use commercial area • Work with the City of Redmond to improve access to Redmond including stair and trail connections from the north and south Rose Hill neighborhoods and access to the Redmond Central Connector • Coordinate with the City of Bothell to ensure bicycle and pedestrian connections are seamless

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	T-10.7	Actively pursue grant funding and innovative funding sources	• Pursue innovative opportunities and partnerships to better leverage funding that supports the KTP goals (e.g., progressive funding mechanisms) • Seek funding through various grant funding sources including federal, regional, state sources as well as through non-traditional sources • Advocate for increases in meaningful Sound Transit and King County Metro services in Kirkland, with a connection between transit hubs and urban centers as a first priority • Actively pursue agreements with transit providers to deliver a network of high quality transit service that supports Kirkland's land use and transportation plans • Pursue the opportunity for Kirkland to become eligible for federal transit related funding
	T-10.8	Partner with the non-profit, private sector and other "new" partners on innovation solutions to improving transportation connections or the transportation environment	• Coordinate with the business community, downtown association and commerce related groups to better understand transportation needs and to better communicate transportation related information. • Identify all businesses that require Transportation Management Plans (TMP) and coordinate to ensure those businesses are complying and offering the resources to their employees to reduce single occupancy vehicle (SOV) trips. • Seek opportunities to partner with non-profit and private sector groups and businesses to leverage resources
	T-10.9	Coordinate with the Eastrail Regional Advisory Committee members and Eastrail Partners to complete the *Connect, Construct, Complete* vision for the entire Cross Kirkland (CKC) corridor and connections to the larger Eastrail network.	• Be an active partner with the Eastrail principle staff team and the Eastrail Regional Advisory Council • Coordinate on wayfinding, signs, counts, art and other initiatives that support the *Connect, Construct, Complete* vision

	Rank	% Population Age 5+ Speaking English Less than Very Well	Median Household Income	% Unaffordable Housing	% People of Color	Social Vulnerability to Hazards Rank	#REF!	% Foreign Born
Least Concern	1	<4.7%	>$143,163	<23.8%	<25.1%	1-2	1	<16.2%
	2	>4.7%, <6.6%	>$131,169, <$143,163	>23.8%, <25.9%	>25.1%, <29.5%	3	2	>16.2%, <21.2%
	3	>6.6%, <8.9%	>$108,421, <$131,169	>25.9%, <29.3%	>29.5%, <34.0%	4	3	>21.2%, <24.9%
	4	>8.9%, <12.5%	>$90,577, <$108,421	>29.3%, <33.0%	>34.0%, <41.9%	5	4	>24.9%, <30.8%
Highest Concern	5	>12.5%	<$90,577	>33.0%	>41.9%	>6	>5	>30.8%
Weighting		0.1	0.2	0.1	0.2	0.1	0.2	0.1