

## KIRKLAND 2044

# TRANSPORTATION PLAN UPDATE



### **TRANSPORTATION MASTER PLAN (TMP) SUMMARY:**

The TMP is its own 'stand-alone' planning document that looks at the broad, 20-year vision for the future of transportation. The purpose of the TMP is to address current and future conditions of Kirkland's transportation system and consider all modes of travel such as walking and rolling, bicycling, riding transit and driving. The plan includes goals and policies that guide future planning and investments in Kirkland's transportation system, including the creation of a prioritized project list covering the next 20-years. The [currently adopted TMP](#) was last updated in 2015.

The TMP will ensure that growth throughout the City accommodates all modes of travel to create a welcoming, connected, multimodal and pedestrian-friendly environment. The TMP update will evaluate Kirkland's transportation system's existing conditions (i.e. sidewalks, bike lanes, transit service, travel patterns and volumes, areas with traffic delay, pavement conditions, intersection level of service, existing land use, and more). The update also includes an extensive public engagement process to identify community priorities and inform the policies and project list of the TMP. The update also analyzes future conditions such as projected travel patterns, planned transportation projects, future growth, and land use. These elements will help the city prioritize projects and programs, develop work programs, guide code and ordinances, and more.

### **Relationship Between the TMP and the Comprehensive Plan Transportation Element**

While the TMP is a stand-alone planning document, the major elements of the TMP will become the Transportation Element of the Comprehensive Plan. The goals, policies, and prioritized project list of the TMP, will be carried over into the Transportation Element (chapter) of the Comprehensive Plan.

While the TMP will provide more detail, context and background to the various elements in the Comprehensive Plan, the Comprehensive Plan also helps to inform the development of the TMP. For example, the land use forecasts from the Land Use Element in the Comprehensive Plan are used in the TMP to predict traffic volumes and inform future conditions.

## GUIDING PRINCIPLES

Kirkland's 2015 Transportation Master Plan includes four guiding principles that served as the foundation for the development of the 2015 plan.

- **Safely Move People** - Support a transportation system and related government and private actions that promote all viable forms of transportation.
- **Link to Land Use** - Ensure consistency between land use, transportation planning and implementation.
- **Be Sustainable** - Support a transportation system that can be sustained over the next 50 years.
- **Be an Active Partner** - Actively build and maintain partnerships locally, regionally and nationally, to further our transportation goals.

As part of the public outreach process, working with focus groups, the Transportation Commission and City Council, these guiding principles will be updated to ensure that the direction for the TMP update includes emerging trends and addresses the needs and challenges that may have changed since 2015. The updated guiding principles will be used to inform the update to the goals and policies in the TMP.

## CURRENTLY ADOPTED GOALS AND POLICIES

The following table outlines the currently adopted goals and policies in the Transportation Plan that is now adopted from 2015. This update will be looking at which of these may need to be updated in this plan update.

2015 Goals and Policies		
Goal	Policy	
<b>Goal T-0.</b> By 2035 eliminate all transportation related fatal and serious injury crashes in Kirkland.	<i>Policy T-0.1.</i>	Develop a vision zero safety plan that is multi- disciplinary and focuses on innovative approaches to safety.
<b>Goal T-1.</b> Complete a safe network of sidewalks, trails and improved crossings where walking is comfortable and the first choice for many trips.	<i>Policy T-1.1.</i>	Improve the safety of walking in Kirkland.
	<i>Policy T-1.2.</i>	Identify and remove barriers to walking
	<i>Policy T-1.3.</i>	Make getting around Kirkland on foot intuitive.
	<i>Policy T-1.4.</i>	Prioritize, design and construct pedestrian facilities in a manner that supports the pedestrian goal and other goals in the TMP.
	<i>Policy T-1.5.</i>	Develop world- class walking facilities along the Cross Kirkland Corridor with ample connections to the rest of Kirkland. Consider creating a plan for a Promenade along portions of the shore of Lake Washington.

	<i>Policy T-1.6.</i>	Make it safe and easy for children to walk to school and other destinations.
	<i>Policy T-1.7.</i>	Improve street crossings
<b>Goal T-2</b> Interconnect bicycle facilities that are safe, nearby, easy to use and popular with people of all ages and abilities.	<i>Policy T-2.1.</i>	Make bicycling safer.
	<i>Policy T-2.2.</i>	Create new and improve existing on-street bike facilities.
	<i>Policy T-2.3</i>	Build a network of greenways
	<i>Policy T-2.4</i>	Implement elements and programs that make cycling easier.
	<i>Policy T-2.5.</i>	Make it easy to navigate the bicycle network.
	<i>Policy T-2.6.</i>	Make the Cross Kirkland Corridor an integral part of the bicycle network and connect it to the region.
<b>Goal T-3</b> Support and promote a transit system that is recognized as a high value option for many trips.	<i>Policy T-3.1.</i>	Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.
	<i>Policy T-3.2.</i>	Support safe and comfortable passenger facilities.
	<i>Policy T-3.3.</i>	Integrate transit facilities with pedestrian and bicycle networks.
	<i>Policy T-3.4.</i>	Support Transportation Demand Management in Kirkland particularly at the work sites of large employers and other locations as appropriate in order to meet adopted goals for non- drive alone trips .
	<i>Policy T-3.5.</i>	Require new developments to establish appropriate Transportation Demand Management Plans.
	<i>Policy T-3.6.</i>	Pursue transit on the Cross Kirkland Corridor.
	<i>Policy T-3.7.</i>	Work with Sound Transit to incorporate investments in Kirkland. (see coordination policy T-7.1)
	<i>Policy T-3.8.</i>	Partner with transit providers to coordinate land use and transit service (see Partner policy T-7.2)

<b>Goal T-4</b> Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.	Policy T-4.1.	Make strategic investments in intersections and street capacity to support existing and proposed land use.
	Policy T-4.2.	Use Intelligent Transportation Systems (ITS) to support optimization of roadway network operations.
	Policy T-4.3.	Position Kirkland to respond to technological innovations, such as electric vehicles and autonomous vehicles.
	Policy T-4.4.	Take an active approach to managing on-street and off-street parking.
	Policy T-4.5.	Work with the Washington State Department of Transportation and the State Legislature to improve the way I-405 and SR 520 meet Kirkland's transportation interests. (see Partnership Policy T-7.3)
	Policy T-4.6.	Reduce crash rates for motor vehicles.
	Policy T-4.7.	Mitigate negative impacts of motor vehicles on neighborhood streets
<b>Goal T-5</b> Create a transportation system that is united with Kirkland's land use plan.	Policy T-5.1.	Focus on transportation system developments that expand and improve walkable neighborhoods.
	Policy T-5.2.	Design Streets in a manner that supports the land use plan and that supports the other goals and policies of the transportation plan.
	Policy T-5.3.	Create a transportation network that supports economic development goals.
	Policy T-5.4.	Develop transportation improvements tailored to commercial land use districts such as Totem Lake, Downtown and neighborhood business areas.
	Policy T-5.5.	Require new development to mitigate site specific and system wide transportation impacts.
	Policy T-5.6.	Create a system of streets and trails that form an interconnected network.
<b>Goal T-6</b> As the transportation system is planned, designed, built, maintained and operated, provide mobility for all using reasonably assured revenue sources while minimizing environmental impacts.	Policy T-6.1.	Balance overall public capital expenditures and revenues for transportation.
	Policy T-6.2.	Place highest priority for funding on maintenance and operation of existing infrastructure rather than on construction of new facilities. Identify and perform maintenance to maximize the useful lifetime of the transportation network at optimum lifecycle cost.
	Policy T-6.3.	Support modes that are energy efficient and that improve system performance.

	<i>Policy T-6.4.</i>	Minimize the environmental impacts of transportation facilities, especially the contribution of transportation to air and water pollution. Comply with Federal and State air and water quality requirements.
	<i>Policy T-6.5.</i>	Safeguard the transportation system against disaster.
	<i>Policy T-6.6.</i>	Create an equitable system that provides mobility for all users.
	<i>Policy T-6.7.</i>	Implement transportation programs and projects in ways that prevent or minimize impacts to low-income, minority and special needs populations.
	<i>Policy T-6.8.</i>	Actively pursue grant funding and innovative funding sources
<b>Goal T-7</b> Coordinate with a broad range of groups; public and private, to help meet Kirkland's transportation Goals.	<i>Policy T-7.1.</i>	Play a major role in development of Sound Transit facilities in Kirkland.
	<i>Policy T-7.2.</i>	Establish commitments from transit providers to provide high quality transit service in exchange for land use and transportation commitments that support transit. Partner with King County Metro to meet mutual interests.
	<i>Policy T-7.3.</i>	Work with Washington State Department of Transportation and the Washington State Legislature to achieve mutually beneficial decisions on freeway interchanges and other facilities.
	<i>Policy T-7.4.</i>	Participate in and provide leadership for regional transportation decision making.
	<i>Policy T-7.5.</i>	Work closely with the Lake Washington School District to encourage more children to walk and bike to school.
	<i>Policy T-7.6.</i>	Coordinate multi-modal transportation systems with neighboring jurisdictions.
	<i>Policy T-7.7.</i>	Partner with the private sector and other "new" partners.
<b>Goal T-8</b> Measure and report on progress toward achieving goals and actions.	<i>Policy T-8.1.</i>	Use a multi-modal plan based concurrency method to monitor the rate at which land use development and the transportation system are constructed.
	<i>Policy T-8.2.</i>	Establish acceptable level of service for all modes.
	<i>Policy T-8.3.</i>	Adopt a Mode split goal for the Totem Lake Urban Center.
	<i>Policy T-8.4.</i>	Ensure implementation of the Goals and Policies in the Transportation Element and monitor progress toward those goals.

