

BALANCED TRANSPORTATION

GOAL

Reduce reliance on single occupancy vehicles and improve connectivity and multi-modal mobility in Kirkland in ways that maintain and enhance travel times, safety and transportation choices.

MEASURE	2009	2010	2011	2012	Target
<i>Percent of Capital Improvement Program Transportation funding devoted to Active Transportation</i>	28.76%	34.48%	21%	29%	33%
<i>Percent of proposed Intelligent Transportation Systems projects completed</i>	*	4%	6%	9%	100% of ITS Strategic Plan
<i>Complete sidewalk construction on at least one side of all school walk routes</i>	*	81.1% ²	83% ²	88% ²	100% by 2019
<i>Percent of bicycle network construction improvement projects completed</i>	*	50%	50%	50%	100% by 2018
<i>Percentage of arterials that are complete streets</i>	*	58%	58%	59%	100%
<i>Residents surveyed are satisfied with maintenance of active transportation facilities¹</i>	**	84%	**	No Data	90%
<i>Automobile crashes involving bikes</i>	8	17	14	10	0
<i>Automobile crashes involving pedestrians</i>	13	16	20	15	0
<i>Percent of total trips using active transportation mode (transit, pedestrian, bicycle)</i>	***	***	***	***	35% of trips in transit/other mode by 2022
<i>Major arterial travel times</i>	***	***	***	***	***

¹Active Transportation Facilities include sidewalks, bike lanes, pedestrian flags, in-pavement lights, etc

²Does not include new neighborhoods

*No data available

**Community Survey occurs in even years

***Measure being developed for future reports

City funds active transportation options

So that...

City can implement the adopted Active Transportation and Intelligent Transportation System Plans

So that...

Kirkland has an integrated multi-modal system of transportation that provides mobility and safe travel

HOW DO WE MEASURE BALANCED TRANSPORTATION?

Kirkland's Intelligent Transportation System (ITS) Strategic Plan and Active Transportation Plan establish specific transportation goals.

Measuring funding level and the rate of project completion demonstrates the City's progress providing the infrastructure needed to create a balanced and mobile transportation system.

Measuring the number of crashes and residents satisfaction with the level of active transportation facilities reveals the difference these changes are making for residents.

HOW ARE WE DOING?

A second grant of \$2.2m has enabled the second phase of Kirkland's ITS to move forward, centered around the Totem Lake area. This should help further reduce congestion and improve travel times on roads. The City has now completed 9% of proposed ITS improvements.

The percentage of school walk routes with completed sidewalk construction on at least one side has improved from 83% in 2011 to 88% in 2012. The percentage of completed bicycle network improvements and arterials has remained the same.

Automobile crashes involving bikes and pedestrians declined from 2011 to 2012. However, previous year's data shows variation in these numbers, suggesting this is likely to be random fluctuation rather than a downward trend.

WHAT ARE WE DOING?

Providing a reliable, safe and efficient transportation system in Kirkland is achieved by maximizing the efficiency of the existing transportation network and encouraging alternative modes of transportation that help reduce congestion.

The City monitors traffic and increases mobility through intelligent transportation systems that use tools such as signal timing, traffic monitoring, real-time traffic information and transit signal priority. Since 2009 the City has received \$4M in grant money to partially fund the first and second phases of the Intelligent Transportation Systems technology being deployed in Kirkland.

The City purchased 5.75 miles of the abandoned BNSF railroad right-of-way through Kirkland in 2012 to create the Cross Kirkland Corridor. The first phase involves creating an interim trail and Master Plan, both of which are in progress at the start of 2013. The Corridor is a valuable component of balanced transportation in Kirkland and may encompass trail and transit options in the future. For now, development of an interim trail is a top priority as well as completing a comprehensive Master Plan for the public's valuable resource.

Kirkland's Active Transportation Plan will be absorbed into the new Transportation Master Plan as it is developed and written during 2013-14. The Transportation Master Plan is part of the City's Comprehensive Plan and gives targets and goals as the City moves forward in seeking to improve traffic and pedestrian safety.

In 2012, the Proposition 1 Streets Levy was passed by a majority of our residents. In addition to street maintenance, the Levy will generate approximately \$300,000 of funding per year for pedestrian and biking safety, including safe routes to school and repairing up to 14 crosswalks with new highly visible warning lights.



Intelligent Transportation Systems (ITS) – Technology “drives” traffic improvements

Traffic flow is nearly always a topic of conversation when you live in one of the favorite cities in the Puget Sound. Kirkland's proximity to Lake Washington, with its beautiful shoreline, parks, and trails, attracts residents and businesses alike. And with that comes snarled traffic and frustration with long drive times to important destinations.

Kirkland is incorporating the latest ITS technology to monitor traffic in order to keep up with the demands of drivers, bikers, and pedestrians in Kirkland for safer streets and improved traffic flow. This technology makes it possible to monitor traffic real-time and to make adjustments to traffic signals in order to alleviate problems when and where they occur. Drivers will also be able to access driver information in a real-time environment.

▼ Continued

ITS involves implementation of technology to improve traffic flow. It has several components, including advanced traffic signal controllers (the 'brain' of the traffic signal), closed-circuit video cameras, video detection, APS (Accessible Pedestrian Signals), changeable lane assignment, traveler's information, and other applications. All of the field devices are monitored and adjusted in a "Traffic Management Center" in a real-time environment. Approximately 87% of funding comes from federal grants and 13% is contributed by the City. Because of a second grant, it will be possible to partially fund the second phase in the Totem Lake area. The goal is for all of Kirkland to experience a smooth ride home.