

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	2010	2011	2012	2013	2014	Target
Percent of Capital Improvement Program Transportation funding devoted to Active Transportation	34.48%	21%	29%	38%	36%	33%
Percent of proposed Intelligent Transportation System (ITS) projects completed	4%	6%	9%	37%	38%	100% of ITS Strategic Plan
Complete sidewalk construction on at least one side of all school walk routes	81.1% ²	83% ²	88% ²	89% ²	89% ²	100% by 2019
Percent of bicycle network construction improvement projects completed	50%	50%	50%	64%	80%	100% by 2018
Percentage of designated arterials that are complete streets	58%	58%	59%	60%	60%	100%
Residents surveyed are satisfied with maintenance of active transportation facilities ¹	84%	**	No Data	**	82%	90%
Automobile crashes involving bikes	17	14	22	25	10	0
Automobile crashes involving pedestrians	16	20	25	23	18	0

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

² Does not include annexation area

**Community Survey occurs in even years

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?

The 2009 Active Transportation Plan establishes specific transportation goals for sidewalk and bicycle facility completion. Measuring the funding levels and the amount of project completion demonstrates the City's progress toward providing the infrastructure needed to create a balanced transportation system. In the future these goals should be updated to reflect the Transportation Master Plan that was adopted in November of 2015.

Measuring residents' satisfaction with the maintenance of active transportation facilities (sidewalks, bike lanes, pedestrian flags, crosswalk technology, etc.) reveals its priority to the community at large. The number of crashes demonstrates the importance of building and maintaining these facilities in order to increase safety. As reflected in the Transportation Master Plan, in the future a reporting method based on Vision Zero safety approaches will be more appropriate.

HOW ARE WE DOING?

Completion of construction projects for the bicycle network in the 2009 Active Transportation Plan grew by 16% this year reaching 80% completion. New goals with a basis in the Transportation Master Plan will be set in the future.

Automobile crashes that involved bikes or pedestrians decreased in 2014.

The percentage of Capital Improvement projects devoted to Active Transportation decreased slightly from 2013, but continues to stay above the 33% target rate. This is another area where the increased ties between the funded CIP and the Transportation Master Plan may result in revised future goals.

WHAT ARE WE DOING?

The new Traffic Management Center (TMC) at City Hall was completed and became operational in early 2014, which was phase 1A of the Intelligent Transportation Program. The Traffic Management Center (TMC) is used to remotely manage all of the field devices with central traffic systems, allowing monitoring and adjustments to signal timing in a real-time environment. It has a workstation console for the TMC Operator to manage the traffic and video management systems from desktop computers together with a video-wall display. The video-wall display consists of four 42" LED wall monitors for real-time traffic monitoring. There is also a meeting area with table and chairs in front of the video-wall display, and a white board for small group meetings and discussions. A test bench, with traffic signal controllers and a fully equipped traffic signal cabinet, has also been set up to allow the TMC Operator to test signal timing and phasing in the TMC prior to implementation in the field.

Phase 1B of the project will add new signal equipment and establish communication links to the TMC along two arterial corridors. The goal of the Intelligent Transportation Program is to leverage the latest traffic monitoring technology, improve traffic flow and provide safer streets for drivers, pedestrians and bicyclists. Not only will this system allow the City to monitor traffic, the system will identify maintenance issues within these systems as well.



Traffic Management Center



Neighborhood Traffic Control Program Resumes

The Neighborhood Traffic Control program returned in 2014 to work with citizens concerned about speeding incidents or other traffic issues in neighborhoods. This program is a collaborative effort between the Transportation Division, Police Department and Kirkland citizens. Responses are divided into two phases with the first phase consisting of community education, improved pavement marking and enhanced signage. The second phase involves more physical construction elements, such as speed humps and traffic circles. Both of these phases involve the neighborhoods and the City of Kirkland coming to an agreement in final actions.

It is a partnership that worked well in 2014 and empowered citizens to improve traffic and safety issues in their own neighborhoods.