The percent of CIP funding includes $12 million of developer funded projects for Active Transportation infrastructure that will become part of the City’s responsibility once the large development projects are complete. 2016 was an anomaly, since the projects of the size and scope that are currently being constructed are not typical.

The planning processes in 2013 and 2014 (Comprehensive Plan update, and the Transportation Master Plan) laid the groundwork for the 2015-2020 Capital Improvement Program update (CIP). In 2015, staff worked to align the CIP priorities with the adopted Kirkland 2035 Comprehensive Plan Vision Statement and Guiding Principles. The result was more emphasis on transit, bicycling, and walking networks. The following processes and programs are examples of this transformation: The City’s Neighborhood Safety Program, School Walk Route Program, Walkable Kirkland Initiative, Cross Kirkland Corridor Connections, Suggest-A-Project, and increased coordination with King County Metro. Over $30 million was allocated in the CIP for bicycle and pedestrian related improvements city-wide with nearly 20% of this funding targeted specifically towards School Walk Routes. Staff has been ramping up to deliver the highest priority projects by the 2019 target date.

Community Survey conducted in even years

**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.

<table>
<thead>
<tr>
<th>MEASURE</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of Capital Improvement Program Transportation funding devoted to Active Transportation</td>
<td>29%</td>
<td>38%</td>
<td>36%</td>
<td>41%</td>
<td>32%</td>
<td>33%</td>
</tr>
<tr>
<td>Percent of proposed Intelligent Transportation System (ITS) projects completed</td>
<td>9%</td>
<td>37%</td>
<td>38%</td>
<td>62%</td>
<td>63%</td>
<td>100% of ITS Strategic Plan</td>
</tr>
<tr>
<td>Complete sidewalk construction on at least one side of all school walk routes</td>
<td>88%</td>
<td>89%</td>
<td>89%</td>
<td>89%</td>
<td>90%</td>
<td>100% by 2019</td>
</tr>
<tr>
<td>Percent of bicycle network construction improvement projects completed</td>
<td>50%</td>
<td>64%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>100% by 2018</td>
</tr>
<tr>
<td>Percentage of designated arterials that are complete streets</td>
<td>59%</td>
<td>60%</td>
<td>60%</td>
<td>60%</td>
<td>62%</td>
<td>100%</td>
</tr>
</tbody>
</table>

1. The percent of CIP funding includes $12 million of developer funded projects for Active Transportation infrastructure that will become part of the City’s responsibility once the large development projects are complete. 2016 was an anomaly, since the projects of the size and scope that are currently being constructed are not typical.

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3. Community Survey conducted in even years

**HOW DO WE MEASURE BALANCED TRANSPORTATION?**

On November 17, 2015 City Council adopted the City of Kirkland Transportation Master Plan (TMP). The TMP established goals, policies and actions for how the City will expand and maintain a multi-modal transportation system in support of the Comprehensive Plan vision of a livable, walkable, green and connected community. One of the eight goals in the TMP is to “[m]easure and report on progress toward achieving goals and completing actions.” The plan provides policy support to implement a multimodal, plan-based concurrency system, establishes acceptable level of service for all modes, adopts a modal split goal for the Totem Lake Urban Center, and ensures TMP implementation by monitoring progress on goals.
The result of increasing the percentage of Capital Improvement Program (CIP) projects devoted to Active Transportation in 2014 meant that many of these projects progressed to the study and design phase during 2015 and 2016. It is anticipated that a significant number of these projects will move to the construction phase during 2017. The City looks forward to reporting on the results of these projects in the 2017 Performance Report.

Major multimodal projects got underway in 2016. It takes multiple years to fund, design, permit, acquire right-of-way and construct large capital projects and the City is beginning a number of ambitious projects in 2016 in order to accommodate future demand as our community continues to grow.

During 2016, work continued on implementing intelligent transportation systems (ITS) at 44 of the 53 City owned signalized intersections throughout Kirkland. In order to complete this work the City hired a contractor to complete ITS Phase II. As a result of the project, 25 more traffic signals in Kirkland will function as an interconnected system. The project also upgrades pedestrian push buttons at many intersections to make them more accessible for people who are deaf or visually-impaired. The new equipment also allows the City to implement new features at some intersections, such as blank out signs that don’t allow right turns at NE 128th St and 120th Ave NE near the Totem Lake Transit Center only when there is a bus leaving the transit center.

For the first time, the City also utilized the Annual Signal Maintenance Program to fund replacement of signal equipment that was extremely out-of-date. The signal equipment that was replaced did not meet the City’s current standards, and much of the equipment was no longer supported by the equipment vendors. Additionally, the new equipment and software that was purchased with the Annual Signal Maintenance Program will allow us to connect an additional 4 locations back to our central control systems at the Traffic Management Center at City Hall by the end of 2017. This will make it easier for engineering staff to monitor traffic conditions, diagnose problems, and maintain and improve signal timings.

Traffic Signal Operations
City maintenance and engineering staff work every day to keep the traffic signals operating safely, reliably, and efficiently. But with 63 traffic signals scattered across the City it is sometimes challenging to stay on top of every issue. Fortunately, people using the City’s traffic signals, whether they be walking, biking or driving, are not shy about contacting the City with their comments and concerns.

As an example, a resident who was out bicycling on the weekend contacted City transportation engineering staff concerned that the traffic light at Forbes Creek Drive and Market Street was not functioning properly. It had a very long wait for people traveling westbound who wanted to turn left onto southbound Market Street. The resident understood the need to prioritize north-south traffic during commute times, but pointed out that on the weekend traffic on Market St was relatively light.

City staff were able investigate the concern by viewing the video detection cameras from the Traffic Management Center at City Hall eliminating multiple site visits, which saved staff time, as well as other resources.