

## SECTION 3: EXISTING PLANS AND PROGRAMS

### 2001 NON-MOTORIZED TRANSPORTATION PLAN

System maps are at the heart of both the 2001 Non-Motorized Plan and its 1995 predecessor. These maps designated Priority One and Priority Two classifications for both bicycle and pedestrian facilities. In both Plans, the Priority One facilities were to be “given priority when selecting projects to construct” and the Priority Two facilities were to be “given priority during project selection, but to a lesser degree than Priority One Corridors”. These priority routes were used to help rank CIP projects for funding and were used in development review to decide where bicycle facilities should be installed by new construction. Map 13 shows examples of the priority corridors.

The 1995 Plan used a measure of miles of facility per population to evaluate performance of the non-motorized system. The 2001 update replaced this with two new measures. The first was a measure of the number of miles of complete facilities within the priority system. Note that this is not a measure of all the sidewalks that have been constructed, only those on priority routes. The second was a measure of completeness, as measured by priority corridors that were complete along their entire length.

### COMPREHENSIVE PLAN

#### GENERAL

The Comprehensive Plan is a guiding document for the City of Kirkland because it establishes a vision, goals, policies, and implementation strategies for managing growth within the City’s Planning Area over the next 20 years. All regulations pertaining to development (such as the Zoning Code, Subdivision Ordinance, and Shoreline Master Program) must be consistent with the Comprehensive Plan. There are 17 framework goals that provide the basic structure of the document. The Transportation Element of the Plan focuses on how the transportation system should be developed. Specifically, the Plan’s framework goal 12 states:

*FG-12 Provide accessibility to pedestrians, bicyclists, and alternative mode users within and between neighborhoods, public spaces, and business districts and to regional facilities.*

#### From previous Non-motorized Transportation Plans:

The 1995 Plan contained the following Mission Statement:

#### *Mission Statement*

*To integrate non-motorized transportation throughout Kirkland as an essential element of our transportation system, recreation system and community.*

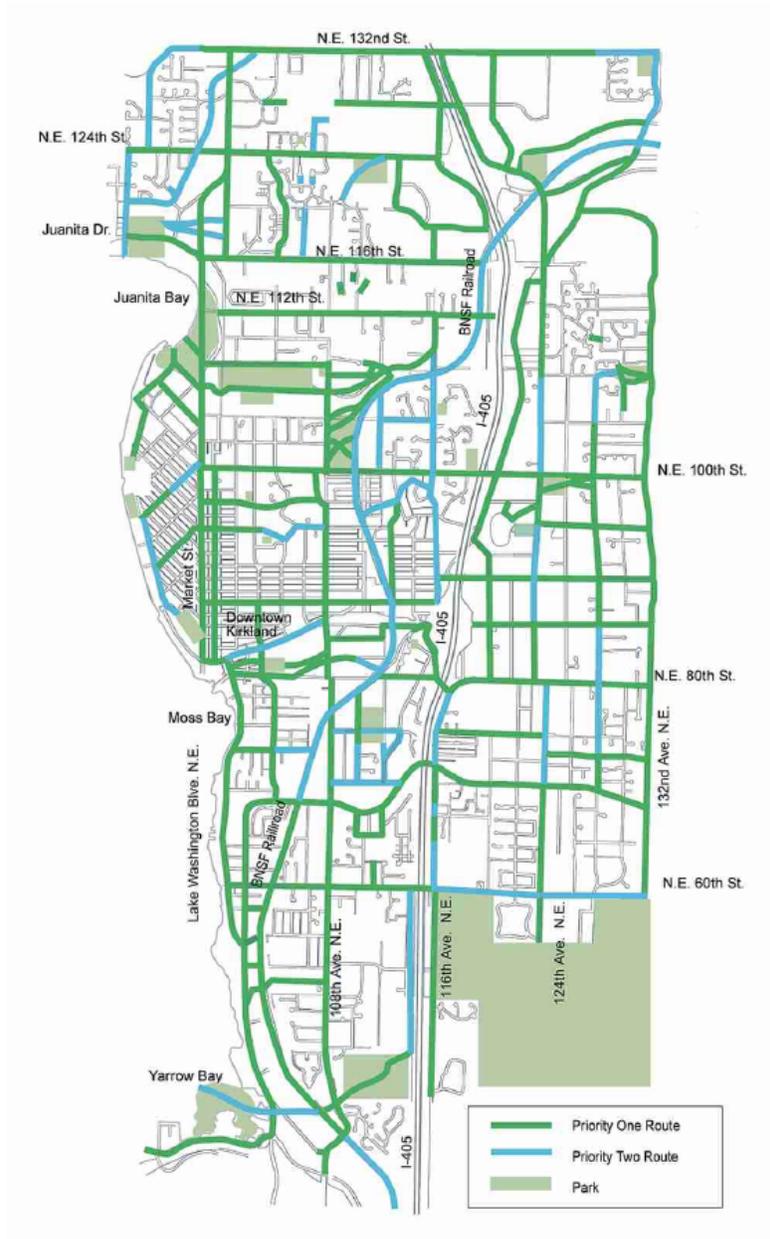
From the 2001 Non-motorized Transportation Plan

*“Priority One Corridors represent significant north-south and east west routes, both existing and potential. The spacing between Priority One Corridors is approximately 1/2-mile in the pedestrian system and approximately one mile in the bicycle system.”*

*“Priority two corridors represent the next level of importance in non-motorized transportation connectivity. These corridors are approximately ¼ mile apart in the pedestrian system and ½ mile apart in the bicycle system.”*

### Map 13 Priority Pedestrian Corridors from 2001 Plan

PRIORITY CORRIDOR NETWORK FOR PEDESTRIAN PLANNING  
Figure 4-1



## 4. PLANNING GUIDELINES



Within the Transportation Element there are several goals corresponding to the larger framework goal. The goal that most applicable to the Non-Motorized Plan is Goal T-2:

*Goal T-2: Develop a system of pedestrian and bicycle routes that forms an interconnected network between local and regional destinations.*

Each goal has underlying policies that are designed to support meeting the goal. Goal T-2's policies are as follows:

*Policy T-2.1: Promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Kirkland and connect to adjacent communities, regional destinations, and routes.*

*Policy T-2.2: Promote a comprehensive and interconnected network of pedestrian and bike routes within neighborhoods.*

*Policy T-2.3: Increase the safety of the non-motorized transportation system by removing hazards and obstructions and through proper design, construction, and maintenance, including retrofitting of existing facilities where needed.*

*Policy T-2.4: Design streets with features that encourage walking and bicycling.*

*Policy T-2.5: Maintain a detailed Non-motorized Transportation Plan (NMTP).*

These policies have been taken into account as the existing pedestrian and bicycle networks have been developed and as this Plan was prepared. The Transportation Element of the Comprehensive Plan calls for a mode split of 65% drive alone/35% transit, carpool, walking and cycling trip, for PM peak hour trips between work and home, by 2022. This is the plan's level of service standard for transit.

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## NEIGHBORHOOD PLANS

The Comprehensive Plan contains a separate neighborhood plan for each neighborhood. Each neighborhood plan identifies bicycle and pedestrian routes in that neighborhood. For most neighborhoods, the majority of these routes follow the priority routes in the 2001 Non-motorized Transportation Plan. Some plans have not been updated in over 20 years, others have been updated recently. There is not a uniform understanding of what designation in the neighborhood plan means or requires.

As discussed in the previous section, earlier versions of this plan used a priority network to help prioritize construction of walking and cycling facilities. These priority networks could be updated based on information from the neighborhood plans. Up to 3% of a project's possible total points could come from presence in a neighborhood plan under the Project Evaluation process (page 52). Additional points could be awarded if a project were on a priority network. The proposed system for ranking projects for construction (see Section 5) does not directly take neighborhood plans into account. On the other hand, the proposed bicycle network and the bicycle networks in the neighborhood plans are largely coincidental, especially on higher volume streets. The other important function the neighborhood plans provide is specification of pedestrian connections (see page 56).

## CAPITAL IMPROVEMENT PLAN

### GENERAL

Kirkland's Capital Improvement Program (CIP) is updated and approved by City Council every two years. It contains a list of projects that the City plans to construct over a six year period. Bicycle and sidewalk projects that involve a construction cost of more than \$50,000 are funded through the CIP (see Figure 22). For the period 1997-2007, almost \$900,000 per year was spent from the Capital Improvement Program on construction of sidewalks, crosswalk improvements, sidewalk maintenance and wheelchair ramps. This doesn't include improvements that were part of larger roadway projects or routine maintenance.

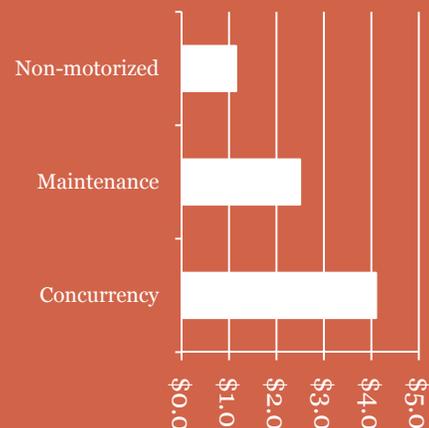
### PROJECT RANKING

Transportation projects can be divided into *concurrency projects*; those projects that are intended to provide capacity for automobiles in order to meet specific concurrency<sup>10</sup> targets, *maintenance projects* such as pavement overlay and *non-motorized projects*. Non-motorized projects are prioritized for funding using the Transportation Project Evaluation (see Appendix D). In 1995, the City Council adopted a set of criteria which was developed by a citizen advisory committee for evaluating and prioritizing transportation projects. The Transportation Project Evaluation, criteria also known as the ad-hoc criteria (because the committee that formed them was nicknamed the Ad-hoc Committee) were then used in the City's Capital Improvement Program for two years to prioritize all of the proposed transportation projects. After two full CIP prioritization processes, the City Council reconvened the original committee to ascertain whether or not the resulting CIP projects reflected the desired outcome of the committee.

After looking at the projects that were being funded in the CIP, the committee concluded that the projects did not provide enough recognition for school walk routes. As a result, the committee recommended, and the City Council approved, a modification to the criteria in May of 1998; the revised criteria gave additional points to sidewalk project proposals on identified school walk routes.

#### CIP Spending

Average annual spending in millions of dollars projected for 2009-2014 CIP.

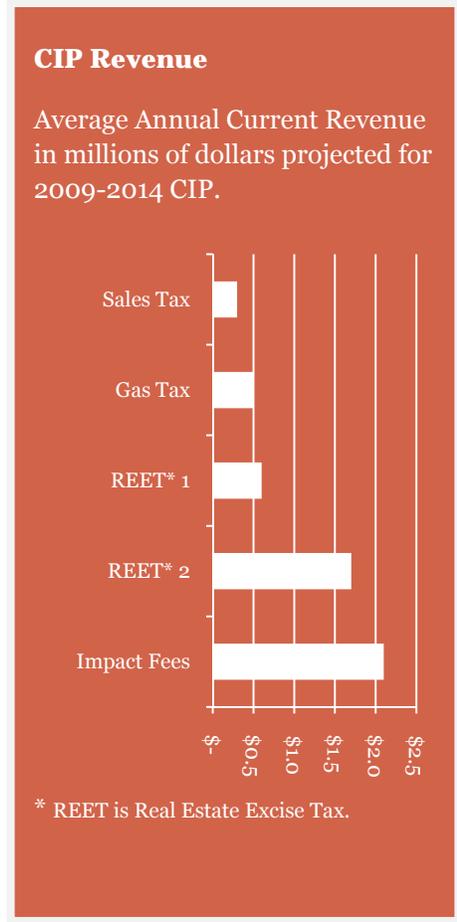


<sup>10</sup> Concurrency is a system which is intended to insure that auto capacity is built at a rate commensurate with the rate at which auto trips from new development are added.

These modifications were included in the Transportation Project Evaluation process and have been used by staff to rate non-motorized projects for placement on the priority list and ultimately in the CIP. Although it was originally developed to rank all types of “non-roadway” projects, the evaluation criteria is now used exclusively for sidewalk projects.

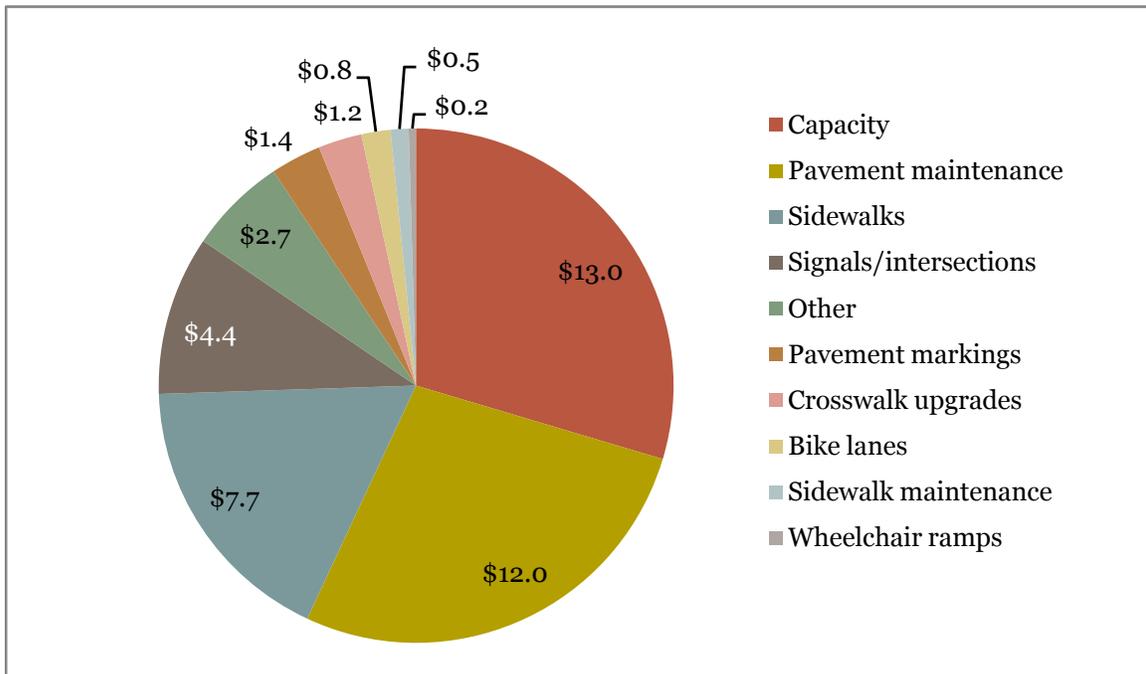
The system uses six factors to rank projects (see Figure 23). Each project may receive up to 100 points:

- **Fiscal (20 points possible)** What is the City’s ability to leverage funding with other sources? Can grants be secured to extend the “purchasing” power?
- **Plan Consistency (10 points possible)** How does the project compare with existing neighborhood or regional plans?
- **Neighborhood Integrity (15 points possible)** What are the impacts that this project will have on the neighborhood that it is proposed for?
- **Transportation Connections (15 points possible)** Will the proposed project fit into the network of the transportation system on a local/regional level? Are there nearby attractions that will be served by this proposed project?
- **Multimodal (20 points possible)** How does this project encourage alternate (non-single occupancy vehicle) forms of transportation?
- **Safety (20 points possible)** What are the existing conditions as compared to the improvements proposed by the project?

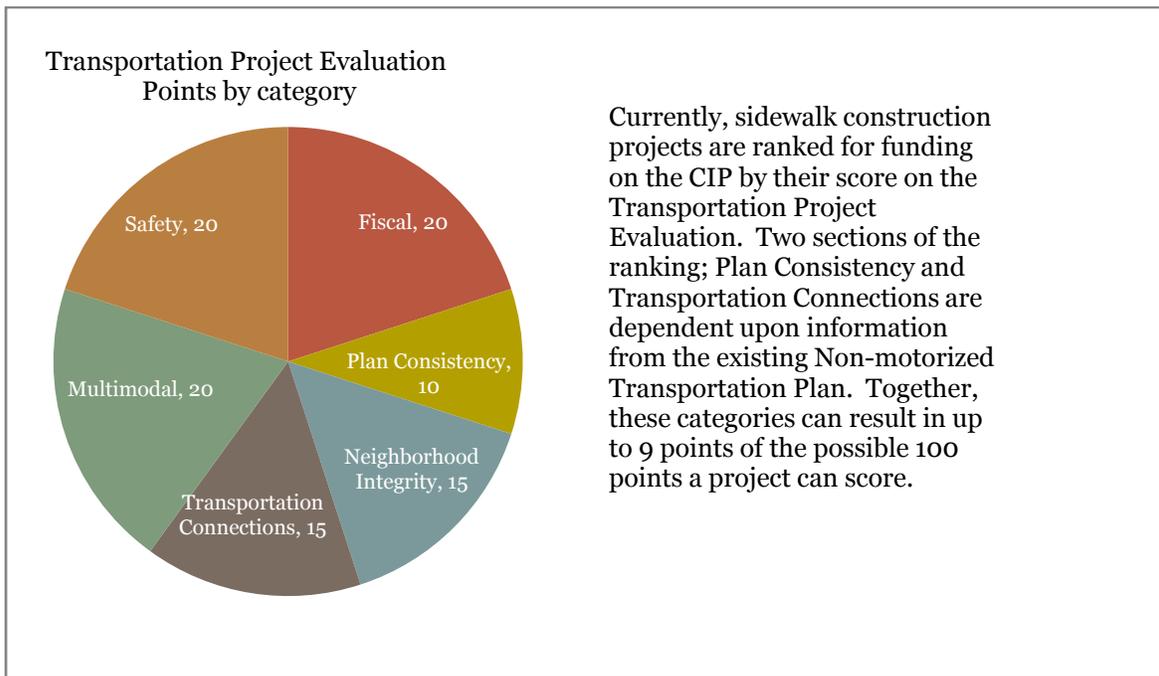


Inputs for project scoring include whether or not the proposed project is on a Priority 1 or Priority 2 route as described in the 2001 Non-motorized Plan. This factor enters into the scoring of both the Plan Consistency and Transportation Connections categories. As discussed in Section 5, this Plan substitutes an evaluation of the pedestrian accessibility for each street and other factors for the priority network.

**Figure 22 Cumulative CIP spending by transportation project type 1997-2007 (millions of dollars)**



**Figure 23 Relationship between previous plans and project evaluation**



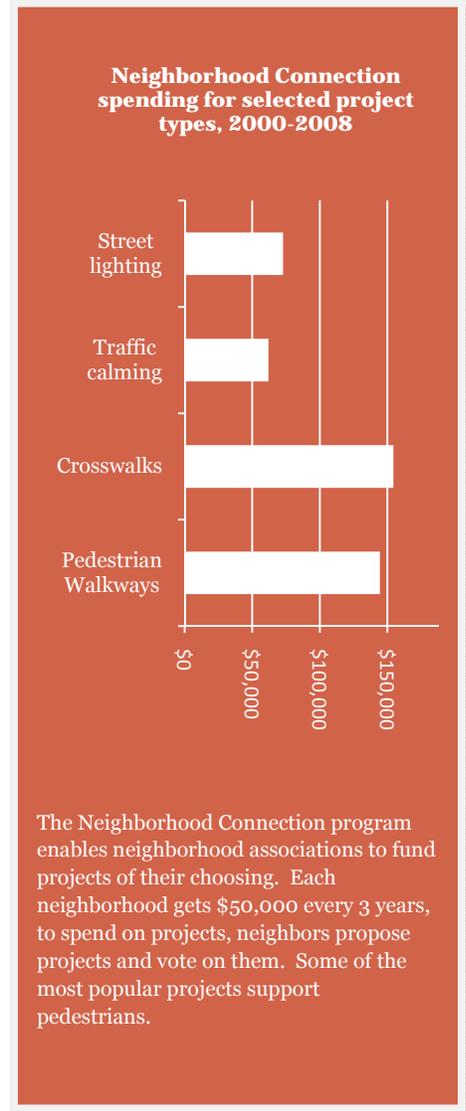
**OTHER PROJECTS**

In addition to projects specifically targeted for pedestrian or bicycle improvements, elements of benefit to walkers and cyclists are constructed through other roadway projects. For example, a street reconstruction project like the one that added a center turn lane on Slater Avenue north of NE 116th Street included bicycle lanes, sidewalks, planter strips, lighting and medians.

**Figure 24 Crosswalk near the Casa Juanita senior housing facility. The crosswalk improvement program funded new islands, lighting and signing.**



Whenever a street is scheduled for a pavement overlay, the adjacent sidewalk is evaluated. Any sidewalk that needs replacement is replaced and accessible sidewalk ramps are installed (see Table 6). This work is funded from the pavement maintenance budget.



**Table 6 Sidewalk and ramps constructed by pavement overlay program**

<i>YEAR</i>	<i>Feet of 5' sidewalk</i>	<i>Number of accessible ramps</i>
<b>2006</b>	2266	47
<b>2007</b>	516	43
<b>2008</b>	461	27

If there is an in-pavement light installation at a crosswalk where pavement is being overlaid, the maintenance program removes and reinstalls the lights after the pavement is repaired.

CIP funding supports a crosswalk improvement program. Recently, funding has been \$70,000 every two years. This funding has been used to improve install in-pavement flashers and overhead signing at uncontrolled crosswalks (see figure 24).

## DEVELOPMENT GUIDELINES

Kirkland's Zoning Code and Pre-approved Plans work together to describe when where and how non-motorized facilities are constructed in Kirkland. The Zoning Code describes *what* improvements must be made and the Pre-Approved Plans describe *how* improvements are to be made. Other sections of the Zoning Code specify other aspects of street design, for example districts where sidewalk width or planter strip width is required to be greater than usual.

### WHERE IS SIDEWALK REQUIRED?

Beginning in about 1985, builders of individual single family homes were not required to construct sidewalk along the frontage of their property. Instead, they signed a promise to fund future construction of the missing sections of sidewalk, called a concomitant agreement. This avoided construction of short "islands" of sidewalk. At the same time, the property owners were responsible for the cost of their sidewalk if the City "called" the concomitant within 15 years of its signing.

In 2000 as the concomitants began to reach their 15 year life, concomitant holders were given the choice to either build the sidewalk or sign a new 15 year agreement. The holders of concomitants felt this was unfair and the City Council agreed. While the issue was being studied, neither new concomitant agreements or new sidewalk were required.

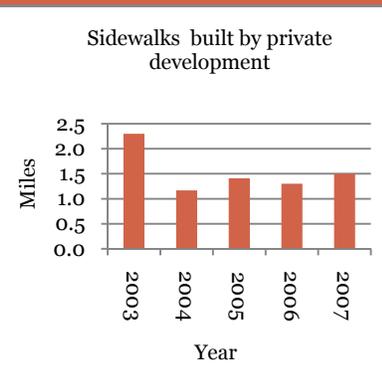
After studying the issue, The City Council decided to do away with new concomitants and require builders of individual single family homes to build the sidewalk when the home is built. Even if an existing house is demolished and rebuilt. This new policy took effect in January of 2005.

There are currently three cases where sidewalks are not required as a part of new development. The most common case is on dead-end streets less than 300' long. Another case is on local streets in the equestrian overlay area near Bridle Trails State Park. Beginning in 2005, residents could vote to wave the sidewalk requirement on their street.

This is the third case where sidewalk may not be required. City approval is required to enter into the voting process. Streets that make key pedestrian connections or that have the potential for a

### Spending on sidewalks

Over the last 5 years, private development has built 7.4 miles of sidewalk



**Figure 25 A path (in green) connects the cul-de-sac on the left with the street on the right**



substantial pedestrian trips or that are school walk routes are not eligible for the waiver process. Obtaining a waiver requires approval by 70% of the property owners on the street. This process is detailed in policy R-14 of the Pre-approved Plans.

## CONNECTING PATHS

All new subdivisions are reviewed for possible pedestrian connections. Two cul-de-sacs can be connected by such a path, for example. These connections provide handy shortcuts for walkers and cyclists (see Figure 25) and sometimes allow them to avoid busy streets. Sometimes these connections are required in place of road connections. Because the need for connections depends on the context of the location and existing conditions, they are required on a case-by-case basis. Some of the neighborhood plans in the Comprehensive Plan describe connections that should be made (see page 51). The Kirkland Municipal Code authorizes the Public Works Department to require easements to be granted by developers. This same authority also allows the City to require sidewalks along private streets that connect with each other.

## STREET WIDTHS

Chapter 110 of the Kirkland Zoning Code *Required Public Improvements* contains standards for how streets and sidewalks are to be developed. Chapter 110 describes street cross-sections and when facilities such as sidewalks and bicycle lanes are to be constructed within the right-of-way.

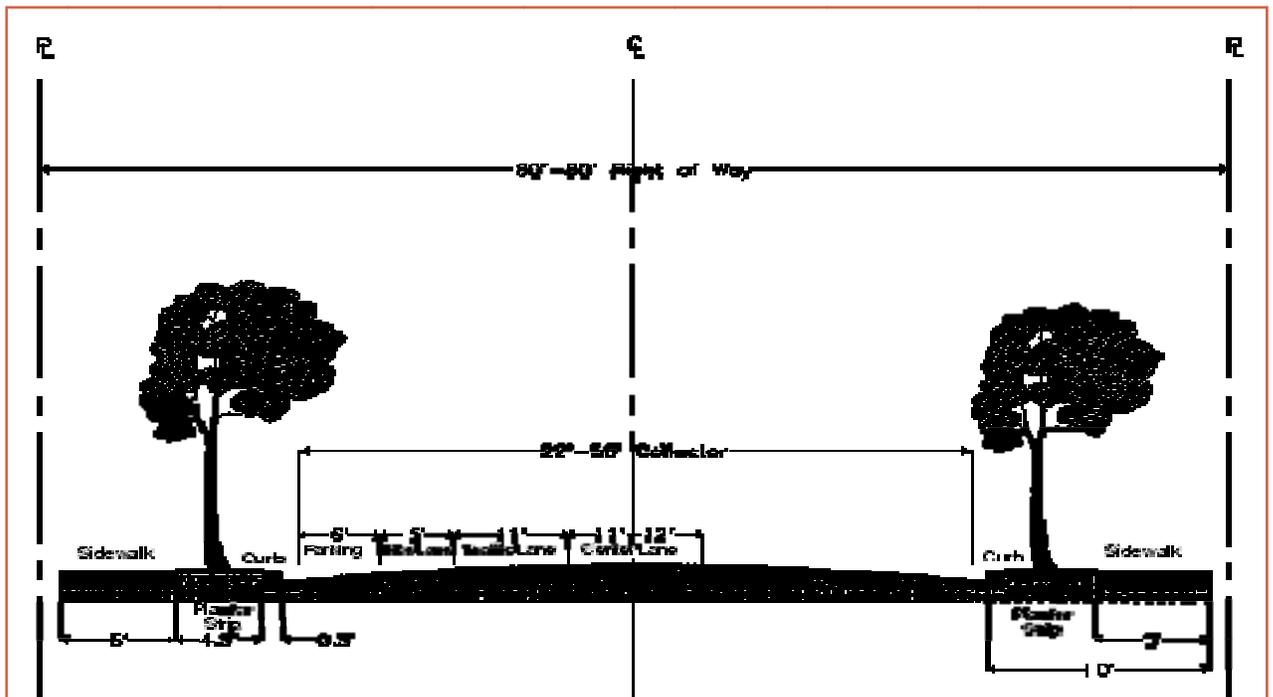
Local streets are 20', 24' or 28' wide (see Table 9). The width and cross-section elements on arterials and collectors are determined by the Public Works Director. For some streets; NE 132nd Street, NE 85th Street, 120th Avenue NE, 124th Avenue NE and 132nd Avenue NE, cross-sections are established in the Pre-Approved Plans. Other sections of the Zoning Code specify other aspects of street design, for example districts where sidewalk width or planter strip width is required to be greater than usual.

**Table 7 Size and requirement for common street elements**

Elements	Size	Required
<b><i>Sidewalks</i></b>	5' on most streets, 8' or 10' or other in business districts as identified in the zoning code, 7' on NE 85th Street.	Always except on short dead end streets and equestrian zones. Can sometimes be waived by residents on local streets.
<b><i>Planter strip between curb and sidewalk</i></b>	4.5' with 5' sidewalks, no planter strips on wider sidewalks.	Always, but planter strip requirement can be waived or modified if terrain is too steep.
<b><i>Bicycle lanes</i></b>	5' wide minimum with curb and gutter, 4' minimum with no curb.	Formerly on 2001 Non-motorized Transportation Plan priority routes, now on bicycle network when auto volume over 5000 vehicles per day.
<b><i>Parking</i></b>	6' wide minimum, 7' typical.	Case by case. Usually allowed both sides of street
<b><i>Auto travel lanes</i></b>	10' wide minimum, 11' typical.	Case by case depending on volume and street function.

**Table 8 Common local street widths**

<i>Common local street widths</i>		
<i>Curb face to curb face width</i>	<i>Parking allowed</i>	<i>Common application</i>
<b>20'</b>	Yes, one side only	Shorter, low volume
<b>24</b>	Yes, two sides	Standard
<b>28</b>	Yes, two sides	Higher volume, multi-family applications

**Figure 26 Example of an illustration from Chapter 110 of the Kirkland Zoning Code**

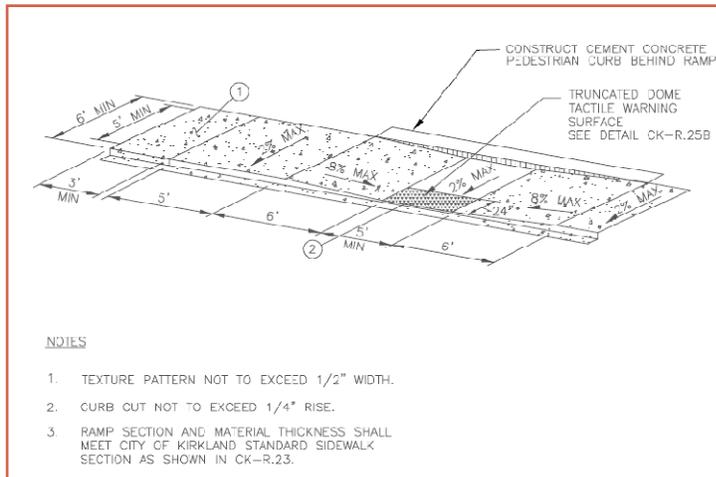
Recent research<sup>11</sup> shows that car lanes 10' wide do not have negative safety impacts as compared to wider lanes. Using 10' wide lanes often makes striping bicycle lanes possible on streets that would otherwise not accommodate them. Table 8 shows common sizes for various street elements.

## PRE APPROVED PLANS

The City of Kirkland's Pre-Approved Plans describe common details of common construction projects. They exist to assure consistency across projects and to make plan preparation easier. The Pre-Approved Plans describe specifications for the placement and construction of items such as, driveway ramps in sidewalks, street tree wells, curbs and gutters and street lights. The Pre-Approved plans also contain policies on such items as driveway locations, signing, paving and right-of-way widths. The City's Public Works Department administers the Pre-Approved Plans.

<sup>11</sup> *Relationship of Lane Width to Safety for Urban and Suburban Arterials*, Potts, Harwood, and Richard. Transportation Research Record 2023, Transportation Research Board.

**Figure 27 Sample drawing from Pre-approved Plans showing how to construct a mid-block sidewalk ramp**



## STREET DESIGN GUIDELINES

*Design Guidelines for Pedestrian Oriented Business Districts* sets forth a series of design guidelines, adopted by Section 3.30 of the Kirkland Municipal Code, that are used by the City in the design review process. The Design Review Board uses these guidelines in association with the Design Regulations of the Kirkland Zoning Code. Figure 28 is a page from the Design Guidelines that illustrates its contents.

## CROSSWALK REVIEW

As a result of the 2003 study of crosswalk safety by the Transportation Commission, the following principles were developed for establishment of uncontrolled crosswalks in Kirkland.

1. The North Carolina ranking system is valid. Therefore, all other things being equal, crosswalks are improved in the order: N then P then C. Within a particular category, crosswalks are ranked for improvement by traffic volume, then by number of lanes and then by speed limit. No ped crossings are placed on routes with vehicular volumes of greater than 30,000 without a signal.
2. Crosswalks that have any pedestrian crashes in the past five years and three or more crashes in the past 10 years are a crash problem and rate higher for removal or for improvement.
3. All other things being equal, crosswalks that make connections to routes on the pedestrian network as described in the Non-Motorized Plan should be considered for improvement first.
4. School crosswalks are only on accepted school walk routes. SN, SP and SC crosswalks are treated as non-school N, P and C crosswalks respectively. Favor improvements on school routes.
5. Improved crosswalk spacing on arterials of 1200' or less is desirable and a general minimum is 400'.
6. Lighting at crosswalks should be analyzed and a plan for improvement should be developed independent of other improvements.
7. Basic improvements beyond lighting are applied in the order 1) islands 2) flashing crosswalks 3) overhead signs 4) signals (half, full, etc).
8. All N rated crosswalks should have at least an island. If an island is not feasible, the crosswalks should be seriously considered for removal. Only if removal is not feasible should improvements other than an island be considered first.
9. Removal is an option if technical and non-technical factors are met.
10. Warrants for pedestrian signals are driven by gaps, not necessarily by the MUTCD volume warrants.

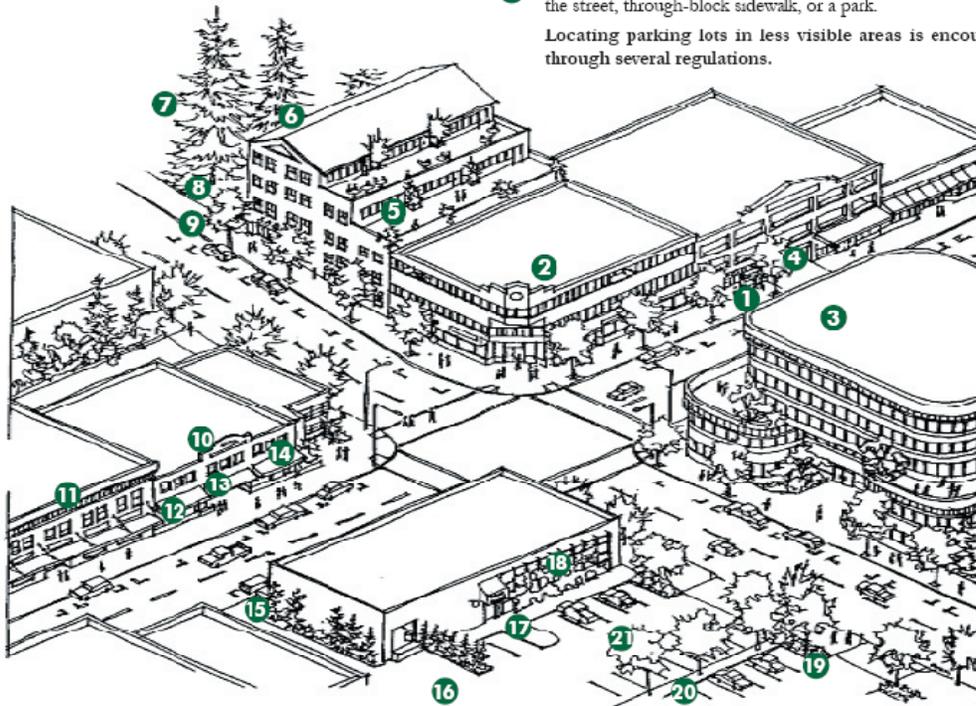
## Figure 28 Page 2 of the Design Guidelines for Pedestrian Oriented Business Districts

### Kirkland Design Guidelines

The drawing below illustrates many of the design Guidelines described in this appendix

- 1 Pedestrian plazas and places for vendors encouraged through several regulations.
  - 2 Buildings on corner lots may be required to incorporate an architectural or pedestrian-oriented feature at the corner. Many options are possible including plazas, artwork, turrets, curved corners, etc.
- Special architectural requirements placed on use of concrete block and metal siding.
- 3 "Architectural scale" requirements direct large buildings to fit more comfortably with neighboring development. This example employs building setbacks, decks, curved surfaces, and recessed entries to reduce appearance of building mass.
  - 4 Parking garages on pedestrian-oriented streets or through-block sidewalks may incorporate pedestrian-oriented uses or pedestrian-oriented space into front facades.
- Street trees required along certain streets.
- 5 Human scale features such as balconies or decks, bay windows, covered entries, gable or hipped rooflines, multiple paned windows, or pedestrian-oriented space may be required.
  - 6 More flexible method of measuring building height on slopes.
  - 7 New policies regarding tree protection and enhancement of wooded slopes. Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.

- 8 Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.
  - 9 Standards are set for pathway width, pavement, lighting, and site features on required major pathways and public properties.
  - 10 A building cornerstone or plaque may be required.
  - 11 Covering up existing masonry or details with synthetic materials is restricted.
  - 12 Ground story facades of buildings on pedestrian-oriented streets or adjacent to parks may be required to feature display windows, artwork, or pedestrian-oriented space.
  - 13 Pedestrian weather protection required on pedestrian-oriented streets.
  - 14 Architectural detail elements such as decorative or special windows, doors, railings, grillwork, lighting, trellises, pavements, materials, or artwork to add visual interest may be required.
- Size of parking lots abutting pedestrian-oriented streets may be restricted.
- 15 Quantity and locations of driveways are regulated.
  - 16 Visible service areas and loading docks must be screened.
  - 17 Provision for pedestrian circulation is required in large parking lots.
  - 18 Blank walls near streets or adjacent to through-block sidewalks must be treated with landscaping, artwork, or other treatment.
  - 19 Screening of parking lots near streets is required.
  - 20 Standards for curbs, signing, lighting, and equipment are set for parking lots.
  - 21 Internal landscaping is required on large parking lots visible from the street, through-block sidewalk, or a park.
- Locating parking lots in less visible areas is encouraged through several regulations.



## PEDESTRIAN AND CYCLIST COUNTS

In late September and early October of 2008, the Washington State Department of Transportation contracted with the Cascade Bicycle Club to count the number of pedestrians and cyclists throughout Washington. The Washington Department of Transportation (WSDOT) Bicycle and Pedestrian Documentation Project is a statewide effort sponsored by WSDOT, conducted in conjunction with the National Bicycle and Pedestrian Documentation Project. Six locations in Kirkland were included in the survey, which was performed by volunteers (see Table 9). This data should be replicated and improved upon in future years as noted in Goal G2.

**Table 9 Cyclist and Pedestrian counts, fall 2008**

Site	date	Cyclists heading					Pedestrians heading				
		North	South	East	West	Total	North	South	East	West	Total
<b>AM</b>											
<b>1</b>	9/30	5	12	8	0	<b>25</b>	6	20	33	33	<b>92</b>
<b>2</b>	No Data										
<b>3</b>	9/30	2	7	0	0	<b>9</b>	0	1	0	0	<b>1</b>
<b>4</b>	10/1	0	0	10	8	<b>18</b>	0	0	17	14	<b>31</b>
<b>5</b>	9/30	0	0	11	7	<b>18</b>	0	0	20	4	<b>24</b>
<b>6</b>	10/2	0	0	8	4	<b>12</b>	0	0	5	17	<b>22</b>
<b>PM</b>											
<b>1</b>	10/2	7	4	0	2	<b>13</b>	26	14	9	21	<b>70</b>
<b>2</b>	10/2	36	21	0	0	<b>57</b>	58	55	0	0	<b>113</b>
<b>3</b>	No Data										
<b>4</b>	10/1	0	0	5	5	<b>10</b>	0	0	16	6	<b>22</b>
<b>5</b>	No Data										
<b>6</b>	10/2	1	5	3	5	<b>14</b>	6	3	5	9	<b>23</b>

Site 1 -100th Avenue NE South of NE 132nd Street

Site 2 -Market Street north of Central Way

Site 3 -116th Avenue NE north of Kirkland/Bellevue city limit (south of NE 41st street)

Site 4 -NE 70th Street west of 122nd Avenue NE

Site 5 -NE 100th Street on pedestrian/bicycle bridge over I-405

Site 6 -NE 116th Street west of 124th Avenue NE

AM count period 7:00-9:00, PM count period 4:00-6:00. PM at Site 6, 5:30-6:30

## WASHINGTON STATE DEPARTMENT OF TRANSPORTATION PLAN

The Washington State Department of Transportation recently completed an update to the *State Bicycle Facilities and Pedestrian Walkways Plan*<sup>12</sup>. State law (RCW 47.06.100) calls for the Washington State Bicycle Facilities and Pedestrian Walkways Plan to include strategies for improving connections, increasing coordination, and reducing traffic congestion. It also calls for an assessment of statewide bicycle and pedestrian transportation needs.

Because I-405 is the only route in Kirkland which is maintained by the State, the major impact of State projects in Kirkland is at interchanges with I-405. These interchanges are important because they are some of the most difficult locations for biking and walking in Kirkland. Funding for these projects is not driven by needs for pedestrian and bicycle facilities, but updated bicycle and pedestrian facilities are included when they are built. There is currently a funded plan to complete the reconstruction of the NE 116th interchange and to add a new interchange at NE 132nd Street. Both of these projects will improve facilities for walking and biking in the vicinity of those interchanges. Because of their physical proximity, reconstruction and modernization of the NE 85th and NE 70th Street interchanges is envisioned in the I-405 Master Plan<sup>13</sup> as a single project. It is not currently funded.

## TRAFFIC CONTROL DURING CONSTRUCTION

Provision of safe passage for pedestrians and cyclists is an important part of traffic control through construction work zones. The necessary level of the control depends on several factors. One is the functional classification of the road on which work is being performed. Arterials require the highest level of planning and control. Higher volume collectors require more control than do low volume collectors and local streets. The level of pedestrian and cyclist use on the facility under construction is also a factor that determines the sophistication necessary in a traffic control plan. Finally, the duration of the construction is also factored into work zone planning; short duration work does not require as much as longer term projects do. The *Manual on Uniform Traffic Control Devices*<sup>14</sup> serves as a guide for designing work zone traffic control. Construction zones can be barriers to pedestrians and this is addressed in Objective G6.1.

## OTHER PROGRAMS

### POLICE DEPARTMENT PEDESTRIAN STINGS

Police crosswalk stings are targeted at drivers that violate crosswalk laws. A police officer dressed in plain clothes enters the crosswalk when drivers are far enough from the crosswalk to have adequate stopping distance and notice. If drivers do not stop for the crossing officer, other officers on motorcycles are positioned so that they can easily stop and cite the offending motorist. The Kirkland Police Department runs stings several times a year.

## 7 HILLS OF KIRKLAND

<sup>12</sup> The plan is available at [www.wsdot.wa.gov/BIKE/PDF/BikePedPlan.pdf](http://www.wsdot.wa.gov/BIKE/PDF/BikePedPlan.pdf)

<sup>13</sup>The Washington State Department of Transportation has more information on the I-405 projects and plans at [www.wsdot.wa.gov/Projects/I405/](http://www.wsdot.wa.gov/Projects/I405/)

<sup>14</sup> A full version of the Manual is available at [www.muted.fhwa.dot.gov](http://www.muted.fhwa.dot.gov)

*Seven Hills of Kirkland*<sup>15</sup> is a cycling event which raises funds for Kirkland Interfaith Transitions in Housing. It begins and ends in Marina Park and draws over 1000 cyclists to Kirkland each Memorial Day. The route includes portions of Market Street, Lake Washington Boulevard, NE 70th Street and 116th Avenue NE.

### WALK YOUR CHILD TO SCHOOL WEEK

Each fall, the Kirkland Public Works Department sponsors Walk Your Child to School Week. Kirkland is part of the nationwide event<sup>16</sup> aimed at encouraging children to try walking to school and to recognize those who walk throughout the school year. Each elementary school organizes their own events and one day during the week, hosts City elected officials and staff to help celebrate walking to school.

**Figure 29 Walk your child to school week at AG Bell School**



### BIKE TO WORK MONTH

The Cascade Bicycle Club sponsors Bike to Work Month each May. One Friday of the month is designated as Bike to Work Day, and commuter stations are set up all over the region, including at Marina Park in Kirkland. The Kirkland station is manned by City of Kirkland staff, at least one interested citizen and a technician from a local bicycle shop. Snacks and prizes furnished by Cascade are distributed to riders who choose to stop. In 2008, over 200 cyclists visited the Kirkland station.

### ACTIVE LIVING TASK FORCE

The Active Living Task Force (ALTF), created in 2007, is comprised of residents, representatives from community agencies and local businesses, along with City staff. The vision for ALTF is community design, services and programs to enhance our quality of life by making it safe, enjoyable and easy for everyone to be physically active in their daily lives. The mission of the ALTF is to advise Kirkland policy makers, advocate and provide support for local strategies aimed at promoting community-enriched physical activity as an integral part of everyone's daily life.

### SENIOR STEPPERS

The Kirkland Parks and Community Services Department manages the Senior Steppers program. The program was developed to encourage otherwise sedentary adults age 50+ to walk regularly for fun and fitness. Each year 170-200 participants, ranging in age from 48 to 96 register to walk with the "Kirkland Steppers". They range in ability from long-time walkers to those who are just beginning to seek regular. Walkers are given a bright fluorescent program t-shirt and on any given Tuesday and Thursday throughout the summer, a sea of brightly-clad walkers roam the streets of downtown Kirkland and neighborhood parks. Many of the walkers continue to walk together throughout the year, rain or shine.

**Figure 30 Senior Steppers**



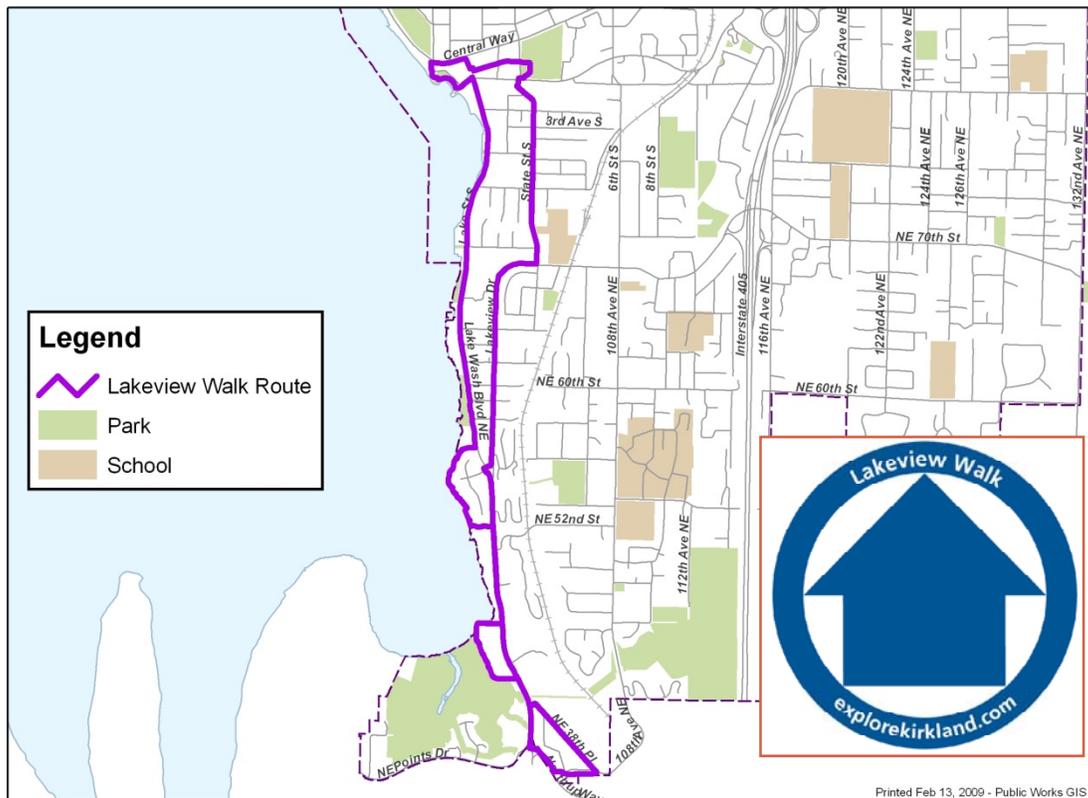
<sup>15</sup> More information about the 7 Hills event can be found at [www.7hillskirkland.org/](http://www.7hillskirkland.org/)

<sup>16</sup> More information about the national walk your child to school program can be found at [www.walktoschool.org/](http://www.walktoschool.org/)

## SIGNED WALKS

The Lakeview walk is a signed route that forms a loop in the southwest area of Kirkland (see Map 14). It passes along the lakeshore and in through the Lakeview and Moss Bay neighborhoods, from the city's southern boundary to downtown. Wayfinding arrows direct pedestrians along the route. The route was designed by the Interlaken Trailblazers Volkssport Club<sup>17</sup> and is also a Volksmarch walk. Additional walks with coordinated wayfinding are planned for other parts of the city.

**Map 14 The Lakeview walk route. Special signs (lower right) guide walkers along the route**



## COMMUTE TRIP REDUCTION PROGRAMS

The State of Washington's CTR law requires large employers to institute programs to encourage employees to walk, bicycle carpool and use the bus to get to work. At any given time, there are between 10 and 20 such employers in Kirkland including Evergreen Healthcare, Kenworth Truck and City of Kirkland. Some employers offer cash payments to those who walk or bicycle and some have less generous benefits. The City of Kirkland contracts with King County Metro Transit to support CTR employers in Kirkland. Metro fills this role with other cities as well, and has access to a wide range of resources to draw upon to help employers meet their goals.

<sup>17</sup> More information about the Interlaken Club can be found at <http://www.ava.org/clubs/interlaken/>

## TRAFFIC CALMING

Severity of pedestrian injuries is closely linked to the speed of the vehicles involved, with the potential for death rising steeply as vehicle speeds pass 30 mph. Research shows that it is not possible to significantly change travel speeds by changing the posted speed limit. In 1993, Kirkland started a formal program for neighborhood traffic control in an attempt to reduce speeds on local streets. In response to citizen requests and with the support of neighbors, traffic control devices such as speed cushions, chokers and small traffic circles have been built in almost every neighborhood. Traffic calming on arterials usually takes the form of radar signs that provide information to drivers about their speed in real time. Although pedestrians have widely supported traffic calming, some cyclists have reported difficulty with certain types of traffic control devices. The main complaint is that the devices force cars into space normally occupied by cyclists. Traffic calming devices are located on low volume streets and the reduced speed of cars is helpful to cyclists.

## COMPLETE STREETS ORDINANCE

At the prompting of the Cascade Bicycle Club, the City of Kirkland enacted Washington's first Complete Streets ordinance in September 2006. The City Council asked the Transportation Commission to develop an ordinance for Council's consideration. After a brief period of working with the bicycle club, an ordinance satisfactory to all was proposed by the Commission and passed enthusiastically by City Council. Passage of the ordinance did not result in major changes in the way projects were designed and constructed because the City of Kirkland has been using a Complete Streets approach for a number of years. However, codification of this commitment is helpful to further institutionalize consideration of all users.

## STAFFING

## TRANSPORTATION COMMISSION

The Transportation Commission is one of the several Boards and Commissions that is appointed by the City Council. The Transportation Commission is unique

**Figure 31 Traffic calming devices in neighborhoods slow traffic but sometimes require cyclists and drivers compete for the same space.**



### Complete Streets

**Section 19.08.055 of the Kirkland Municipal Code is Kirkland's "complete streets" ordinance.**

- (1) Bicycle and pedestrian ways shall be accommodated in the planning, development and construction of transportation facilities, including the incorporation of such ways into transportation plans and programs.
- (2) Notwithstanding that provision of subsection (1) of this section, bicycle and pedestrian ways are not required to be established:
  - (a) Where their establishment would be contrary to public safety;
  - (b) When the cost would be excessively disproportionate to the need or probable use;
  - (c) Where there is no identified need;
  - (d) Where the establishment would violate comprehensive plan policies; or
  - (e) In instances where a documented exception is granted by the Public Works Director. (Ord. 4061 § 1, 2006)

because its bylaws specifically call for appointment of transportation experts to some of the board positions. Seven commissioners serve four year terms. The Commission also has a youth member that serves a 2 year term. The Commission usually meets once a month and deals mostly with transportation policy issues. Information about the Commission and its upcoming meetings is posted on the City website (Boards and Commissions>Transportation Commission)

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## PUBLIC WORKS DEPARTMENT

Staffing for walking and cycling programs is a responsibility shared in part by every City Department. Most programs are coordinated by the Public Works Department including planning, design, construction, operation and maintenance of walking and cycling facilities.

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## KIRKLAND WALKS TEAM

The Kirkland Walks team was formed in 2007 and is made up of representatives from the Police, Parks, Public Works, Information Technology and City Manager's Departments. The purpose of the team is to develop programs to increase pedestrian safety. Members of the group have worked together to produce several videos that run on Kirkland's community television channel. Each of the videos has won one or more awards.

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## INTERAGENCY PARTNERSHIPS

The City of Kirkland has good communications with its neighboring jurisdictions on matters of cycling and pedestrian planning. Representatives from Kirkland, Redmond and Bellevue held joint meetings to coordinate development of their non-motorized transportation plans. The three cities regularly confer on regional transportation issues such as reconstruction and operation of I-405 and SR 520.