

## Active Transportation Plan DRAFT Scope of Work

### Preliminary Vision Statement:

The 2019 update of the ATP will support the implementation of the City of Kirkland's Vision Zero commitment, seek to build high quality bicycle and pedestrian networks for people of all ages and abilities that will connect people to destinations and transit and seek to improve how Kirkland is both a walk and bike friendly community.

### ATP Pre-Assessment/ Existing Conditions (in-house)

- Bike facility inventory and condition (with updated definitions)
- TMP policy/ implementation analysis
- Crash Analysis
- Sidewalk, crossings and pedestrian infrastructure (sidewalk condition analysis has been completed a year or so ago)
- Bike Parking inventory

### Bicycle Network Update (consultant)

#### Update Bike Network

- Integrate neighborhood greenways into the network and assess needed changes to the network
  - Based on new development, future transit changes, community input
- Conduct analysis to identify major challenges, potential changes to the network
  - Facility type by speed and volume, topography, crash data, KTIP and CIP projects
- Fold in any insight from neighborhood planning work

#### Set criteria for bike network implementation

- Identify high priority gaps (access to transit, to and through activity centers, connections to CKC)
- Identify key locations for bike intersection treatments, adding runnels to staircases
- Identify an implementation strategy that outlines how to complete the network
  - re-paving and restriping programs
  - Identify CIP / development opportunities
  - Major projects that require additional grant funds.

Bike parking program (identify needs, plan for implementing improvements, opportunities for secure bike parking that facilitates transit access)

### Pedestrian Networks and Infrastructure Implementation (consultant)

- High priority areas (activity centers, access to transit)
- Policy analysis (walking routes - sidewalks same side of street or both sides, high density residential development with driveways, high density commercial development – other sidewalk uses and high-density pedestrian use)
- Identify opportunities and potentially major projects
- Build upon the 10-minute neighborhood body of work and KTIP analysis of transit walk-sheds

### Addressing Both Walk and Bike (combination of in-house/ consultant)

- Count program recommendations (how to increase counts, additional facility types, etc.)
- Update pre-approved plans to align with best practices
- Increase Kirkland's Walk and Bike Friendly community rating
- Wayfinding
- Identify recommended measures for monitoring implementation