

DRAFT 2015 TMP and 2009 ATP Bicycle and Pedestrian Implementation

Building upon the 2009 Active Transportation Plan and the 2015 Transportation Master Plan, 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.

Building on the 2009 ATP and the 2015 TMP, where are we now?

CKC: ATP Goal G1. Develop the Cross-Kirkland Trail

Plan	Objective, Policy, Strategy or Action		Current Status	Proposal Moving Forward	Implementation / Planning Activity	
TMP	Pol T-1.5	Build world class CKC with ample connections	<ul style="list-style-type: none"> • Kirkland built first segment built on ERC • A world class bridge is funded and soon to be under construction • 22 neighborhood access points were created in addition to existing roadway access 		<ul style="list-style-type: none"> • improve existing connections (adding runnels to staircases, etc.) 	<ul style="list-style-type: none"> • CKC emergent projects opportunity fund • Neighborhood Safety Program • Totem Lake Connector • CIP Program (general) and grants • School Walk Route program • ATP Update • Regional coordination in general (ERC) • CKC/ Reg Trails Principal Staff Team/ Regional Trails Coalition • Coordination with ERC policies and implementation strategies
					<ul style="list-style-type: none"> • increase ADA access to the corridor and ADA parking, ensure equitable access for underserved populations • provide wayfinding along the corridor 	
ATP	Obj G1.1	Be the first to build a segment of the ERC	<ul style="list-style-type: none"> • 5 sets of staircases that include runnels for bike access 		<ul style="list-style-type: none"> • improve connections to schools as part of School Walk Routes 	
					<ul style="list-style-type: none"> • discuss amending hours trail is open and allowing e-bikes on trails 	

Safety:

ATP Goal G2. Reduce crash rates; ATP Goal G5. Improve safety for people crossing streets;
 TMP Goal T-0 Safety: By 2035 eliminate all transportation related fatal and serious injury crashes in Kirkland

Plan	Objective, Policy, Strategy or Action	Current Status	Proposal Moving Forward	Implementation / Planning Activity	
TMP	Pol T-0.1	Develop Vision Zero (VZ) Safety Plan	Staff have begun scoping this plan	 <ul style="list-style-type: none"> • Complete and implement multi-disciplinary and innovative VZ plan 	Vision Zero
ATP	Obj G2.1	Reduce crash rates involving cyclists and pedestrians	Pedestrian and cycling related crashes increased between 2010 - 2015 but reduced between 2015 and 2017	 <ul style="list-style-type: none"> • identify additional pedestrian and ADA improvements needed • plan and implement a bike network that serves people of all ages and abilities 	<ul style="list-style-type: none"> • Vision Zero • Suggest a Project and other public input • Active Transportation Plan Update • Safer Routes to School Action Plans • Citywide Connections
TMP/ ATP	Pol T-1.7, Obj G5.1 and 2	Improve street crossings, reduce pedestrian crashes at signalized intersections, plan for improved safety at crosswalks	Implemented engineering solutions: <ul style="list-style-type: none"> • added lighting at 72 intersections • added 17 of RFB's (8 of these on school walk routes) • added 15,250 linear miles of new sidewalks 	 <ul style="list-style-type: none"> • improve or provide additional pre-approved plans based on best practice guidance 	<ul style="list-style-type: none"> • Complete Streets Ordinance implementation • Active Transportation Plan Update
				 <ul style="list-style-type: none"> • initiate and promote inclusive bike and pedestrian safety education and encouragement campaigns within schools, neighborhood levels, senior community, etc. to support the goal of Vision Zero 	<ul style="list-style-type: none"> • Vision Zero • Safer Routes to School Action Plans
TMP	Pol T-1.1	Improve the safety of walking in Kirkland.		 <ul style="list-style-type: none"> • continue Road Safety Audits in necessary areas and formalize process 	Vision Zero
ATP	Obj G5.5	Perform pilot Road Safety Audit and identify other locations	completed pilot Road Safety Audit and have identified other locations		Vision Zero

Walking:

ATP Goal G3. Add facilities for pedestrians, ATP Goal G6. Remove physical barriers to walking,
 TMP Goal T-1 Walking: Complete a safe network of sidewalks, trails and crosswalks where walking is comfortable and the first choice for many trips.

Plan	Objective, Policy, Strategy or Action		Current Status		Proposal Moving Forward	Implementation / Planning Activity
TMP, ATP	Pol T-1.2, Obj G6.1	Identify and remove barriers to walking, Reduce the number of sidewalk obstructions.	<ul style="list-style-type: none"> • Sidewalk barrier and obstructions are removed opportunistically with projects or, based on community complaints, when possible. • Sidewalk condition survey finished • Have a 'suggest a project' map 		Identify barriers to the pedestrian system	<ul style="list-style-type: none"> • Active Transportation Plan Update • Citywide Connections
TMP, ATP	Pol T-1.3, Obj G3.2	Make getting around on foot intuitive, Plan and install a pedestrian wayfinding system.	<ul style="list-style-type: none"> • Staff has scoped out improved wayfinding for the CKC • Greenways also includes wayfinding • Lake Front Project is supposed to include wayfinding for Lake Washington Loop 		<ul style="list-style-type: none"> • Sync various wayfinding programs and implement at various levels • develop pedestrian / bike and neighborhood connections map for website 	Active Transportation Plan Update
TMP	Pol T-1.4	Support all the goals in the TMP when planning and implementing pedestrian facilities.	<ul style="list-style-type: none"> • Neighborhood Safety Program was established in 2014 • TMP criteria is being used for pedestrian facilities in these programs: Neighborhood Safety Program, prioritize school walk routes • Completion of Totem Lake Enhancement Plan 		<ul style="list-style-type: none"> • Develop a prioritization framework for pedestrian improvements for non-school walk routes • Using TMP criteria as a baseline for citywide connections 	<ul style="list-style-type: none"> • Active Transportation Plan Update • Citywide Connections
ATP	Obj G3.1, 3.3	Complete sidewalk on one side of all principal and minor arterials and improve lighting at uncontrolled crosswalks on higher volume streets	<ul style="list-style-type: none"> • Neighborhood street light program has \$200k for 47 lights at crossings on high volume streets. All but 4 have been installed or are in the queue, the remaining expected in 2019 (CIP and PSE). • Additional crossings on high volume streets have been identified or are in the process 		<ul style="list-style-type: none"> • Complete remaining sidewalk network on arterials. • Assess completeness of arterial sidewalk network for same side of street • Assess threshold for sidewalk requirements for single family developments 	<ul style="list-style-type: none"> • Active Transportation Plan Update • Neighborhood Safety Program • School Walk Route Program
ATP	Obj G6.2	Develop ADA Transition Plan	<ul style="list-style-type: none"> • Pre/ Self - Assessment Complete • Overlay program is upgrading ADA ramps on all arterial streets where there is an overlay (levy report and CIP) • DT ADA parking has been identified and the first stalls are being added as part of striping program • \$100k per year ADA annual project in CIP • Developers required to improve ADA 		<ul style="list-style-type: none"> • ADA Implementation Plan is underway • prioritize pedestrian network improvements for ADA 	ADA Implementation Plan Update
TMP	Pol T-1.5	Create a plan for a Promenade along portions of the shore of Lake Washington.	Study is funded in 2020 CIP. In the interim, a host of safety projects are being implemented		Move forward with Promenade study in 2020.	Promenade Study

Bicycling:

ATP Goal G7. Improve on-street bicycle facilities; ATP Goal G8. Make bicycling more convenient

TMP Goal T-2 Biking: Interconnect bicycle facilities that are safe, nearby, easy to use and popular with people of all ages and abilities.

Plan	Objective, Policy, Strategy or Action		Current Status		Proposal Moving Forward	Implementation / Planning Activity
TMP/ ATP	Pol T-2.2, Obj G7.1, G7.2	Create new and improve existing on-street bike facilities, complete marking and capital improvements to the bicycle network	<ul style="list-style-type: none"> • 67% of the 2015 planned bicycle network is complete • more bike lanes have been buffered or widened • updated bike facility types and working with GIS to better track 		<ul style="list-style-type: none"> • Inventory the bike network for condition • Update bike network to coordinate with transit service changes, for all ages and abilities • Prioritize where improvements are needed and create plan to fill remaining bike network gaps designing for people of all ages and abilities • build new facilities with best practice standards 	Active Transportation Plan Update
TMP/ ATP	Pol T-2.1, Obj G8.4	Make bicycling safer, add pavement markings at signalized intersections	Engineering efforts have been implemented to improve the bike network at intersections, at crossings and driveways.		Identify locations for improvement and continue to improve bike facilities at intersections	Active Transportation Plan Update
TMP	Pol T-2.3	Build a network of greenways	<ul style="list-style-type: none"> • Neighborhood Greenways Guide for Implementation was adopted • The first two greenways will be constructed in 2019 	 	<ul style="list-style-type: none"> • Continue to build out greenways network • Incorporate greenways network into planned bicycle network 	<ul style="list-style-type: none"> • Greenways Program • Active Transportation Plan Update
TMP/ ATP	Pol T-2.5, Obj G8.1	Make it easy to navigate the bicycle network, plan and install a bicycle wayfinding system	Staff has scoped out wayfinding and improved wayfinding for the CKC, greenway wayfinding, Lake Front wayfinding		Sync various wayfinding programs and implement a wayfinding system at various levels: regional (CKC/ERC & Lake Washington Loop), activity centers	Active Transportation Plan Update
TMP	Action T-1.2.5, T-2.2.1	Recognize bicycle design guidelines (such as NACTO) and adopt them into pre-approved plans	<ul style="list-style-type: none"> • Council has endorsed best practice guidance when Complete Streets was adopted • New and improved bike infrastructure has been built according to best practice since the adoption of the TMP 		<ul style="list-style-type: none"> • review and revise preapproved plans and other design guidelines based on council endorsed best practice guides from CS ordinance 	<ul style="list-style-type: none"> • Active Transportation Plan • Vision Zero
TMP	Pol T-2.4	Implement elements and programs that make cycling easier (referenced bike share).	<ul style="list-style-type: none"> • Council approved 1-year pilot bike share program 		Expected May 2019 launch	Bike share launch

Access to Schools: ATP Goal G4. Increase the number of children who use active transportation to travel to and from school
 TMP Goals of Walking, Biking and Safety

Plan	Objective, Policy, Strategy or Action		Current Status		Proposal Moving Forward	Implementation / Planning Activity
TMP	Pol T-1.6	Make it safe and easy for children to walk to school and other destinations.	<ul style="list-style-type: none"> • 8 RFB's have been added on school walk routes • 97% of sidewalks on one side of school walk routes (on collector or arterial streets) have been completed 		Complete sidewalks on all school walk routes	<ul style="list-style-type: none"> • Citywide Connections • Safer Routes to School Action Plans • Vision Zero
ATP	Obj G4.1	Complete sidewalk on one side of all school walk route segments of all arterials and collector streets				
TMP/ ATP	Pol T-7.5	Work closely with the Lake Washington School District/ develop a project at one or more elementary schools to encourage and increase more children to walk and bike to school.	<ul style="list-style-type: none"> • Participating schools for pilot phase of SchoolPool program include Thoreau Henry David Elementary School, Juanita Elementary School, Finn Hill Middle School • Funded one-year position for 2019 to develop safe routes to school plan for all schools in Kirkland 		<ul style="list-style-type: none"> • Increase the number of schools that participate in the SchoolPool program or adopt a Safe Routes to School (SRTS) program • Conduct outreach with schools and parent groups about SRTS and provide information for how schools can start their own program and activities 	<ul style="list-style-type: none"> • Vision Zero • Safer Routes to School Action Plans

Programmatic Elements and Monitoring: Within various goals across both plans

Plan	Objective, Policy, Strategy or Action		Current Status		Proposal Moving Forward	Implementation / Planning Activity
TMP/ ATP	Action T-1.1.1, Obj G2.2	Develop a program to count pedestrian volume in a manner that is meaningful for measuring safety trends, Develop a reliable and accurate measure of pedestrian and cyclist volumes.	Regular counts are conducted on the CKC. Other pedestrian and bike counts are conducted every other year.		<ul style="list-style-type: none"> Utilize the count program to measure safety and volume trends Establish criteria for where counts should be located Increase the number and frequency of counts based on various facility types (protected bike lanes for example) 	<ul style="list-style-type: none"> Active Transportation Plan Update Vision Zero
ATP	Obj G5.4	Monitor performance of “take it to make it” pedestrian flags.	The flags designs were updated to be more intuitive and this has had success with awareness. A volunteer program was also established.		Maintain the pedestrian flag program DT.	David
TMP	Action T-1.1.2	Integrate efforts between the Public Works and Police Departments to ensure timely reporting and accurate cataloging of crash data.	<ul style="list-style-type: none"> Crash data is now downloaded to Crossroad Analytics analysis software On-line reporting of near-misses (on-line police department page) 		Crash analysis software will be useful for assessing safety needs for Vision Zero	Vision Zero
ATP	Obj G2.3, G2.5	Increase the number of people walking and cycling through programs that focus on encouragement and education. Add or improve an encouragement element each year.	<ul style="list-style-type: none"> The city hired a transportation program coordinator GreenTrip since 2014 SchoolPool is now in three pilot schools first Bike to School month in 2018 participated in walk to school week (Oct) 		<ul style="list-style-type: none"> Expand SchoolPool Kirkland wide Expand other education and encouragement programs 	Vision Zero