

Goal/Objective/Strategy			Comment
Goal G1: Develop the Cross Kirkland Trail			
Objective 1.1	By 2015, open a section of the CKT on the ERC		
	Strategy 1.1.1	Keep track of process	Have not been proactive in acquisition process. County Executive and Port elections may have impact on future action.
Goal G2: Reduce Crash Rates			
Objective 2.1	Reduce rates by 10% between 2010 and 2015		
	Strategy 2.1.1	measure effects	
Objective 2.2	Develop a reliable and accurate measure of pedestrian and cyclist volumes by 2011		
	Strategy 2.2.1	Establish annual count program	
	Strategy 2.2.2	Partner with WSDOT or volunteers	Working with Cascade bicycle club
	Strategy 2.2.3	Expand count program each year	Exploring use of tube counters and flashing crosswalk counters
Objective 2.3	Add or improve an encouragement program each year		
	Strategy 2.3.1	Build on existing maps, signed walks, etc	Produced walking map
	Strategy 2.3.2	Get funding for above strategy	Funded mainly through tourism
Objective 2.4	Add or improve an education program each year		
	Strategy 2.4.1	Build on existing videos etc	Working with Cascade bicycle club to get data into and

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			out of the bike wise program. Working with youth on fall time change project
	Strategy 2.4.2	Get funding for above strategy	
Goal G3: Add faciiliites for pedestrians			
Objective 3.1	By 2016, complete sidewalk on one side of all arterials		
	Strategy 3.1.1	Use criteria in the plan to select projects.	
Objective 3.2	Plan and install ped wayfinding system		
	Strategy 3.2.1	Prepare plan and priorities	
	Strategy 3.2.2	Install 50%	
	Strategy 3.2.3	Complete installation	
	Strategy 3.2.4	Grant funding and cooperation w/region	
Goal G4 Increase the number of children who use active transportation to travel to and from School			
Objective 4.1	Complete sidewalk on one side of all school walk route segments of all arterials and collector streets by 2019		
	Strategy 4.1.1	Select projects for CIP funding using criteria in this Plan	
	Strategy 4.1.2	Council will establish a School Walk Route "set-aside" program with sufficient funding to insure completion of Objective	

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Objective 4.2	Complete sidewalk on one side of highest priority school walk route segments of all arterials and collector streets by 2016.		
	Strategy 4.2.1	Convene a group of elementary school representatives to identify highest priority segments for each school	
	Strategy 4.2.2	Using the ranking system in this plan, select projects for CIP funding.	
	Strategy 4.2.3	Council will establish a School Walk Route "set-aside" program with sufficient funding to insure completion of Objective	
Objective 4.3	Develop a project at one or more elementary schools to increase the number of children walking to that school by 10% by 2014.		
	Strategy 4.3.1	Select school measure walking rate	Walking rates will be measured at all schools as part of "making the connection" grant.
	Strategy 4.3.2	Secure grant funding	
	Strategy 4.3.3	Social marketing to determine barriers	
	Strategy 4.3.4	Implement program	

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Objective 4.4	Determine interest in active transportation and implement appropriate programs at Kirkland Jr. High, Lake Washington High School and Juanita High School by 2010		
	Strategy 4.4.1	Meet with group of parents and students at KJHS and student groups at high schools to discuss opportunities for active transportation	
	Strategy 4.4.2	Develop set of possible improvements/programs to increase active transportation based on interest.	
	Strategy 4.4.3	Secure funding as needed and implement findings from strategy G4.4.2	
Goal G5 Improve safety for people crossing streets			
Objective 5.1	Develop a plan for implementing safety improvements at crosswalks.		
	Strategy 5.1.1	conduct a review of crosswalks using the new Guidelines for Pedestrian Crossing Treatments document	

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	Strategy 5.1.2	Develop recommendations for consideration by the Transportation Commission and the City Council.	
Objective 5.2	Implement programs specifically targeted at reducing pedestrian crashes at signalized intersections		
	Strategy 5.2.1	Investigate the Pedestrian Intersection Safety Index as a means for evaluating the safety of crossings at signalized intersections.	
	Strategy 5.2.2	Develop recommendations for consideration by the Transportation Commission and the City Council.	
	Strategy 5.2.3	Pursue funding opportunities for Social Marketing campaigns to increase the number of walkers that look for turning vehicles at signalized intersections.	
Objective 5.3	Improve lighting at all uncontrolled crosswalks on higher volume streets where lighting is currently below average.		
	Strategy 5.3.1	Propose a set of projects to improve lighting at locations that are below average based on 2007 consultant study	Have not completed this objective

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	Strategy 5.3.2	Consider funding of lighting in next and future CIP programs.	
	Strategy 5.3.3	Pursue outside funding to improve lighting.	Applied for grant funding for lighting downtown.
Objective 5.4	Monitor performance of "take it to make it" pedestrian flags		
	Strategy 5.4.1	Continue the measurement of Pedestrian Flag usage in downtown each March/April.	Measurements made by volunteers in 2009.
	Strategy 5.4.2	Compare measurements to target goal of 40% usage by March/April 2010.	Usage is flat or down slightly
	Strategy 5.4.3	Pursue outside funding opportunities to offset costs of current program.	Grant funding is hard to come by to fund existing programs.
Objective 5.5	Perform pilot road safety audit		
	Strategy 5.5.1	Conduct a Road Safety Audit at the intersection of NE 116th Street and 98th Avenue NE.	RSA scheduled for 9/22
	Strategy 5.5.2	Compile the results of the audit, formulate recommendations for actions.	
	Strategy 5.5.3	Complete actions/propose CIP projects as appropriate.	
	Strategy 5.5.4	Identify other locations that could benefit from Road Safety Audits	
Goal G6 Remove physical barriers to walking			

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Objective 6.1	Reduce the number of sidewalk obstructions due to brush, debris, sidewalk maintenance, construction projects and waste/recycling containers.		
	Strategy 6.1.1	Develop a measure of the number of obstructions.	This is more difficult than we thought
	Strategy 6.1.2	Examine the process through which obstructions are identified and cleared.	Improvements to the trim process have been implemented
	Strategy 6.1.3	Prepare a set of improvements to that process including a specific goal for reduction in obstructions for consideration by the Transportation Commission.	
Objective 6.2	Develop an ADA Compliance Plan		
	Strategy 6.2.1	Prepare a plan for consideration by the Transportation Commission and adoption by the City Council.	
Goal G7 Improve on-street bicycle facilities			
Objective 7.1	Complete all marking-related improvements to the bicycle network by 2011.		
	Strategy 7.1.1	Strategy G7.1.1 Prepare a design for the various projects.	Completed design on 2009 projects plus 100th Street from NE 124th to NE 132nd Streets. Also applied for grant funding, but did not receive it.
	Strategy 7.1.2	Add projects to CIP pavement marking contract.	Completed projects on 120th Ave NE 116th to NE 118th Street, 116th Avenue City limits to NE 60th

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			Street (northbound), 116th Avenue ~12600 block to NE 128th Street (northbound)
	Strategy 7.1.3	Through the pavement maintenance program, restripe inside lanes on multi-lane arterials to 10' wide.	Restriped inside lanes to 10' on NE 124th Street from 108th Avenue to 100th Avenue
Objective 7.2			
	Complete all construction-related improvements to the bicycle network by 2018.		
	Strategy 7.2.1	Program improvements from the construction related list by way of the CIP	
Goal G8: Make bicycling more convenient			
Objective 8.1	Plan and install bicycle wayfinding system by 2013		
	Strategy 8.1.1	Prepare plan and priorities	Basically complete
	Strategy 8.1.2	Install 50%	
	Strategy 8.1.3	Complete installation	
	Strategy 8.1.4	Grant funding and cooperation w/region	Received grant funding in partnership with Bellevue, Redmond, Issaquah and Bothell. Countywide non-motorized
Objective 8.2	Improve the way bicycle parking is codified by 2010.		
	Strategy 8.2.1	Modify the pre-approved plans to include a standard for bicycle racks and their installation.	

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	Strategy 8.2.2	Change the Zoning Code to require bicycle parking as a part of standard right-of-way improvements.	
Objective 8.3	Add 10 new two-position bicycle parking racks in downtown Kirkland and 10 in other commercial areas of the city by 2014.		
	Strategy 8.3.1	Identify potential locations and design for racks including a public involvement process.	
	Strategy 8.3.2	Secure funding.	
	Strategy 8.3.3	Complete installation of racks.	
Objective 8.4	Add pavement markings at signalized intersections to indicate where cyclists should stop in order to activate the signal.		
	Strategy 8.4.1	Implement a pilot program of marking at eight signalized intersections as a part of the City's standard pavement marking program.	Pilot locations completed.
	Strategy 8.4.2	Identify final locations where markings are needed.	
	Strategy 8.4.3	Based on results of the pilot project, modify pre-approved plans to include markings as part of standard installations at traffic signals.	As a result of SB 5482, detection markings are now required at most locations as

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	Strategy 8.4.4	Install 50% of markings.	
	Strategy 8.4.5	Install 100% of markings.	
Objective 8.5	Reduce the amount of debris in on-street bicycle lanes.		
	Strategy 8.5.1	Develop a measure for the amount of debris.	Not completed
	Strategy 8.5.2	Review the sources of debris and their causes. Explore measures that can be used to reduce the amount of debris from these causes. Review best practices from other agencies.	
	Strategy 8.5.3	Prepare a set of recommendations including a specific goal for reduction of debris for consideration by the Transportation Commission and adoption by the City Council.	