						continuous	by a date	grants/funding	annual	CIP cycle	one time					
						2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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													
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													
		Strategy 2.2.3	Expand count program each year													
	Objective 2.3	Add or improve an encouragement program each year														
		Strategy 2.3.1	Build on existing maps, signed walks, etc													
		Strategy 2.3.2	Get funding for above strategy													
	Objective 2.4	Add or improve an education program each year														
		Strategy 2.4.1	Build on existing videos etc													
		Strategy 2.4.2	Get funding for above strategy													
Goal G3	Add faciliites 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 chiclren 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													
	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													
		Strategy 4.3.2	Secure grant funding													
		Strategy 4.3.3	Social marketing to determine barriers													
		Strategy 4.3.4	Implement program													
	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													
		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													
		Strategy 5.3.2	Consider funding of lighting in next and future CIP programs.													
		Strategy 5.3.3	Pursue outside funding to improve lighting.													
	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.													

		Strategy 5.4.2	Compare measurements to target goal of 40% usage by March/April 2010.													
		Strategy 5.4.3	Pursue outside funding opportunities to offset costs of current program.													
	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.													
		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															
	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.													
		Strategy 6.1.2	Examine the process through which obstructions are identified and cleared.													
		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 facilites															
	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.													
		Strategy 7.1.2	Add projects to CIP pavement marking contract.													
		Strategy 7.1.3	Through the pavement maintenance program, restripe inside lanes on multi-lane arterials to 10' wide.													
	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													
		Strategy 8.1.2	Install 50%													
		Strategy 8.1.3	Complete installation													
		Strategy 8.1.4	Grant funding and cooperation w/region													
	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.													
		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.													
		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.													
		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.													
		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.													