

Giving mobility to Kirkland's vision					
Vision component	Improve Safety Reduce crash and injury rates for auto, ped and bike crashes	Allow reasonable auto congestion Provide a basic level of auto mobility	Preserve and maintain existing investments Make sure infrastructure is in good condition and that you don't spend too much over time by waiting too long to fix things.	Provide auto alternatives Develop facilities and programs that support and encourage travel by foot, bike, carpool and transit	Be a wise and respected regional partner
Related Comprehensive Plan framework goal		FG-14 Plan for a fair share of regional growth, consistent with State and regional goals to minimize low-density sprawl and direct growth to urban areas FG-13 Maintain existing adopted levels of service for important public facilities.		FG-5 Protect and preserve environmentally sensitive areas, and a healthy environment FG-10 Create a transportation system that allows the mobility of people and goods by providing a variety of transportation options. FG-9 Provide accessibility to pedestrians, bicyclists, and alternative mode users within and between neighborhoods, public spaces, and business districts and to regional facilities.	FG-15 Solve regional problems that affect Kirkland through regional coordination and partnerships. I-405 master plan Council position on 520
Policy support/inspiration	First priorities are safety and preservation & maintenance	ITS Plan Land use vision Citizen survey	First priorities are safety and preservation & maintenance	Climate change goals CTR ordinance/Plan Active Transportation Plan Downtown plan	Metro Policy/ ST Policy Tolling/Pricing Policy Participate in regional processes. Balance the good of the region with protection of Kirkland's interests
Things we can do <i>Traditional CIP element in italics</i>	Programs from ATP Small improvements to signals/driveways Crosswalk improvements	Build capacity projects Construct ITS components	Pavement traffic signals Pavement marking Sidewalks	Build sidewalks Build bicycle facilities Support CTR and TMP employers Land use that supports transit Limiting/pricing parking Neighborhood Traffic Control Program Other demand management programs	Influencing transit service decisions Decisions on I-405 about managed lanes Tolls on SR 520 Kirkland ferry BNSF right of way/Cross Kirkland trail
Measures that could go on report card	Accident rates of various types	How much of the road network is built Some measure of congestion Define reasonable congestion levels Need a concurrency program that supports the vision What projects are acceptable and affordable Should capacity projects continue to have most of the capital funding?	Specific PCI values Efficient and reliable traffic signals Sidewalk conditions No systematic investment for capital signal upgrades Pavement condition is close to significant degradation Find the appropriate long term balance between cost and condition Need policy support	Some kind of mode split Meet CTR goals Amount of Transit service Implement strategies in the ATP Need transit service goals Unlike concurrency, no requirements for investing in improvements	How do you measure performance
Issues/questions					

