

Commute Trip Reduction Implementation Plan Update: 2015–2019

Jurisdiction: KIRKLAND

Goals, targets and other performance measures

See Goal and Target Worksheet (attached).

Strategies

What specific steps and strategies will you implement to meet your goal? Please include (a) policies and regulations, (b) services and facilities, and (c) marketing and incentives.

Kirkland Vision

The City of Kirkland comprehensive plan transportation vision is to provide a safe, well maintained and extensive systems of roads, bicycle routes, pedestrian paths, and transit corridors for all users that interconnect neighborhoods and connect to the region. Kirkland understands that we cannot feasibly build our ways out of congestion. Therefore, the comprehensive plan supports plans and policies that support and promote convenient transit service and alternative transportation modes and program to provide a viable alternative to driving that reduce impacts to the environment.

Comprehensive Plan Transportation Concept

- ❖ *Support a transportation system and related government and private actions that promote all viable forms of transportation.*
- ❖ *Ensure consistency between land use, transportation planning and implementation.*
- ❖ *Support a transportation system that can be sustained over the next 50 years.*
- ❖ *Actively build and maintain partnerships locally, regionally and nationally, to further our transportation goals.*

Comprehensive Plan Transportation Goals and Policies

The goals and policies helps to support a multi-modal transportation system that is effective and sustainable. Furthermore, they help to increase non-drive alone trips (NDAT) and reduce vehicle miles of travel (VMT) and greenhouse gas (GHG) emission.

The goals and policies within the Kirkland Comprehensive Plan are the major framework of the Transportation Master Plan. These goals and policies give staff direction to implement strategies to help meet the city Transportation Demand Management (TDM) goals. Furthermore, the policies give staff direction to support and improve pedestrian, bicycle, transit facilities and other viable transportation infrastructure and programs that provide transportation options which will support the City's TDM efforts to help the State meet its Commute Trip Reduction (CTR) goals.

Goal T-1 Walking - Complete a safe network of sidewalks, trails and crosswalks where walking is comfortable and the first choice for many trips.

Policy T-1.1. Identify and remove barriers to walking

- Making facilities accessible to all users
- Projects that remove barriers to historically underserved populations such as low income and senior populations should be prioritized.
- Connections between cul-de-sacs and dead end streets that remove barriers to pedestrian travel should be planned and implemented

Policy T-1.2. Make getting around Kirkland on foot intuitive.

- A complete wayfinding system for pedestrians complements and makes a sidewalk and trail network more functional.

Policy T-1.3. Prioritize, design and construct pedestrian facilities in a manner that supports the pedestrian goal and other goals in the Plan.

- Link to Land Use— choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high.
- Connect to the Cross Kirkland Corridor—make numerous strong links to the CKC.
- Make Connections— give high priority to projects that fill gaps by connecting existing sidewalks.
- Connect to Transit—complete walkways that allow easy access to transit, particularly regional transit.

Policy T-1.7 Improve street crossings

- Link to Land Use—prioritize crossings on routes with sidewalks that expand and enhance walkability or that otherwise help achieve Kirkland's land use goals. Improvements in the Totem Lake Urban Center should be given priority.
- Connect to the Cross Kirkland Corridor—improve crossings on routes that lead to or are near the CKC.
- Connect to Transit—give priority to crosswalks that allow easy access to transit, particularly regional transit, including near stops or at locations where multiple routes converge.
- Community input—continue to involve the community in deciding where crosswalks should be located and improved.

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

Policy T-2.2 Create new and improve existing on-street bike facilities.

- Improve safety - consider safety history and the potential to reduce conflicts.
- Link to Land Use - make connections to local and regional destinations and trails with particular emphasis on the CKC and the Totem Lake Urban Center.
- Fill gaps in the network and evenly fill in the network – prioritize projects that add geographic balance to the network or fill gaps between completed portions of the network. Consider

routes on both sides of I-405 because of the impact of 405 as a barrier for east-west connections and the limited number of north-south arterials.

- Connect to Transit - give higher priority to bicycle connections that lead to locations on the regional transit network.

Policy T-2.4 Implement elements and programs that make cycling easier

- Kirkland should implement policies that remove barriers to bike sharing including facilitating the location of bike share stations throughout the City. Bikeshare should complement transit, with stations at transit centers and hubs.
- High-use cycling routes should be given more priority for bicycle friendly signal timing, street sweeping, paving repair and other maintenance activities.

Policy T-2.6 Make the Cross Kirkland Corridor an integral part of the bicycle network and connect it to the region.

Goal T-3 Public Transportation - Support and promote a transit system that is recognized as a high value option for many trips.

Policy T-3.1 Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.

Policy T-3.2 Support safe and comfortable passenger facilities.

Policy T-3.3 Integrate transit facilities with pedestrian and bicycle networks.

Policy T-3.4. Support Transportation Demand Management in Kirkland particularly at the work sites of large employers and other locations as appropriate in order to meet adopted goals for non-drive alone trips .

Policy T-3.5. Require new developments to establish appropriate Transportation Demand Management Plans.

Policy T-3.6 Pursue transit on the Cross Kirkland Corridor

Policy T-3.8 Partner with transit providers to coordinate land use and transit service (see Partner policy T-7.2)

Goal T-4 Motor Vehicles - Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.

Policy T-4.2 Use Intelligent Transportation Systems (ITS) to support optimization of roadway network operations.

- Increase transit speed and reliability; person throughput
- Parking management

Goal T-5 Link to Land Use - Create a transportation system that supports Kirkland's land use plan.

Policy T-5.1 Focus on transportation system developments that expand and improve walkable neighborhoods.

- The prioritization of transportation improvements should be weighted toward those projects that expand or enhance connections within 10 minute neighborhoods (see Land Use chapter of Comprehensive Plan). These could include building missing sidewalks within such neighborhoods or creating new trails that expand high quality walkable neighborhoods. (See Policy T-1.3)
- These areas should serve as focal points for local and regional transit service and should include high quality passenger environments. (See Policy T-1.4)

- Similarly, bicycling should be easy and comfortable for a wide range of users in and between 10 minute neighborhoods. (See Policy T-2.2, T-2.3)
- Based on the vision for the Comprehensive Plan, street improvements to add vehicle capacity should be designed to facilitate walking, biking and transit as well.

Policy T-5.2 Create a transportation network that supports economic development goals.

- All transportation improvements should be evaluated in terms of their ability to support economic development. In addition to street improvement projects that build capacity for new commercial development, examples of projects that support economic development include bicycle parking improvements that bring bicycle customers to local businesses, transportation demand programs that make it easier for employees to get to work by a variety of modes.

Goal T-6 Be Sustainable – As the transportation system is planned, designed, built, maintained and operated, provide mobility for all using reasonably assured revenue sources while minimizing environmental impacts.

Because roughly half of greenhouse gas emissions are transportation related, it is virtually impossible to meet adopted climate change goals without changing the way we travel. Electric vehicles may be one way that technology can help meet this challenge. Auto-based transportation is also a primary contributor to water and air pollution. It is increasingly being recognized that active transportation like walking and bicycling can play important roles in promoting public health in a community.

Sustainability also encompasses accessibility of transportation. The transportation system should be accessible and provide benefit to all users throughout Kirkland regardless of mobility, vision, hearing and cognitive capabilities.

Policy T-6.1 Balance overall public capital expenditures and revenues for transportation.

- Fundamental to Kirkland's transportation vision is the concept that Kirkland's transportation system is multimodal. Therefore, all types of projects contribute to the capacity of the transportation system and therefore, are eligible for impact fees. Because of this, impact fee calculations should be based on person trips rather than vehicle trips.

Policy T-6.3 Support modes that are energy efficient and that improve system performance

- Bicycling and walking may be the most efficient transportation modes available and consistent with other policies in this plan, those modes should be supported. Over the next 20 years, energy efficiency of other modes and transportation related elements will be improved, this may include improvements to auto and truck technology, transit alternatives or more energy efficient street lighting systems. Kirkland's Transportation network should support these innovations. Intelligent Transportation Systems can help reduce auto delay and stops thereby reducing energy use and improving system performance.

Policy T-6.6 Create an equitable system that provides mobility for all users.

Policy T-6.7 Implement transportation programs and projects in ways that prevent or minimize impacts to low-income, minority and special needs populations.

Goal T-7 Be an Active Partner - Coordinate with a broad range of groups; public and private to help meet Kirkland's transportation goals.

Policy T-7.1 Play a major role in development of Sound Transit facilities in Kirkland

- Connecting the Totem Lake Urban Center, downtown Kirkland and the 6th Street Corridor with the regional transit system is Kirkland's primary interest for regional transit.
- Bus Rapid Transit and light rail are the preferred modes and the preferred route is the Cross Kirkland Corridor. However, Bus Rapid Transit operating in Express Toll Lanes on I-405 may be the first Regional High Capacity Transit link serving Totem Lake.
- It is important that such any system travels through the Urban Center, and includes connections to all parts of Kirkland, particularly Downtown and the 6th Street Corridor. Rebuilding freeway interchanges, fixed guideway connections, people movers using the Houghton and Kingsgate Park and Rides are ways by which this may be accomplished.
- The City sees Transit Oriented Developments (TOD) as essential for its continued growth and economic development, with the Totem Lake Urban Center at the heart of this goal. This includes both TOD on publically owned land, such as the Kingsgate P&R, but also TOD on privately owned land.

Policy T-7.5 Work closely with the Lake Washington School District to encourage more children to walk and bike to school.

Policy T-7.6 Coordinate multi-modal transportation systems with neighboring jurisdictions.

Goal T-8 Transportation Measurement - Measure and report on progress toward achieving goals and completing actions.

Policy T-8.1 Use a multi-modal plan based concurrency method to monitor the rate at which land use development and the transportation system are constructed.

Policy T-8.3 Adopt a Mode split goal for the Totem Lake Urban Center

Totem Lake Mode Split Goals Peak Hour, All Trip Types

Mode	Fraction of Trips
Drive Alone	45%
HOV 2+, vanpool, Transit	46%
Walk and Bike	9%

Policy T-8.4 Ensure implementation of the Goals and Policies in the Transportation Element and monitor progress toward those goals.

Transportation Master Plan Goals and Policies

The transportation Master Plan goals and policies provide the framework for developing a sustainable multimodal transportation network that promotes alternative modes of transportation; walk, bike, transit, high-occupancy vehicles for all.

Goal T-1 Walk- Complete a safe network of sidewalks, trails and improved crossings where walking is comfortable and the first choice for many trips

Policy T-1.0 Identify and remove barriers to walking

- Remove pedestrian barriers across I-405

Policy T-1.1 Improve the safety of walking in Kirkland.

Policy T-1.4 Develop world-class walking facilities along the Cross Kirkland Corridor with ample connections to the rest of Kirkland. Consider creating a plan for a Promenade along portions of the shore of Lake Washington.

Policy T1.6 Make it safe and easy for children to walk to school and other destinations.

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

Policy T-2.1 Make Bicycling safer

Policy T-2.2 Create new and improve existing on-street bike facilities

Policy T-2.6 Make the Cross Kirkland Corridor an integral part of the bicycle network and connect it to the region

Goal T-3 Transit- Support and promote a transit system that is recognized as a high value option for many trips.

Policy T-3.1 Plan and construct an environment supportive of frequent and reliable transit service in Kirkland

Policy T-3.3 Integrate transit facilities with pedestrian and bicycle networks

Policy T-3.4 Support Transportation Demand Management in Kirkland particularly at the work sites of large employers and other locations as appropriate in order to meet adopted goals for non-drive alone trips

Policy T-3.5 Require new developments to establish appropriate Transportation Demand Management Plans

Policy T-3.6 Pursue transit on the Cross Kirkland Corridor

Policy T-3.7 Work with Sound Transit to incorporate investments in Kirkland

Policy T-3.8 Partner with transit providers to coordinate land use and transit service

Goal T-4 Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days

Policy T-4.2 Use Intelligent Transportation Systems (ITS) to support optimization of roadway network operations

Policy T-4.4 Take an active approach to managing on-street and off-street parking

Goal T-6 Sustainability- As the transportation system is planned, designed, built, maintained and operated, provide mobility for all using reasonably assured revenue sources while minimizing environmental impacts.

Policy T-6.3 Support modes that are energy efficient and that improve system performance

Policy T-6.4 Minimize the environmental impacts of transportation facilities, especially the contribution of transportation to air and water pollution. Comply with Federal and State air and water quality requirements

Goal T-7 Partnership- Coordinate with a broad range of groups; public and private, to help meet Kirkland's transportation Goals

Policy T-7.1 Play a major role in development of Sound Transit facilities in Kirkland

Policy T-7.2 Establish commitments from transit providers to provide high quality transit service to Kirkland. This should be provided in exchange for land use and transportation commitments that support transit. Partner with King County Metro to meet mutual interests

Policy T-7.3 Work with the Washington State Department of Transportation and the Washington State Legislature to achieve mutually beneficial decisions on freeway interchanges and other facilities

Policy T-7.4 Participate in and provide leadership for regional transportation decision making

Policy T-7.5 Work closely with the Lake Washington School District to encourage more children to walk and bike to school

Policy T-7.6 Coordinate multi-modal transportation systems with neighboring jurisdictions

Policy T-7.7 Partner with the private sector and other "new" partners

Goal T-8 Measure and report on progress toward achieving goals and actions

Policy T-8.1 Use a multi-modal plan based concurrency method to monitor the rate at which land use development and the transportation system are constructed

Policy T-8.3 Adopt a Mode split goal for the Totem Lake Urban Center

Policy T-8.4 Ensure implementation of the Goals and Policies in the Transportation Element and monitor progress toward those goals

Comprehensive Plan Land Use Land Use/Transportation Linkages

Land use/transportation linkage policies address the relationship between the land use pattern and a complete transportation system. Separation of jobs and housing means longer commute trips – generally accommodated on the City's roadways either by private automobile or transit. When shops and services are long distances from residential areas, this also translates into additional vehicle or transit trips. Allowing residential and nonresidential uses to locate in closer proximity provides transportation options making walking or bicycling a viable option.

Comprehensive Plan Land Use Goals and Policies

The following land use goals and policies provide the guiding principles for growth and development that promotes efficient mobility and transportation choices. Site design standards and street connectivity also impact the ability of drivers, transit riders, pedestrians, and bicyclists to get around. Policies in this section discuss the importance of considering connections and transportation choices when planning new development.

Goal LU-2: Promote a compact, efficient, and sustainable land use pattern in Kirkland that:

Supports a multimodal transportation system that efficiently moves people and goods;

Minimizes energy use, greenhouse gas emissions, and service costs;

Conserves land, water, and natural resources; and

Provides sufficient land area and development intensity to accommodate Kirkland's share of the regionally adopted population and employment targets.

Policy LU-2.4: Support development patterns that promote public health and provide opportunities for safe and convenient physical activity and social connectivity.

The physical design of communities affects our behavior. Communities without convenient parks, safe sidewalks, and local-serving retail require their residents to drive more and walk less. They also lack the gathering places that bring communities together for daily interaction. In contrast, Kirkland's thoughtful urban design, extensive parks system, emphasis on pedestrians, and mixed use neighborhood centers should continue to invite residents to be active and engage in their community.

Goal LU-3: Provide a land use pattern and transportation network that promotes mobility, transportation choices, and convenient access to goods and services.

Policy LU-3.1: Create and maintain neighborhoods that allow residents and employees to walk or bicycle to places that meet their daily needs.

Kirkland presently has a largely complete network of commercial and employment centers, and many of the City's residential neighborhoods can easily access a shopping area. This policy intends to further strengthen the relationship between urban neighborhoods and commercial development areas.

Policy LU-3.2: Encourage residential development within commercial areas.

Incorporating residential development into commercial areas provides benefits for businesses and residents alike. Housing within commercial areas provides the opportunity for people to live close to shops, services, and places of employment. Conversely, residents living within commercial areas create a localized market for nearby goods and services, provide increased security, and help to create a "sense of community" for those districts.

Policy LU-3.3: Encourage housing, offices, shops, and services at or near the park and ride lots.

Park and ride facilities provide a potential location for offices, shops, and services serving two sets of customers: nearby residents and transit riders. In addition, housing at these facilities supports transit use. The design of these facilities should be carefully considered to ensure protection of the surrounding neighborhood. The City should work with King County Metro to develop standards for housing, offices, shops and services at these facilities.

Policy LU-3.4: Locate higher density land uses in areas served by frequent transit service.

As decisions are made about locating future growth in Kirkland, the availability of viable transportation choices should be taken directly into account in relation to the location and intensity of that growth.

Policy LU-3.6: Incorporate features in new development projects that support transportation choices.

Site design can play an important role in promoting transportation choices. Locations of buildings and bus stops on a site, for example, can mean the difference between having transit users walk long distances through the rain or being dropped off at the door. Something as simple as the provision of covered bicycle racks may encourage a would-be cyclist.

Policy LU-3.7: Consider reducing minimum parking requirements in the Zoning Code in walkable areas with convenient shops, services and good transit service.

Unused parking is an inefficient use of land and imposes significant additional costs on residents and businesses. Where people have viable alternatives to car ownership and lower parking needs are demonstrated, new development should not be required to build more parking supply than the actual demand. Data collected in 2014 does not indicate reduced parking utilization based on current transit service but that should be reviewed as transit service improves over time.

Policy LU-3.8: Create a complementary relationship between adjoining land uses and the Cross Kirkland Corridor and Eastside Rail Corridor, both in terms of short term nonmotorized access and future opportunities for high capacity transit.

The corridors have evolved significantly from heavy rail use to nonmotorized access and recreation. The corridors will continue to evolve as opportunities for future transportation are realized. This evolution should be carefully considered and leveraged in relation to planned land use along the corridor.

Policy LU-3.9: Encourage vehicular and non-motorized connectivity.

Improved connectivity encourages walking and biking and reduces travel distance for all transportation modes. Pedestrian connections between adjacent properties and to adjacent streets minimizes walking distances and provides safe walking surfaces, which in turn can result in less driving and more opportunities for physical activity. Vehicle connections between adjacent properties reduce congestion on streets, number of turning movements and gasoline consumption. Cul-de-sacs, dead-end streets, fences or other barriers prevent convenient connections. The intent of this policy is to encourage connections and to avoid such barriers to easy access.

Other Policies

Continue to require certain developments to implement a Transportation Management Plan (TMP) through the development permitting process.

Create an ordinance to govern the transportation management plan for development sites that are conducive to TDM.

Services and Facilities

These following strategies have proven to be effective in the reduction of drive alone trips, vehicle miles traveled and GHG emission:

- ❖ Continue to require CTR affected employers to offer comprehensive commute options benefits to their employees designate employee transportation coordinators, distribute information on commute options regularly to employees; and, submit regular program reports and conduct biannual survey's as required.
- ❖ Mitigate construction impacts for employees and residents by providing information through comprehensive outreach to the community via the internet, newspapers and mail.
- ❖ Revise current TMPs to create more uniformity within guidelines, for easier monitoring and implementation.
- ❖ Reviewing policies and regulations in the Comprehensive Plan to support CTR by removing pedestrian barriers between employment facilities and residential areas by improvement to items such as: security and safety, through lighting, landscaping and signal crossings.
- ❖ Train all new employee transportation coordinators (ETCs) and new CTR sites to ensure that they have an understanding of the requirements of the law, implementation strategies and their site's performance to date.
- ❖ Track and notify employers of legally required activities and provide technical assistance for legal compliance.
- ❖ Provide survey analysis for all sites, and assist sites not making progress toward goal.
- ❖ Continued partnerships with local jurisdictions and agencies to provide opportunities to improve outcome.
- ❖ Developing a Transportation Master Plan (TMP) to have a balanced multi-modal transportation plan. The TMP will at the minimum include:
 - Complete Streets efforts.
 - Design standards for transportation facilities
 - Street connection to support non-motorized transportation.
 - Pedestrian crossing
 - Bicycle facility
 - Transit facility
 - Transportation demand management
 - Multi-modal transportation system

Strategies/implementations/programs:

- Develop regulations to include pedestrian friendly environments and design; implement and maintain safe midblock crossings that include pedestrian crossing signals, flared curbs and pedestrian refuge islands.
- Develop a bicycle design guideline to add and improve bicycle facilities.
- Develop a new traffic concurrency requirement for development review that is multi-modal.

- Develop a capital facility plan that include construction and improvement of pedestrian, bicycle and transit facilities.
- Develop a sustainable funding program to fund pedestrian, bicycle and transit improvements.
- Leverage local funds for CMAQ and other funding sources to support TDM.
- Develop the Cross Kirkland Corridor Master Plan to develop the old railroad corridor as a multi-modal/multi-use facility and connections to employment and commercial centers within Kirkland.
- Partner with transit providers to coordinate land use and transit service, such as with King County Metro's Rideshare Operations, to utilize their "School Pool" program. This is being planned for autumn implementation at Eastside Preparatory School, and will also involve a custom bus dropping off and picking up students from school each day. Kirkland may be able to use this as a model for other schools in the near future, which will remove automobile trips from local roads because parents will be pooling their kids to school rather than driving them individually.
- Continue partnering with King County and other local jurisdictions to coordinate and enhance the effectiveness of Kirkland TDM programs.

Marketing and Incentives

Continue to implement the Totem Green Trip (TGT) and Kirkland Green Trip (KGT) programs to reduce trips, VMT and GHG. Strategies within the TGT program includes:

- Monthly Prize drawing Incentive rewards
- TGT transit pass
- Communities in Motion Campaign
- TGT \$25 Keep it Green Incentive
- Free Ride Home
- Employer Grant
- Employer Consultation and training
- Web-based Transportation Commute Information
- Web-based employer management system
- Expand the successful TGT program to the rest of the City.
- Assist ETCs with marketing of commute programs and ensure they meet their program information distribution requirements. Also help ETCs become a major resource to their employees, turn-key commuter promotions, and opportunities to attend employer network group meetings.
- Focused and targeted marketing along with incentives to increase awareness.
- Employer Outreach to CTR employers and TMP sites that are not CTR affected to provide assistance in the development of TDM programs and promotions that encourage HOV and non-motorized commute modes and to provide personal assistance for employees.
- Provide turn-key promotions to employers for various local and regional trip reduction campaigns such as: Small Employer TDM grant, Wheel Options, Bike-To-Work Day, School Pool, I-405 Mobility Congestion Mitigation Make-A-Pledge incentive, Good To Go! Flex Pass, and other environmental initiatives.

- Encourage employers to offer employees commute benefits such as: transit pass discounts, carpool or vanpool subsidies, preferential parking, pre-tax, flexible work schedules and teleworking as an option to making a commute trip.

Comprehensive planning & community goals

[Governor's Executive Order 14-04 Washington Carbon Reduction and Clean Energy Action](#) directs state agencies to assist local governments to update their comprehensive plans to produce travel and land-use patterns that maximize efficiency in movement of goods and people, and reduce greenhouse gas emissions.

How does trip reduction support the goals of your community and comprehensive plan, and vice versa? How will you further integrate trip reduction through the updating of your comprehensive plan (e.g., parking, land use)?

Trip reduction supports and helps the City achieve the NDAT, VMT and GHG emission goals that are established within the City Comprehensive plan and Transportation Master Plan. Furthermore, it supports the city goal creating a sustainable transportation system because constructing capacity improvement for automobile is not sustainable due to the limited right-of-way available, the cost of maintenance and the impacts on the environment.

The goal and policies within the Kirkland Comprehensive Plan and Transportation Master Plan give staff direction to implement strategies to help meet TDM goals. The policies within the Kirkland Comprehensive Plan and Transportation Master Plan gives staff direction to support and improve pedestrian, bicycle and transit facilities that provide transportation options which will support the City's TDM efforts.

TDM is an integral component of the comprehensive plan and is recognized to support the maintaining, sustaining and improving of transportation infrastructure for the City. There are specific goals and policies within the City Comprehensive Plan that focus on a multimodal transportation system and trip reduction.

The goals and targets of the CTR Plan is adopted within the Transportation Master Plan and the TDM goals of the Comprehensive Plan provides the framework for the CTR targets.

Action T-3.4.3 of the Comprehensive Plan: Maintain the City's CTR and GTEC plans to comply with state and regional requirements and guidelines and to support the goals of the Transportation Master Plan supports the CTR and GTEC plans.

Land use and transportation conditions

How do existing and future anticipated land-use and transportation conditions affect CTR worksites?

The recent development of the Cross Kirkland Corridor (CKC) from a freight rail corridor into a non-motorized trail corridor provides direct connections to CTR sites, commercial and employment centers. The CKC provides an alternative commute travel option throughout the City.

Long-term future plans for the CKC may include passenger rail or other types of mass transit facilities. With regional participation, the CKC may provide a mass transit regional travel alternative to I-405. Together with regional transit planning and expanded pedestrian and bicycle routes and connections, the CKC could connect commuters to CTR sites throughout the region.

The update to the city land use policies will allow higher density development in the Totem Lake urban center and in the downtown core where there are nearby transit centers and large existing and future employment centers. The policies also encourage transit oriented development and locating highest density residential areas closest to shops and services and transportation hubs to promote non-motorized travel and reduce vehicle trips. These land use policies help to connect CTR sites to high density housing, shop, services and transportation facilities that provide alternative modes of travel.

Financial plan

What are the anticipated funding sources and amounts for local trip reduction, including grants and local funding?

Funding Source	Responsible Agency	Estimated Amount FY 2016	Estimated Amount FY 2017	Estimated Amount FY 2018	Estimated Amount FY 2019	Estimated Total Amount
CMAQ Grants	RTPO- PSRC	\$ 138,000	\$ 138,000	\$ 93,000	\$ 93,000	\$ 462,000
CTR Funds	WSDOT	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000
Local Funds from Operating Budgets	City of Kirkland	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000
TMP Program	City of Kirkland	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
METRO (may include in kind cost)	METRO	\$ 30,000	\$ 30,000	\$30,000	\$30,000	\$120,000
Employer Contributions	Employers	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 20,000

I-405 Mitigation Funds/Grants	WSDOT	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000
Total Funds Available:		\$ 323,000	\$ 323,000	\$ 278,000	\$ 278,000	\$1,202,000

GTEC report (if your jurisdiction has a designated GTEC)

Are you continuing to implement? **Yes**

Optional: Describe the (a) strategies, (b) land use and transportation conditions, (c) population and employment demographics, and (d) financial plan, and how they differ from those in the CTR plan.

The City continues to focus on activities in the GTEC and will give added focus with opportunity to implement innovations with the CMAQ grant activities over the next few years. Within the Urban Center, the City will try to meet its mode-split targets of 36.7% non-drive-alone trips, targeted 10 Vehicle Miles Travelled (VMT) and 19.9 GHG by 2020. These targets are more aggressive than the CTR targets.

Strategies such as increased level of marketing and assistance to employers, employees and residents should combine to help achieve comprehensive plan goals for the Totem Lake Urban Center. Focusing beyond CTR sites, the city will continue to work with smaller businesses and non-CTR employers to meet the GTEC targets.

New goals and policies within the comprehensive plan establishes a planning and design framework to further the vitality, functionality, and sustainability of the GTEC.

The GTEC plan will be used in the design of transportation alternative activities for the GTEC. The CTR Plan is a city wide plan for affected employers, within the GTEC, the city will work with smaller businesses and residents.

The GTEC (Totem Lake Urban Center) has a high residential and employment density. The majority of residential area within the center is zoned for high density residential. The GTEC area has a diverse commercial and employment demographics that include a regional hospital, regional retail center, high-tech and light industrial as well as high density office land uses.

There are two CMAQ grants and local match that provide funding specifically to the GTEC.

What specific policy, service changes and land-use steps will be accomplished during this period for the GTEC area?

The King County Countywide Planning Policies and the PSRC's VISION 2040 provides the framework for the goals, plans and policies within the Totem Lake Urban Center Plan/GTEC.

An ambitious mode split may be achieved within the Urban Center through a number of measures supported by this Plan. These include the creation of a transit- and pedestrian-supportive environment, development of supportive land uses, the provision of expanded transit options and enhanced transportation demand strategies, incentives for travel by HOV, and the implementation of a parking management strategy. The table below provides goals for the mode split to be achieved.

Totem Lake Mode Split						
Mode	Daily Home-Based Work Trips			Peak Hour - All Trip Types		
	2010 PSRC	2035 Estimate	2035 Aspirational Target	2012 BKR	2035 Estimate	2035 Aspirational Target
SOV	81%	74%	64%	55%	45%	40%
HOV	9%	13%	15%	38%	39%	40%
Transit	7%	9%	15%	4%	7%	10%
Walk & Bike	3%	4%	6%	3%	9%	10%

The following land use goals and policies will help the City achieve its TDM targets for the Totem Lake Urban Center/GTEC:

Goal TL-12: Strive to achieve, by 2035, a non-single occupancy vehicle mode split of 55% for peak period trips in the Totem Lake Urban Center by increasing the proportion of trips made by transportation modes that are alternatives to driving alone.

Goal TL-14: Expand transportation demand management (TDM) measures and improve transit facilities and services.

Goal TL-16: Improve circulation and access for non-motorized modes of transportation.

Goal TL-17: Encourage coordination with regional transportation systems.

Goal TL-30: Establish a transportation network that emphasizes pedestrian and transit use and is consistent with the regional transit plan.

Goal TL-34: Support transit-oriented-development (TOD) at the Kingsgate Park and Ride. Partnerships between the City of Kirkland, WSDOT, King County Metro, ARCH (A Regional Coalition for Housing) and non-profit and private developers should be encouraged to create a mixed-use community within walking distance of the Totem Lake transit center.

Policy TL-2.1: Provide for increased intensity of development in the core of the Business District.

Development standards should continue to direct the most intensive commercial development to the core of the business district. The area is home to Evergreen Health Medical Center, the city's largest employer, a regional transit center and the Totem Lake Mall. The greatest building height allowances in the Urban Center are established for the core to support its evolution to a compact, pedestrian-oriented hub with strong connections to transit, employment, housing and amenities.

Policy TL-2.4: Promote development that is compatible with and complementary to the Cross Kirkland Corridor and Eastside Rail Corridor.

Policy TL-13.2: Provide a range of transit, road, bicycle and pedestrian improvements to maintain mobility and meet other transportation goals.

Policy TL-14.1: Implement an expanded transportation demand management (TDM) program to reduce trip demand in the business district.

Policy TL-14.2: Strive to meet the goals established for the Totem Lake Urban Center Growth and Transportation Efficiency Center (GTEC).

Policy TL-14.3: Work with regional transit agencies to provide a full range of transit service to and within the Totem Lake Urban Center. Provide transit shelters and other amenities that support these services in locations that conveniently serve the Urban Center.

Policy TL-20.3: Minimize the appearance of parking areas through location and shared facilities.

Policy TL-30.1: Increase transportation options throughout the Business District Core. Improved connectivity in this area would encourage walking between medical and commercial uses and new residential areas. It would also encourage the use of transit through reducing distances between activities and the transit facilities along NE 128th Street.

Policy TL-30.3: Provide new pedestrian connections to Totem Lake Park from businesses, residential areas, transit and Evergreen Health.

The so called "hot lanes" has been implemented on I-405, and ostensibly provide an improved "throughway" for vehicles moving through the travel-shed of Totem Lake, whether they be HOV or SOV. The Cross Kirkland Corridor (former BNSF railway that runs from Totem Lake to S. Kirkland P&R) has been converted to an operative interim trail for walkers and bikers, creating a new community pathway for those who are commuting or simply recreating. Incentives for these NDAT commuters will remain available (through Kirkland Green Trips) to both residents and employees of Totem Lake, as well as to greater Kirkland. In addition, Kirkland will work with King County Metro to provide way-finding signage in neighborhoods adjacent to the trail, to make it easier to find and utilize.

In partnership with King County METRO, a new "School Pool" program will be implemented at several schools within Kirkland to help reduce trips, VMT, GHG emission and parking needs.

The Totem Lake and Kirkland Green Trip programs will work with the Washington Technical College and NW University to implement a robust TDM program. Incentives from the Totem Lake and Kirkland Green Trip will now be available through the schools TDM program.

The updated comprehensive plan, transportation master plan, CKC plan are being developed and will be adopted by the end of 2015.

Regional transportation planning organization CTR plan review

☐ Recommended

☐ Not recommended

RTPO comments:

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