



Active Transportation Plan Update

Transportation Commission

March 24, 2021

Kimberly Scrivner, Transportation Planner

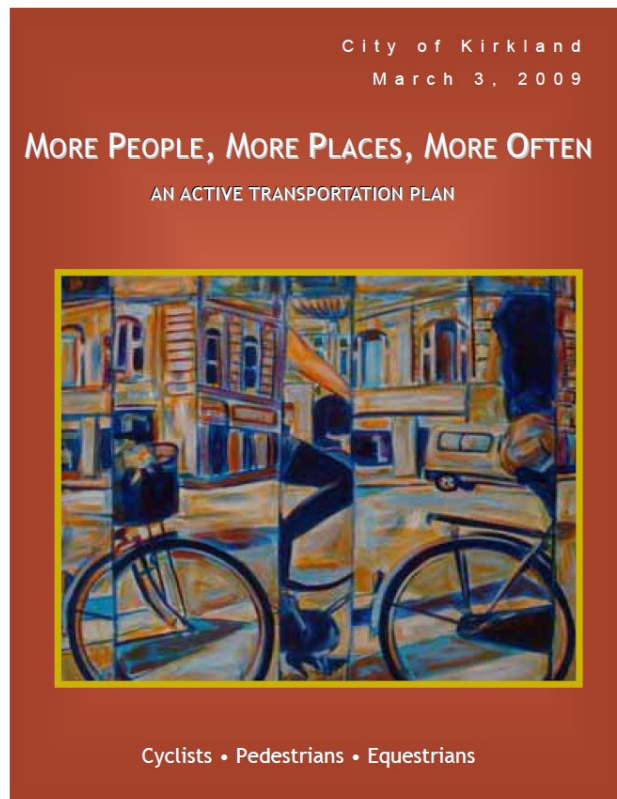
Overview

- Background
- Status and Timeline
- Scope of Work
- Contents of Plan Document
- Analysis
- Discussion

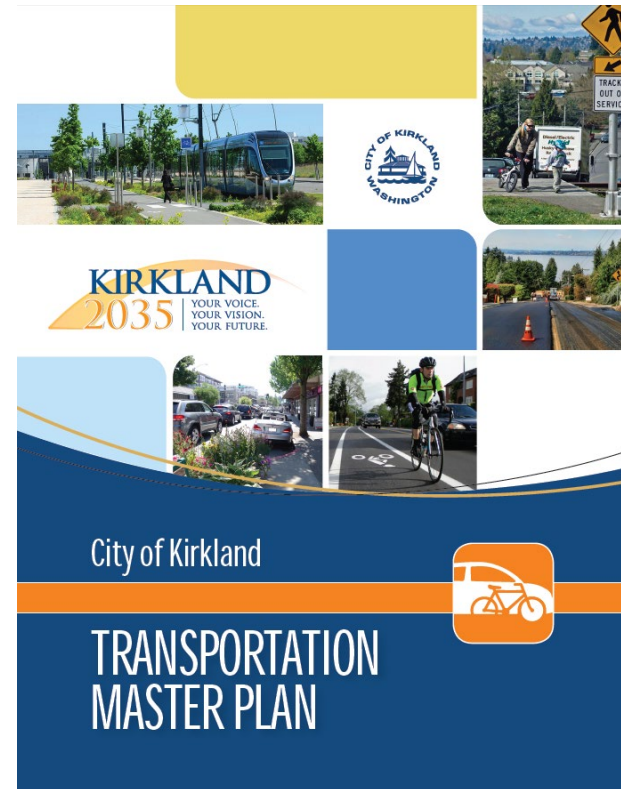


Background

2009 Active Transportation Plan



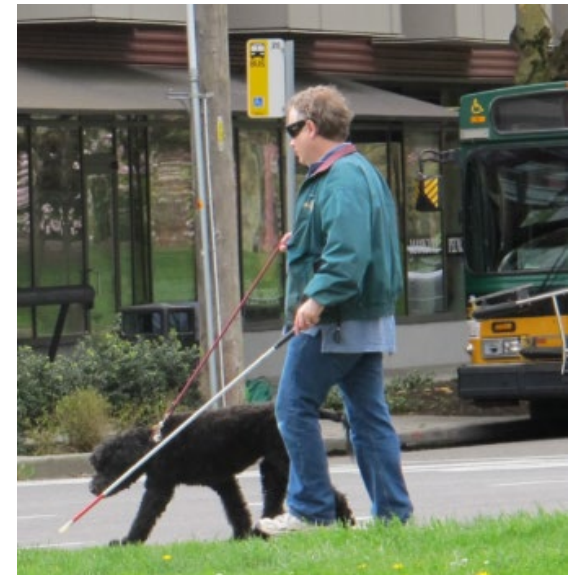
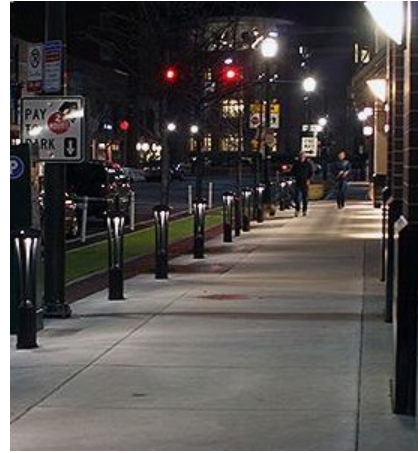
2015 Transportation Master Plan



Bicycling



Walking



2019-2020 Coordination

Safe and Active Transportation

- Vision Zero Action Plan
- Safer Routes to School Action Plans
- Active Transportation Plan

Coordination Includes outreach, analysis, data renovation, recommendations

Additional coordination with the Sustainability Plan, Neighborhood Plans and NSP program

Current Status

2019-2020 Progress

- Scoping and Consultant Procurement
- Data renovation project
- Initial analysis on bike and pedestrian networks completed
- Outreach and Coordination with Safer Routes to School Action Plans
 - Included public survey

March 2020

- Engagement activities were suspended, and plan activities put on hold.

Next Steps

- April 20th, 2021 Council Study Session
- Once Council provides direction:
 - Finalize draft plan with bike and pedestrian network recommendations
 - Bring back consultant team for final analysis and development of draft plan
 - Begin second round of engagement with the community

Scope of Work

- Outreach
- Technical Analysis and Recommendations
- Design Guidance
- Review of Existing Policies
- Implementation Plan

Considerations

- Equity
- Networks for people of all ages and abilities
- Connections to existing and future transit
- Land use and development
- Placemaking
- SAFETY

Plan Elements

- Background and Existing Conditions
- Updated Goals and Actions (potential recommended policy updates)
- Planned bicycle network and pedestrian emphasis areas
- Implementation Plan
 - prioritization framework, existing programs and grants, etc.
- Design Standards

Updating Goals

2009 Active Transportation Plan



2021 Active Transportation Plan

Goal G1. Develop the Cross Kirkland Trail
Goal G2. Reduce crash rates
Goal G3. Add facilities for pedestrians
Goal G4. Increase the number of children
who use active transportation to travel
Goal G5. Improve safety for people
crossing streets
Goal G6. Remove physical barriers to
walking
Goal G7. Improve on-street bicycle
facilities
Goal G8. Make bicycling more convenient

- Update CKC Master Plan
- Sync with goals / strategies from Vision Zero – improve safety for people walking and bicycling
- Sync with the Safer Routes to School Action Plans (E's)
- Design a system for people of all ages and abilities to walk and bike
- Identify and barriers that prevent people from walking or bicycling more

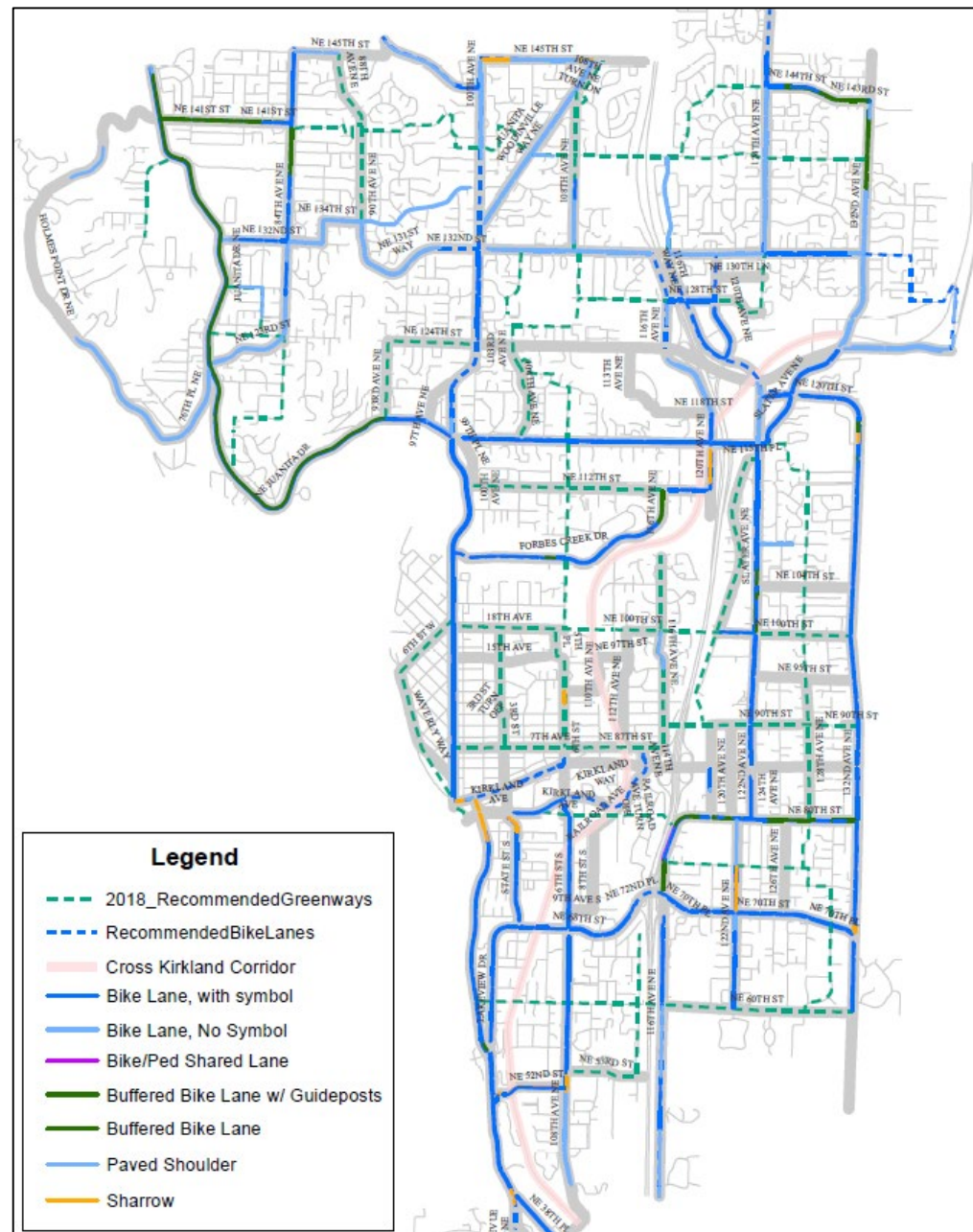
Bicycle Network Analysis

Level of Traffic Stress (LTS)

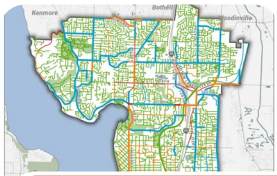
- presence and **quality** of bicycle facilities
- number of lanes
- posted speed limit
- Average Daily Traffic (ADT)

Bicycle Network Analysis (BNA)

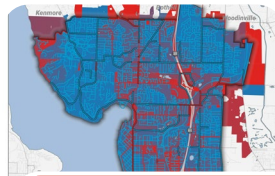
Two census blocks are considered connected if there is an unbroken low-stress connection between them that does not require a trip more than 25% longer than the shortest car trip



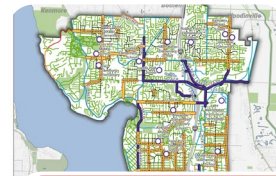
Bicycle Network Analysis



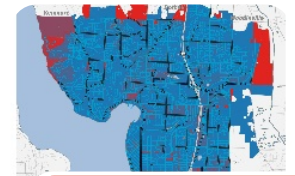
Conduct
Existing +
Future
Conditions LTS
Analysis



Conduct
Existing +
Future
Conditions BNA



Identify Gaps +
Improvements



Conduct BNA
with Additional
Improvements

Bicycle Network – Identifying Solutions

Analysis Results: High Level of Stress on existing portion of the network.



Possible Solution: This alternate route (shown in brown) would provide a Neighborhood Greenway that offers an 'all-ages and abilities' solution.



Pedestrian Network Analysis

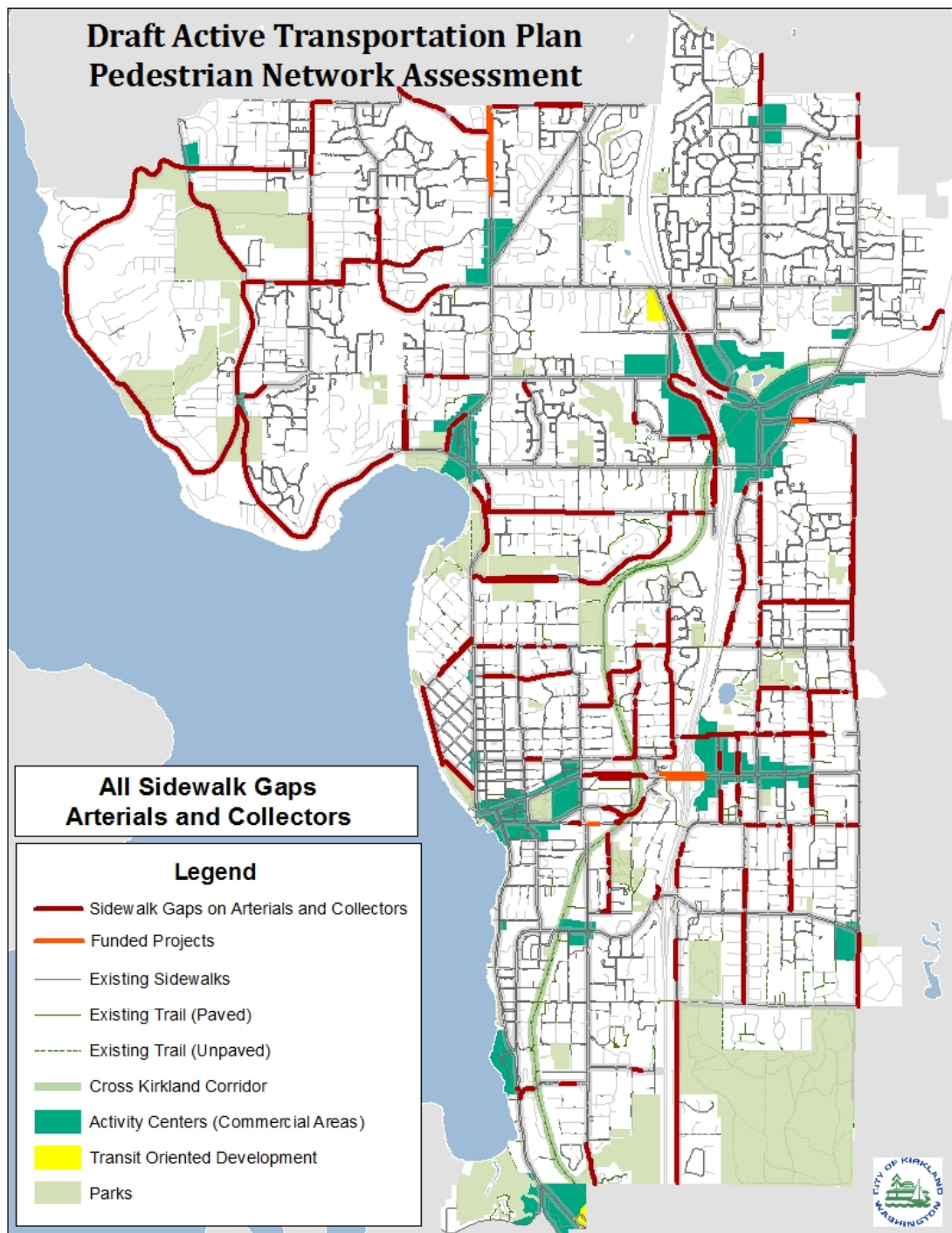
2009 Active Transportation Plan

Objectives:

- G3.1: Complete sidewalk on one side of all principal and minor arterials.
- G4.1 and G4.2: Complete sidewalk on one side of all school walk route segments of all arterials and collector streets

Transportation Master Plan 20-Year project table:

- One side of arterials and collectors for school walk routes
- Missing sidewalks on principal arterials
- Top 2 groups on arterials and collectors for 10-min neighborhoods

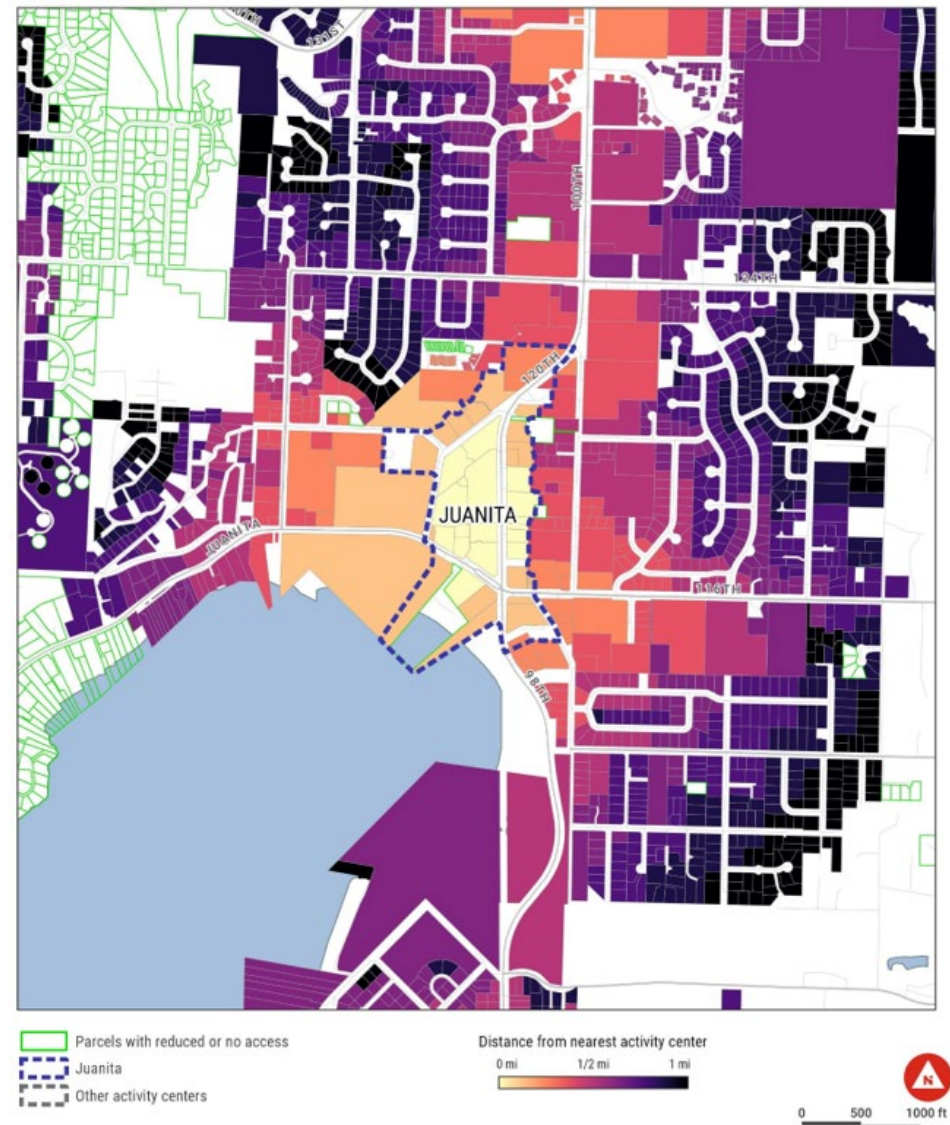


Pedestrian Network Analysis

Walk Access to Activity Centers

- Looks at connectivity and gaps in the system (no crossing or missing sidewalks) – focused on access to transit and activity centers (one-mile walk)

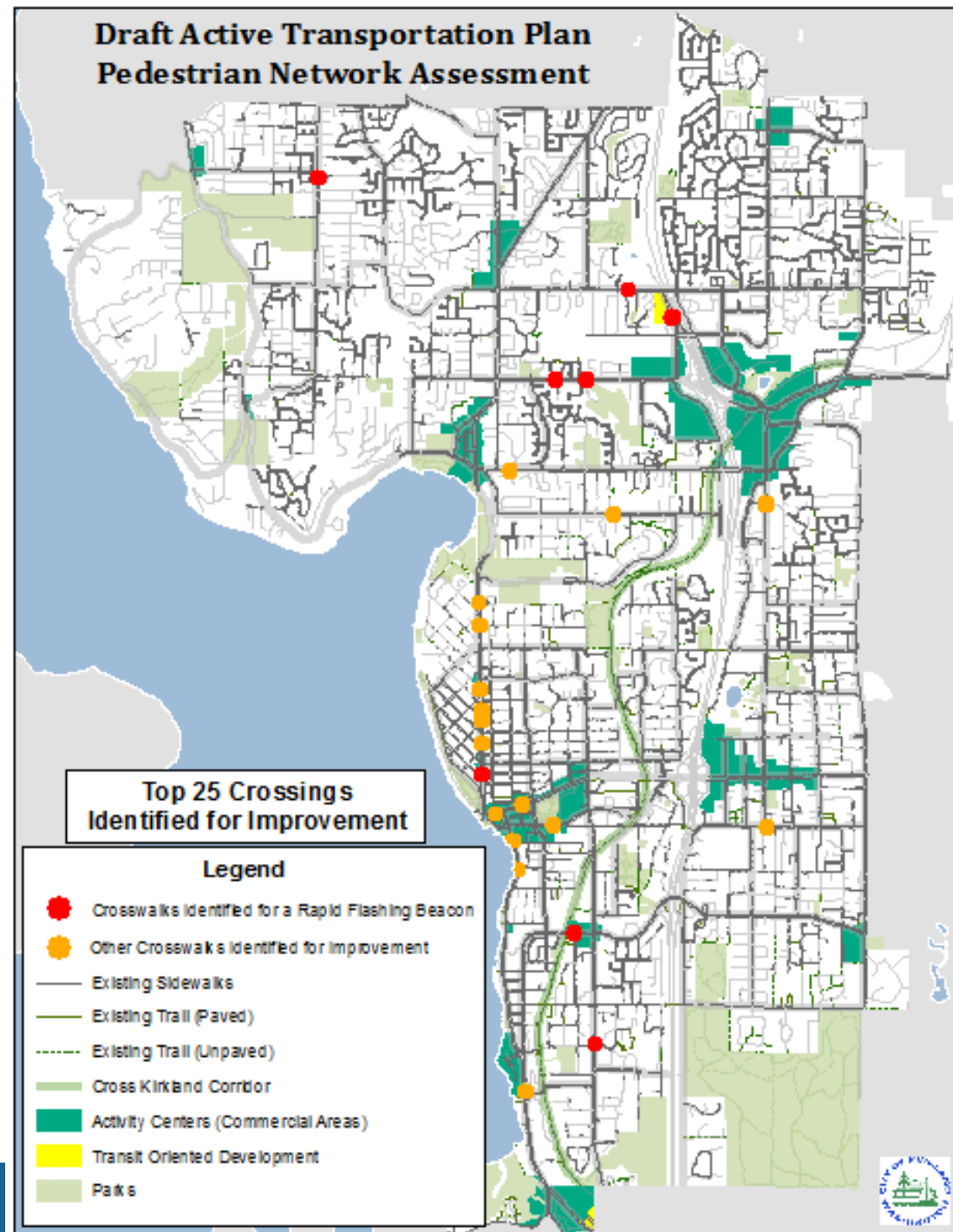
Walk Access to Activity Centers



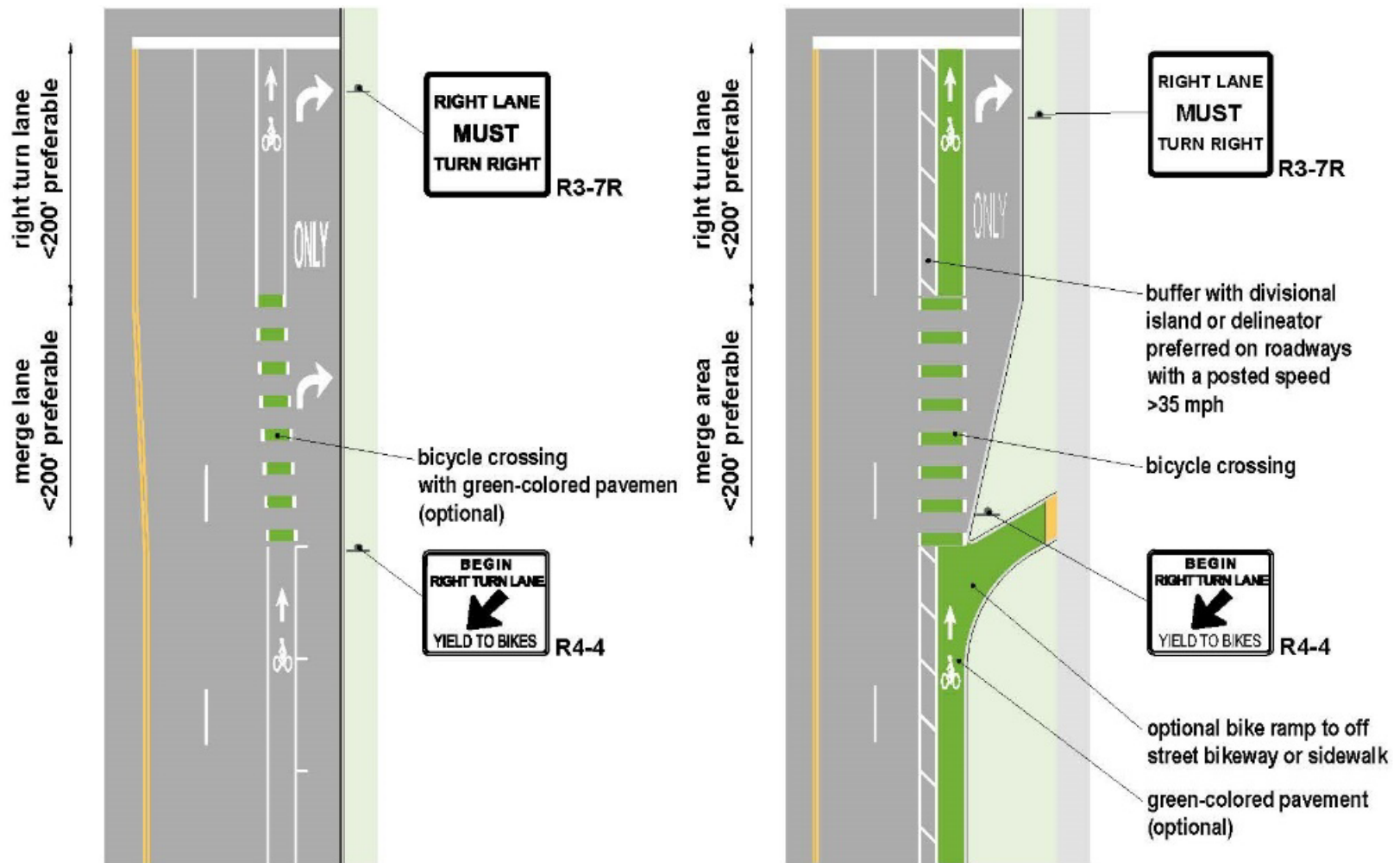
Pedestrian Network Analysis

Improving Crossings

- Top 25 crossings that need improvement based on crash history, speed and volume of the roadway, presence and existing treatment at an additional crossing.



Design Guide



Implementation Plan

- Prioritization Framework
- Cost Estimates for high-priority projects (supports grant proposals)
- Would ask Council approval for increased funding for striping program (potentially paving program also) to maintain green lanes, add pavement markings, etc.
- Coordination with SRTS, Vision Zero

Timeline

- April 20th Council Study Session (with Vision Zero)
- May – June – develop draft plan, conduct community engagement
- Would ask Council approval for increased funding for striping program (potentially paving program also) to maintain green lanes, add pavement markings, etc.
- Coordination with SRTS, Vision Zero

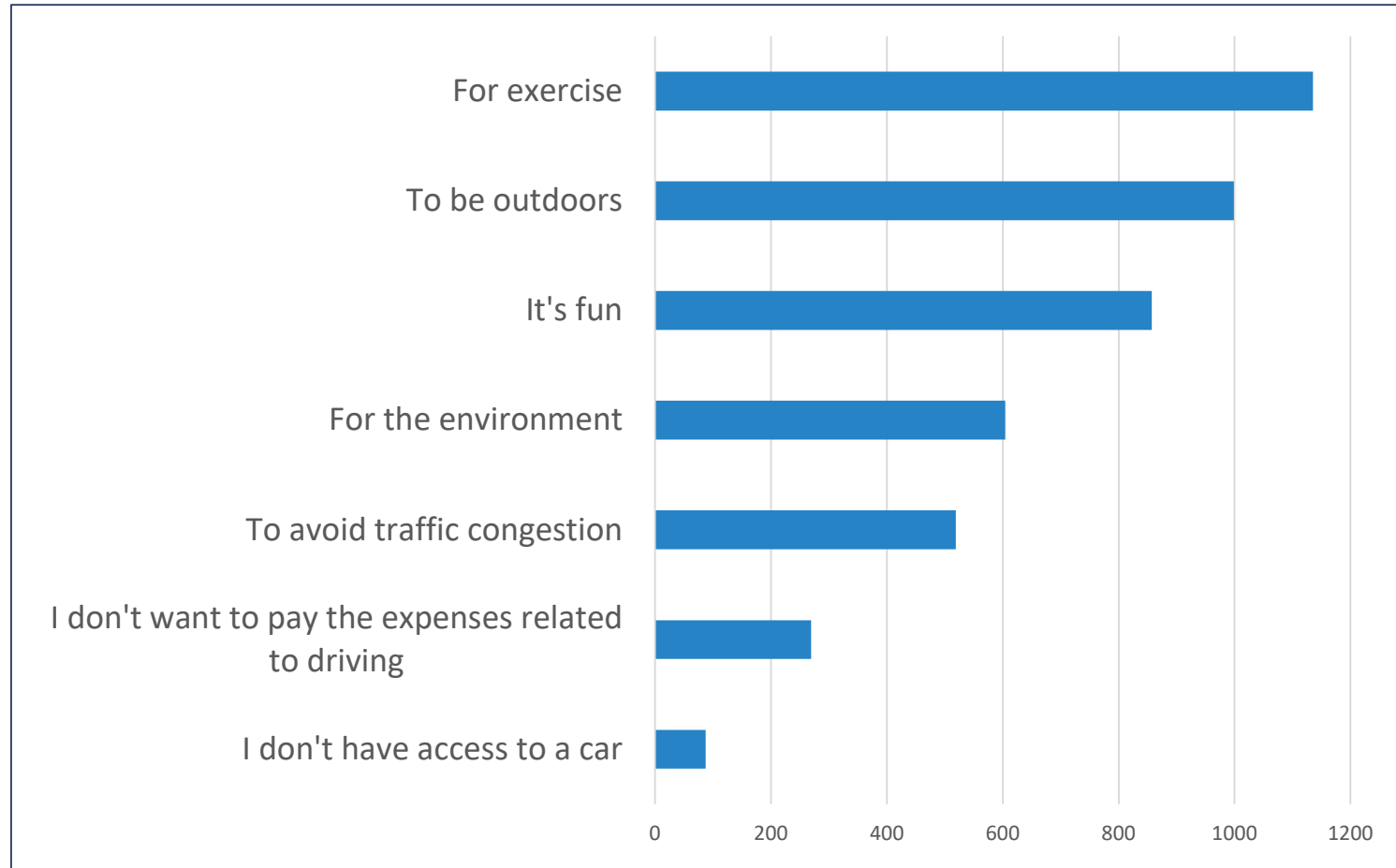
Thank you!



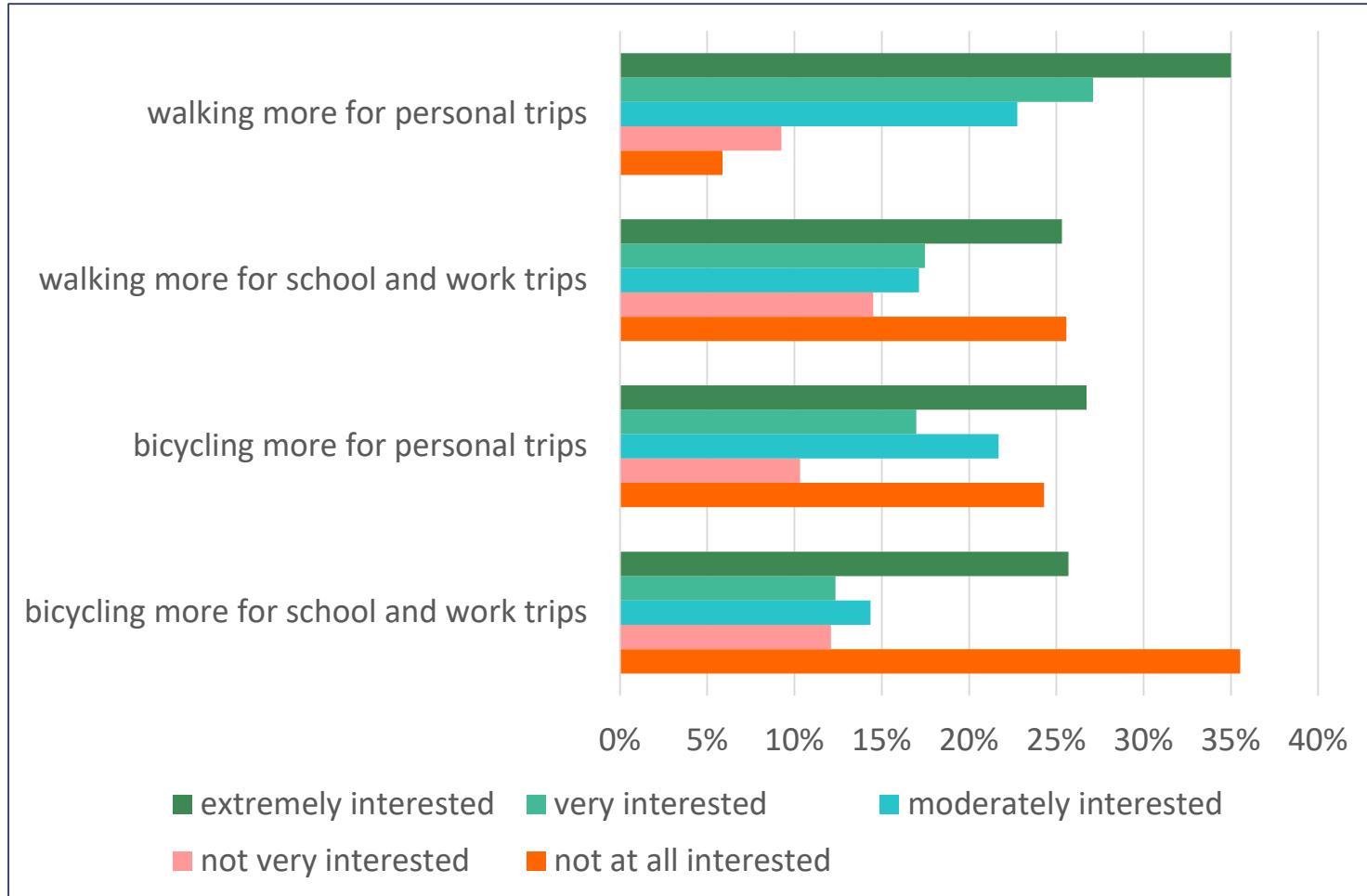
Kimberly Scrivner, Transportation Planner
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Preliminary Survey Results

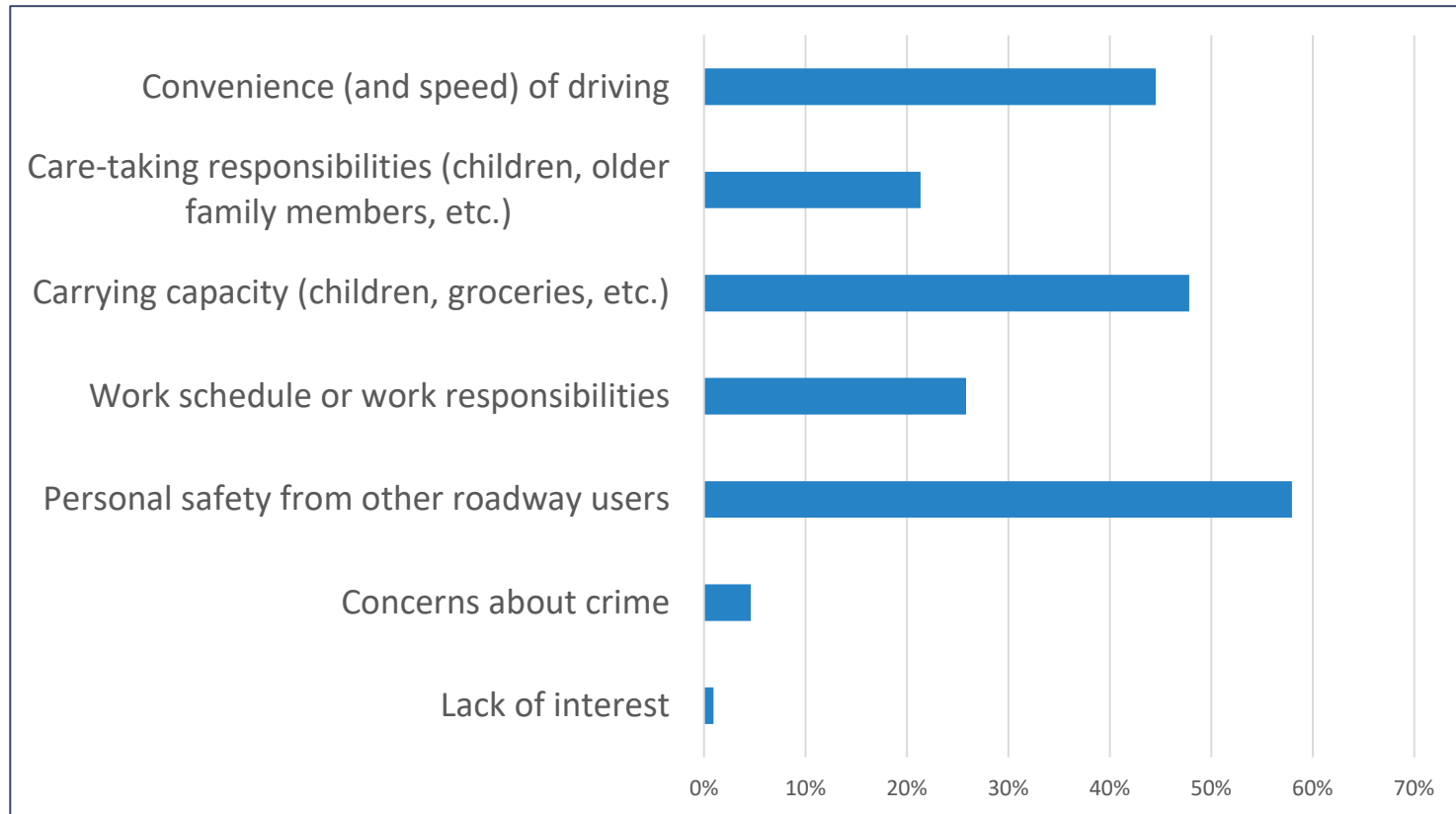
Why do you choose to walk or bike?



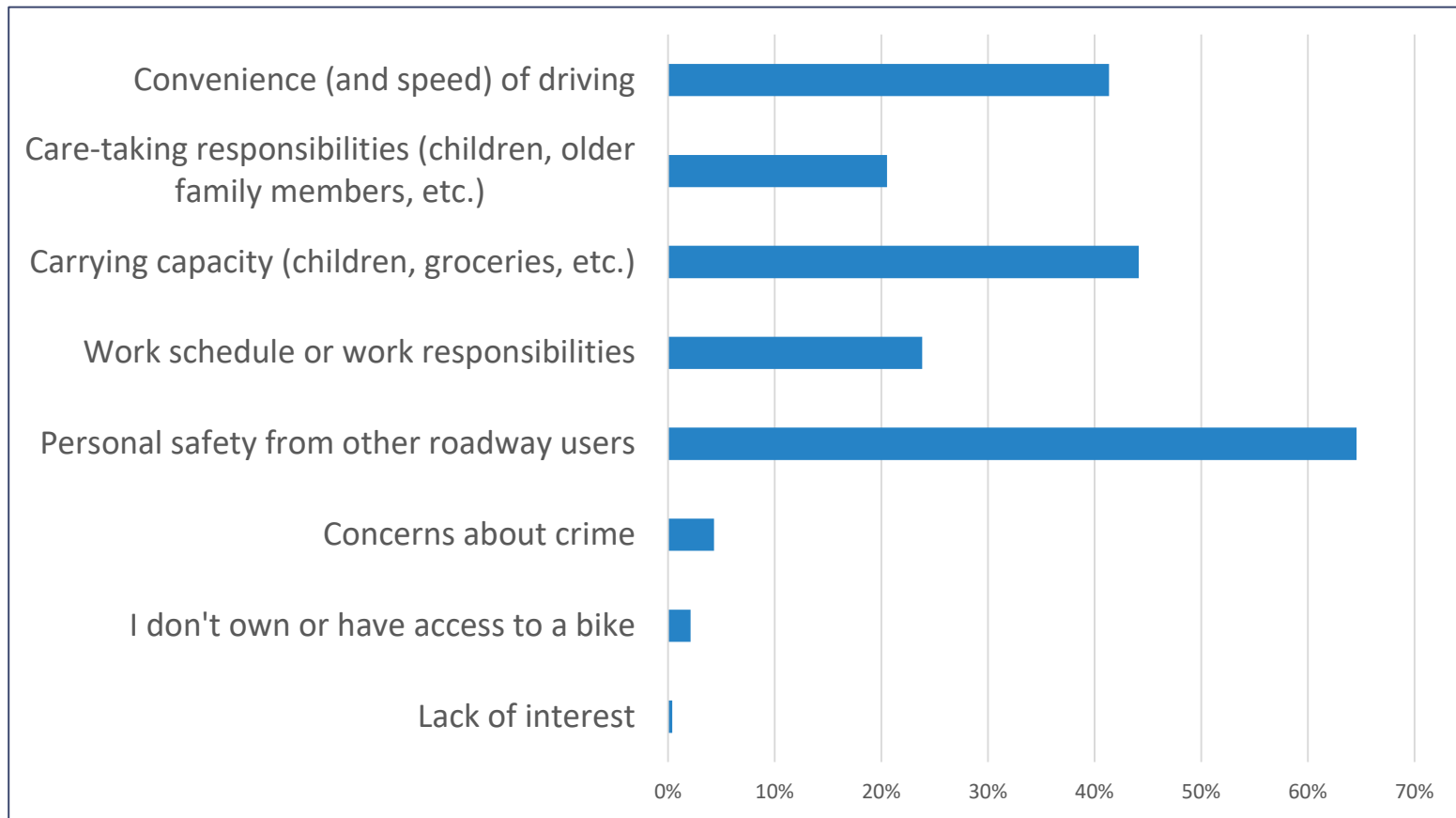
How interested are you in _____?



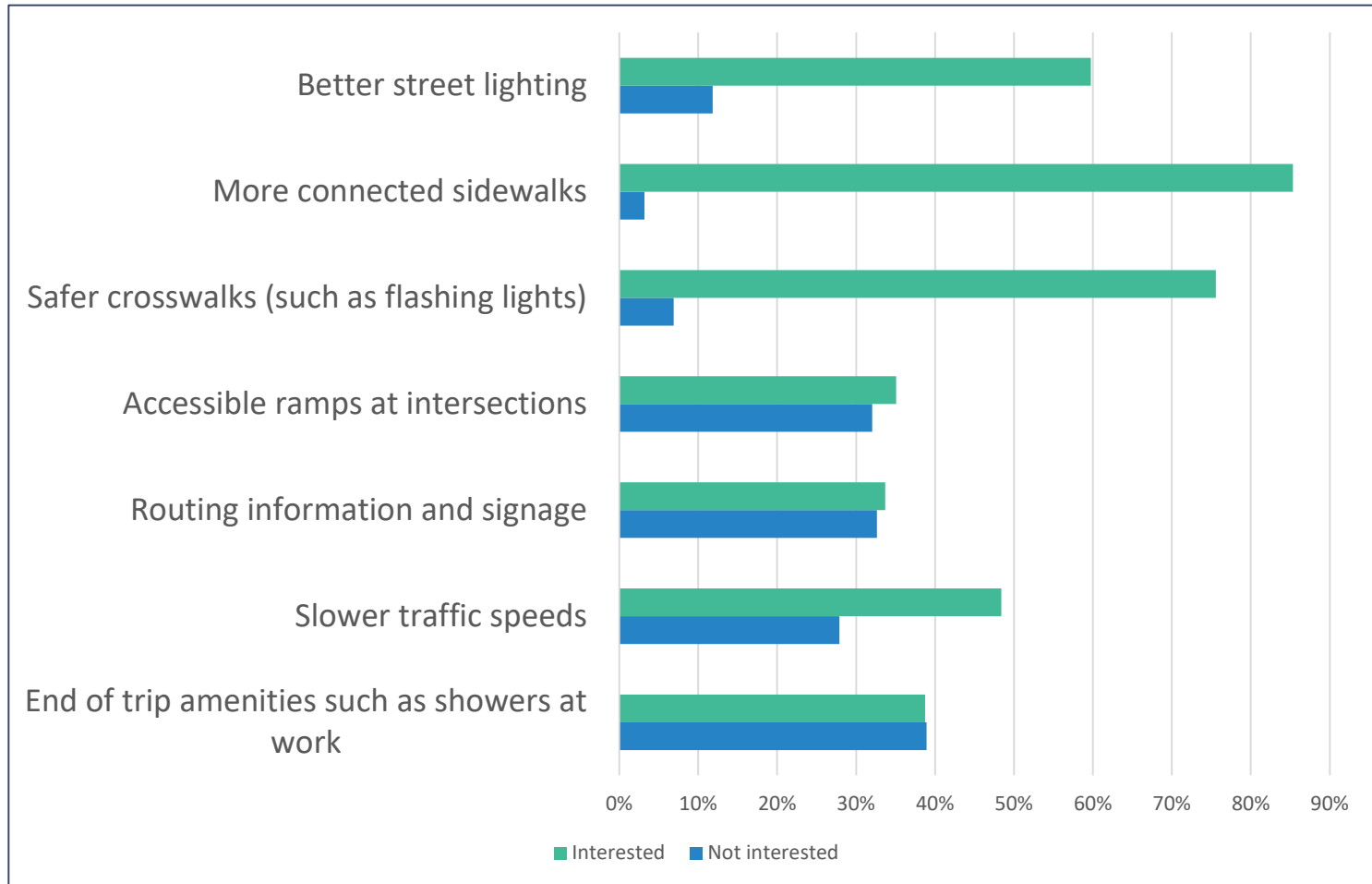
For those that are interested in **walking** more, these social reasons impact their decision to walk more often



For those that are interested in **biking** more, these social reasons impact their decision to bike more often



For those that are interested in **walking** more, these physical features impact their decision to walk more (or less) often



For those that are interested in **biking** more, these physical features impact their decision to bike more often

