

**Transportation Commission**  
**Special Meeting – Annual Retreat**  
**MEETING AGENDA**  
**Wednesday, May 24, 2023**

City Council Chambers at Kirkland City Hall  
123 5<sup>th</sup> Avenue, Kirkland, WA 98033

Estimated Time	Item	Lead	Work Plan Reference
6:00-6:05	Call to order	Chair	Governance
	Roll Call	Commission	
	Review/Approval of April 25, 2023, Meeting Minutes*		
6:05-8:45	KIRKLAND 2044 COMPREHENSIVE PLAN AND TRANSPORTATION MASTER PLAN UPDATE – Staff will host a workshop. <i>(Kimberly Scrivner, Transportation Planner and Janice Swenson, Senior Planner)*</i>	Staff from Public Works and Planning & Building	TMP Update
8:45-8:55	Comments/Updates from Commissioners and Staff <ul style="list-style-type: none"><li>• King County Metro September 2023 Temporary Service Reductions</li><li>• Project Updates</li><li>• June Meeting</li><li>• Other items?</li></ul>		
9:00	<ul style="list-style-type: none"><li>• Adjourn</li></ul>	Chair	

\* Materials attached.

Questions: Contact Kimberly Scrivner, (425) 587-3871, KScrivner@kirklandwa.gov

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## CITY OF KIRKLAND

### City Manager's Office

123 Fifth Avenue, Kirkland, WA 98033 425.587.3001

[www.kirklandwa.gov](http://www.kirklandwa.gov)

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## MEMORANDUM

**To:** Transportation Commission

**From:** Kim Scrivner, Transportation Planner – Public Works  
Janice Swenson, Senior Planner - Planning and Building Department  
Julie Underwood, Director of Public Works

**Date:** May 19, 2023

**Subject:** TRANSPORTATION MASTER PLAN UPDATE WORKSHOP

### **RECOMMENDATION:**

It is recommended that the Transportation Commission receive a briefing on the Transportation Master Plan update progress and provide feedback to staff.

### **BACKGROUND:**

#### **Kirkland 2044 Comprehensive Plan (K2044) Update Process Overview**

The City of Kirkland is in the process of conducting a State-mandated update of the Kirkland Comprehensive Plan with a target completion date of mid-2024 (the State deadline for City Council adoption is December 31, 2024). The Comprehensive Plan is the primary citywide guide for how we, as a community, manage growth over the next 20 years (with a horizon year of 2044) in terms of land use, transportation, and the public facilities and services necessary to support that growth. The Comprehensive Plan also includes goals and policies for how the City addresses housing, sustainability and climate change, economic development, parks and open space, transportation, and more.

The two-year [Comprehensive Plan Update](#) (referred to hereafter as K2044) process will be an opportunity to reflect on the kind of community we aspire to become, and to create a policy roadmap to achieve that vision. The process involves staff in each City department, City Council, City Boards and Commissions, and an extensive community outreach and engagement process focused specifically on reaching a wide diversity of perspectives as has been discussed with the Transportation Commission on the K2044 Community Engagement Plan at its [January 25<sup>th</sup> meeting](#). The [Transportation Master Plan](#) is being updated in conjunction with the K2044 process, and will be used to inform the Transportation Element in the Comprehensive Plan.

The last major (periodic) update to the Kirkland Comprehensive Plan was in 2015. The [existing Comprehensive Plan](#) contains the City's 2035 [Vision Statement](#) and [Guiding Principles](#), which form the foundation for the goals and policies contained in the General Elements (chapters of the

Comprehensive Plan). These two components establish an overall goal of maintaining Kirkland as a livable, sustainable, and connected city, which is still relevant today.

The K2044 Plan update will need to be consistent with updated State, regional, and King County policies and plans, along with local goals; discussed further in the element subsections below. As part of the process to certify Kirkland's K2044 Plan, the State, Puget Sound Regional Council, and King County will review drafts and approve the final Plan, once adopted by City Council.

More general information about the update process can be found in the briefing memos from [Planning Commission's April 28, 2022](#) and [City Council's December 8, 2022](#) meetings. These meeting packets, presentations, other documents, and additional resources, are available on the City's K2044 Comprehensive Plan update webpage at [Kirklandwa.gov/K2044](http://Kirklandwa.gov/K2044).

### **Transportation Master Plan (TMP) Summary**

The purpose of the TMP is to address current and future conditions of Kirkland's transportation system that considers all the ways in which people travel (walking and rolling, bicycling, riding transit and driving – often referred to as 'modes of travel'). This will include goals and policies that guide what Kirkland will focus on over the next 20-years and will also include specific projects and programs that outline what is next for Kirkland's Capital Improvement Program. To get there, the plan will evaluate existing conditions (our existing sidewalks, bike lanes, transit service, travel patterns and volumes, areas where we may see traffic delay, pavement conditions, etc.). We also reach out to the public to ask what the community wants to see and what their priorities are. Then, the plan will look at future conditions (projected travel patterns, future growth and land use, etc.) This information put together forms the goals and policies that will help the city prioritize which projects and programs to focus on. We look at how to accommodate all modes of travel and to make sure that this aligns with where and how the city is growing.

The 2015 TMP was developed based on guiding principles derived from a body of work called [Transportation Conversations](#) which was conducted prior to the development of the TMP. Those guiding principles are:

- Safely Move People: Support a transportation system and related government and private actions that promote all viable forms of transportation.
- Link to Land Use: Ensure consistency between land use, transportation planning and implementation.
- Be Sustainable: Support a transportation system that can be sustained over the next 50 years.
- Be an Active Partner: Actively build and maintain partnerships locally, regionally and nationally, to further our transportation goals.

Through the public engagement process and in particular, working with the focus groups and the Transportation Commission, these guiding principles will also be updated to ensure that as the goals and policies are revised, they reflect the current direction from the community.

### **Relationship Between the TMP and the Comprehensive Plan**

The TMP is its own 'stand-alone' planning document that looks at the broad, 20-year vision for the future of transportation but also gives more detail, context and background to the goals and

policies in the plan. This includes detailed analysis, maps, etc. Then, the TMP's goals and policies used as the primary content in the TMP will be carried over into the Transportation Element (chapter) of the Comprehensive Plan. The Comprehensive Plan also helps to inform the development of the TMP. For example, the land use forecasts from the Land Use Element in the Comprehensive Plan are used in the TMP to predict traffic volumes.

### **Community Outreach and Engagement Activities**

Beginning in early 2023, Staff conducted a substantial number of public outreach and community engagement activities to implement the community engagement plan. Below is a summary of community engagement activities accomplished to date, or in progress as of May 2023:

- [Community Engagement Plan](#), prepared by Broadview Planning consultants
- [Equity Review Report](#) of existing Comprehensive Plan elements, prepared by EcoNorthwest
- Project webpage updates and listserv email announcements
- Surveys (317 responses have been received so far for the Transportation and Land Use survey). The survey closes June 30, 2023.
- Focus Group recruitment focused on priority populations
- Focus Group meetings for Transportation and Land Use elements
- Publication of informational handouts (included introduction materials translated into the four most common languages in the City besides English)
- Presentations to community groups, Boards and Commissions (City Council, Planning Commission, Transportation Commission, Youth Council, Senior Council, Human Services Commission), neighborhood associations, and Kirkland Alliance of Neighborhoods
- Community events (Town Hall on Bikes, Eastside for All event, Kirkland City Hall for All event)
- Tabling events (seasonal events, Evergreen Health Fair)
- Class projects with Lake Washington and Juanita High Schools and student surveys
- Community-wide visioning event (January 2023)

### **PURPOSE AND STRUCTURE OF WORKSHOP:**

The purpose of the workshop is to discuss the TMP in detail and provide the Transportation Commission the opportunity to provide feedback and ask questions.

The structure of the meeting will be organized by starting with an overview of both the Comprehensive Plan and the Transportation Master Plan progress and elements. We'll discuss the difference between the TMP and the Transportation Element in the Comprehensive Plan and talk about the relationship between the TMP and other plans that the city has developed, such as the Active Transportation Plan, Vision Zero, etc. This overview will include how the planning process, such as the TMP, relates to other more regulatory elements such as codes, ordinances, etc.

From there, we'll discuss what we've heard from the public so far and share how that will inform the TMP update. This will lead into a discussion about updating the goals and policies in the TMP where staff expects to receive feedback from the Transportation

Commission. This will include a discussion of Complete Streets and folding that into the plan.

The final portion of this workshop will include reviewing the other elements in the TMP and share the overall schedule and potential check-ins with the Transportation Commission throughout the process.

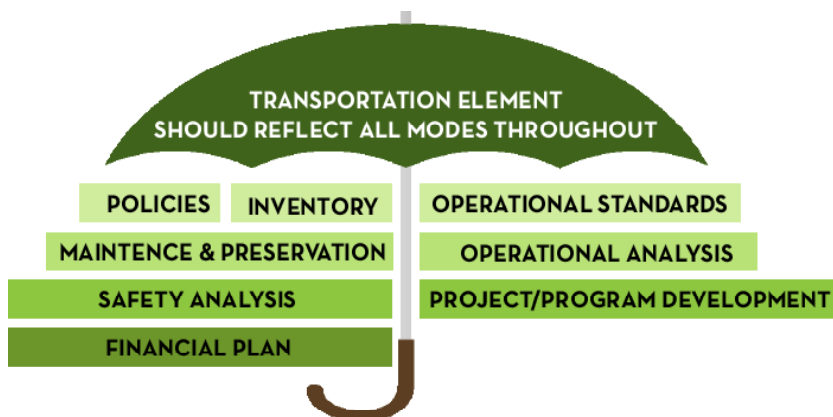
**Attachments:**

1. TMP Informational Handout
2. TMP Goals and Policies Summary



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## Transportation Master Plan Update

Transportation is an integral part of everyone's lives whether that is getting to and from work or school, running errands, or meeting friends and family. As Kirkland continues to grow in population, there is increased pressure on the transportation system to safely and efficiently connect people to where they need to go. With limited roadway space, increasing traffic, changing travel patterns, and renewed focus on safety; Kirkland's transportation system must accommodate people walking and rolling, bicycling, riding transit, and driving for all types of trips throughout the day.

As we look to the future, our vision of Kirkland's transportation system is safe, connected, and multimodal. The update to the Transportation Master Plan (TMP) will look for the best approach to improving the transportation system to achieve this objective. This includes examining policies, priorities and projects for the next twenty years.

### This update will...

- Focus comprehensively on safety
- Ensure maintenance and preservation of existing facilities (roads, bikelanes, sidewalks, etc.)
- Emphasize investment in bicycle and pedestrian modes
- Support the regional transit system with projects that connect people to transit and improve transit operations
- Coordinate multi-modal transportation projects with population and job growth for system capacity
- Integrate technology improvements that help make the system more efficient and intuitive
- Plan for multi-modal network connectivity to reduce travel times and increase transportation choices
- Prioritize projects and policies that achieve or advance these objectives

TRANSPORTATION SURVEY





# KIRKLAND 2044 COMPREHENSIVE PLAN



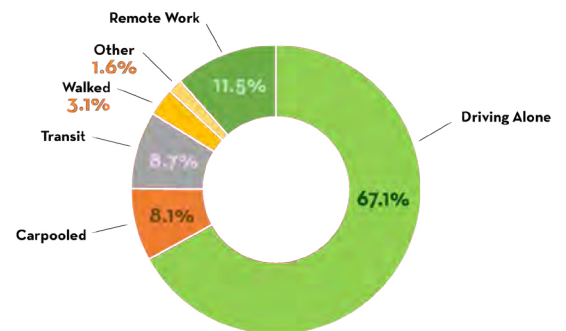
**YOU BELONG HERE**  
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Kirkland has very limited space to expand transportation facilities and is faced with the trade-offs for how to allocate the space we have to accommodate all modes and increased travel demand. Moreover, when more people take active modes (i.e., biking, walking, etc.), it leads to a healthier population and gets us closer to our climate goals. How can the City encourage more people to walk, bike, take transit or carpool for more trips so that when people need to drive or for those that must drive, the system remains efficient?

## HOW DOES KIRKLAND GET TO WORK?

*Puget Sound Regional Council, 2020*



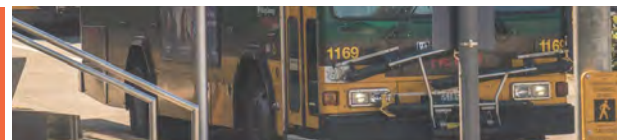
What challenges do you face in getting around your neighborhood and the city?



What would encourage you to reduce your drive-alone car trips?



How do you see your transportation trips changing in the future? How do you see transportation changing in general in the future?



## TRANSPORTATION SURVEY



Tell us your thoughts! Email us at  
[2044ComprehensivePlan@kirklandwa.gov](mailto:2044ComprehensivePlan@kirklandwa.gov)  
or take this brief survey





## TRANSPORTATION MASTER PLAN (TMP) SUMMARY:

The purpose of the TMP is to address current and future conditions of Kirkland's transportation system that considers all the ways in which people travel (walking and rolling, bicycling, riding transit and driving – often referred to as 'modes of travel'). This will include goals and policies that guide what Kirkland will focus on over the next 20-years and will also include specific projects and programs that outline what is next for Kirkland's Capital Improvement Program.

To get there, the plan will evaluate existing conditions (our existing sidewalks, bike lanes, transit service, travel patterns and volumes, areas where we may see traffic delay, pavement conditions, etc.). We also reach out to the public to ask what the community wants to see and what their priorities are. Then, the plan will look at future conditions (projected travel patterns, future growth and land use, etc.) This information put together forms the goals and policies that will help the city prioritize which projects and programs to focus on. We look at how to accommodate all modes of travel and to make sure that this aligns with where and how the city is growing.

## RELATIONSHIP BETWEEN THE TMP AND THE COMPREHENSIVE PLAN

The TMP is its own 'stand-alone' planning document that looks at the broad, 20-year vision for the future of transportation but also gives more detail, context and background to the goals and policies in the plan. This includes detailed analysis, maps, etc. Then, the TMP's goals and policies used as the primary content in the TMP will be carried over into the Transportation Element of the Comprehensive Plan. The Comprehensive Plan also helps to inform the development of the TMP. For example, the land use forecasts from the Land Use Element are used in the TMP to predict traffic volumes.

## GUIDING PRINCIPLES

Kirkland's 2015 Transportation Master Plan includes four guiding principles that served as the foundation for the development of the 2015 plan.

- **Safely Move People** - Support a transportation system and related government and private actions that promote all viable forms of transportation.
- **Link to Land Use** - Ensure consistency between land use, transportation planning and implementation.
- **Be Sustainable** - Support a transportation system that can be sustained over the next 50 years.
- **Be an Active Partner** - Actively build and maintain partnerships locally, regionally and nationally, to further our transportation goals.

As part of the public outreach process and working with focus groups, the city will evaluate if these are still the guiding principles that should be used to help inform any potential changes to the existing goals and policies. More information about these can be found on page 9 of the [2015 TMP document](#).

## CURRENTLY ADOPTED GOALS AND POLICIES

The following table outlines the currently adopted goals and policies in the Transportation Plan that is now adopted from 2015. This update will be looking at which of these may need to be updated in this plan update.



2015 Goals and Policies		
Goal	Policy	
<b>Goal T-0.</b> By 2035 eliminate all transportation related fatal and serious injury crashes in Kirkland.	<i>Policy T-0.1.</i>	Develop a vision zero safety plan that is multi- disciplinary and focuses on innovative approaches to safety.
<b>Goal T-1.</b> Complete a safe network of sidewalks, trails and improved crossings where walking is comfortable and the first choice for many trips.	<i>Policy T-1.1.</i>	Improve the safety of walking in Kirkland.
	<i>Policy T-1.2.</i>	Identify and remove barriers to walking
	<i>Policy T-1.3.</i>	Make getting around Kirkland on foot intuitive.
	<i>Policy T-1.4.</i>	Prioritize, design and construct pedestrian facilities in a manner that supports the pedestrian goal and other goals in the TMP.
	<i>Policy T-1.5.</i>	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.
	<i>Policy T-1.6.</i>	Make it safe and easy for children to walk to school and other destinations.
	<i>Policy T-1.7.</i>	Improve street crossings
<b>Goal T-2</b> Interconnect bicycle facilities that are safe, nearby, easy to use and popular with people of all ages and abilities.	<i>Policy T-2.1.</i>	Make bicycling safer.
	<i>Policy T-2.2.</i>	Create new and improve existing on-street bike facilities.
	<i>Policy T-2.3.</i>	Build a network of greenways
	<i>Policy T-2.4.</i>	Implement elements and programs that make cycling easier.
	<i>Policy T-2.5.</i>	Make it easy to navigate the bicycle network.
	<i>Policy T-2.6.</i>	Make the Cross Kirkland Corridor an integral part of the bicycle network and connect it to the region.
<b>Goal T-3</b> Support and promote a transit system that is recognized as a high value option for many trips.	<i>Policy T-3.1.</i>	Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.
	<i>Policy T-3.2.</i>	Support safe and comfortable passenger facilities.
	<i>Policy T-3.3.</i>	Integrate transit facilities with pedestrian and bicycle networks.
	<i>Policy T-3.4.</i>	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 .
	<i>Policy T-3.5.</i>	Require new developments to establish appropriate Transportation Demand Management Plans.
	<i>Policy T-3.6.</i>	Pursue transit on the Cross Kirkland Corridor.
	<i>Policy T-3.7.</i>	Work with Sound Transit to incorporate investments in Kirkland. (see coordination policy T-7.1)
	<i>Policy T-3.8.</i>	Partner with transit providers to coordinate land use and transit service (see Partner policy T-7.2)

<b>Goal T-4</b> Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.	Policy T-4.1.	Make strategic investments in intersections and street capacity to support existing and proposed land use.
	Policy T-4.2.	Use Intelligent Transportation Systems (ITS) to support optimization of roadway network operations.
	Policy T-4.3.	Position Kirkland to respond to technological innovations, such as electric vehicles and autonomous vehicles.
	Policy T-4.4.	Take an active approach to managing on-street and off-street parking.
	Policy T-4.5.	Work with the Washington State Department of Transportation and the State Legislature to improve the way I-405 and SR 520 meet Kirkland's transportation interests. (see Partnership Policy T-7.3)
	Policy T-4.6.	Reduce crash rates for motor vehicles.
	Policy T-4.7.	Mitigate negative impacts of motor vehicles on neighborhood streets
<b>Goal T-5</b> Create a transportation system that is united with Kirkland's land use plan.	Policy T-5.1.	Focus on transportation system developments that expand and improve walkable neighborhoods.
	Policy T-5.2.	Design Streets in a manner that supports the land use plan and that supports the other goals and policies of the transportation plan.
	Policy T-5.3.	Create a transportation network that supports economic development goals.
	Policy T-5.4.	Develop transportation improvements tailored to commercial land use districts such as Totem Lake, Downtown and neighborhood business areas.
	Policy T-5.5.	Require new development to mitigate site specific and system wide transportation impacts.
	Policy T-5.6.	Create a system of streets and trails that form an interconnected network.
<b>Goal T-6</b> 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-6.1.	Balance overall public capital expenditures and revenues for transportation.
	Policy T-6.2.	Place highest priority for funding on maintenance and operation of existing infrastructure rather than on construction of new facilities. Identify and perform maintenance to maximize the useful lifetime of the transportation network at optimum lifecycle cost.
	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.
	Policy T-6.5.	Safeguard the transportation system against disaster.
	Policy T-6.6.	Create an equitable system that provides mobility for all users.

	<i>Policy T-6.7.</i>	Implement transportation programs and projects in ways that prevent or minimize impacts to low-income, minority and special needs populations.
	<i>Policy T-6.8.</i>	Actively pursue grant funding and innovative funding sources
<b>Goal T-7</b> Coordinate with a broad range of groups; public and private, to help meet Kirkland's transportation Goals.	<i>Policy T-7.1.</i>	Play a major role in development of Sound Transit facilities in Kirkland.
	<i>Policy T-7.2.</i>	Establish commitments from transit providers to provide high quality transit service in exchange for land use and transportation commitments that support transit. Partner with King County Metro to meet mutual interests.
	<i>Policy T-7.3.</i>	Work with Washington State Department of Transportation and the Washington State Legislature to achieve mutually beneficial decisions on freeway interchanges and other facilities.
	<i>Policy T-7.4.</i>	Participate in and provide leadership for regional transportation decision making.
	<i>Policy T-7.5.</i>	Work closely with the Lake Washington School District to encourage more children to walk and bike to school.
	<i>Policy T-7.6.</i>	Coordinate multi-modal transportation systems with neighboring jurisdictions.
	<i>Policy T-7.7.</i>	Partner with the private sector and other "new" partners.
<b>Goal T-8</b> Measure and report on progress toward achieving goals and actions.	<i>Policy T-8.1.</i>	Use a multi- modal plan based concurrency method to monitor the rate at which land use development and the transportation system are constructed.
	<i>Policy T-8.2.</i>	Establish acceptable level of service for all modes.
	<i>Policy T-8.3.</i>	Adopt a Mode split goal for the Totem Lake Urban Center.
	<i>Policy T-8.4.</i>	Ensure implementation of the Goals and Policies in the Transportation Element and monitor progress toward those goals.