



## **CITY OF KIRKLAND**

### **Department of Public Works**

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#### **MEMORANDUM**

**To:** Transportation Commission

**From:** Kim Scrivner, Transportation Planner  
Joel Pfundt, Transportation Manager

**Date:** December 10, 2021

**Subject:** ACTIVE TRANSPORTATION PLAN UPDATE

#### **Staff Recommendation:**

It is recommended that Transportation Commission receive a briefing and provide input on the Active Transportation Plan update.

#### **Background:**

The update to the 2009 Active Transportation Plan (ATP) began in 2019 but was put on hold in early 2020 due to the COVID-19 pandemic. This work started again in mid-2021 and a preliminary draft plan document is available for Transportation Commission Review (which will be loaded to the Transportation Commission website on December 13<sup>th</sup>).

The engagement process happened in two stages. Early engagement occurred in 2019-early 2020 and then started again in late summer through December 1<sup>st</sup>, 2021. This included meetings with interest groups, neighborhood associations, community meetings at City Hall, 2021 City Hall for All event, an on-line survey as well as an open comment form on the city's website.

Overall, the city received 1,278 responses to the on-line survey and over 60 written suggestions, comments or questions through various on-line forums.

In addition, staff has briefed City Council at a study session in April 2021 and to the Transportation Commission:

Transportation Commission presentations:

- March 2019 – introduction to the project and review of proposed vision – safety, high quality networks, designing for all-ages and abilities and access to transit emphasis
- October 2019 – discussed data renovation project, scope of work and engagement plan

- February 2020 – reviewed crash data analysis, results from public survey and an introduction to the level of stress analysis from consultant
- March 2021 – status of plan update and next steps, more detail regarding analysis conducted to identify bike and pedestrian networks, implementation strategy
- October 2021 – briefing on the second round of community engagement and more detail from the survey, detailed the prioritization framework for identifying projects

Key take-aways:

The city heard the most from the public regarding concerns about safety and these comments were varied. These comments included concerns related to:

- lowering speeds
- separation of modes such as the greater need for protected bike lanes or substandard bike lanes
- need for improved crossings
- greater connectivity and specifically lack of sidewalks in some areas
- human behavior such as cars failing to yield to pedestrians

The city also received many project / location specific comments and quite a few questions. Some questions/ general comments included:

- appropriate use electric bikes and scooters in bike lanes and on sidewalks
- trade-offs between parking and other uses of right-of-way (people suggested to remove parking in lieu of bike lanes, others expressed concern about parking availability)
- need to ensure bike lanes and sidewalks are not blocked by cars, trash bins or debris

**December Transportation Commission objectives:**

Staff will review the preliminary draft plan and specifically the proposed updates to the goals, objectives and strategies in the plan.

The purpose of the Active Transportation Plan is to identify projects and programs that make walking and bicycling safer in Kirkland, specifically in public right-of-way connecting to activity centers, transit, parks and to the Cross Kirkland Corridor. Other plans and activities in Kirkland that specifically focus on or benefit active transportation are:

- **Safer Routes to School (SRTS) Action Plans** focus on walk access to schools. The development of the ATP was coordinated with the SRTS Action Plan development in terms of outreach and project development and the ATP prioritizes projects that overlap SRTS projects in order to show multiple benefit.
- **Parks, Recreation and Open Space (PROS) Plan** will address trail and pedestrian access and maintenance through parks and green spaces.
- **Vision Zero Action Plan** will address additional safety measures that ultimately will benefit people walking and bicycling. Addressing speeds is one activity that will likely come out of this plan that the ATP does not specifically address.

- **Cross Kirkland Corridor (CKC) Master Plan** identifies connections to the Cross Kirkland Corridor as well as additional investments and outcomes for the future of the corridor. A follow-up strategy to the ATP will be to develop an action plan for the CKC that will prioritize future connections and guide the city on next steps to implement the master plan.

The intent of the proposed update to the ATP goals and the TMP goals is to be a little more specific but also more inclusive of larger program items. The 'supportive goals' are intended to address previous goals (without eliminating them) but reference other planning activities outside of the ATP.

2009 ATP GOALS	2021 ATP Proposed Goals
Goal G1. Develop the Cross Kirkland Trail	<p>Goal 1: Create a safe, connected pedestrian network where walking is a comfortable and intuitive option as the first choice for many trips.</p> <p>Goal 2: Create a connected bicycle network that accommodates people of all ages and abilities to get to destinations such activity centers, parks, transit and the Cross Kirkland Corridor.</p> <p>Goal 3: Encourage and incentivize more people to walk and bike, encourage safe behavior</p> <p>Supportive Goals: These address previous goals but reference other planning activities outside of the ATP.</p> <p>Support Goal 1: Achieve the Master Plan Vision of the Cross Kirkland Corridor</p> <p>Support Goal 2: Implement the recommendations in the Vision Zero Action Plan</p> <p>Support Goal 3: Utilize technology to support safety measures and supplement safe networks</p> <p>Support Goal 4: Implement the recommendations in the Safer Routes to School Action Plans</p>
Goal G2. Reduce crash rates	
Goal G3. Add facilities for pedestrians	
Goal G5. Improve safety for people crossing streets	
Goal G6. Remove physical barriers to walking	
Goal G4. Increase the number of children who use active transportation to travel to and from school	
Goal G7. Improve on-street bicycle facilities	
Goal G8. Make bicycling more convenient	
<b>2015 Transportation Master Plan (TMP) Goals</b>	
Goal T-1. - Complete a safe network of sidewalks, trails and improved crossings where walking is comfortable and the first choice for many trips	
Goal T-2 Interconnect bicycle facilities that are safe, nearby, easy to use and popular with people of all ages and abilities	

In addition to reviewing the goals, objectives and strategies, staff will also brief the Transportation Commission on the prioritized walk and bike networks.

After hearing the Transportation Commission comments on the preliminary draft plan, staff will apply changes to the document and post a more formal Draft ATP Plan to city website and conduct outreach in the community to communicate this is available for comment. The Draft ATP plan will be posted in early January and be open for comment through February 15<sup>th</sup>.

The Transportation Commission will have another briefing at their January or February meeting to review the final draft plan and staff will review prioritized projects at that time.

Staff will then bring this to the City Council at their March 15<sup>th</sup>, 2022 study session for final Council review.