

Active Transportation Plan Update



Transportation Commission
1-26-2022

Draft Plan Elements:

- Purpose – reaffirm commitment to safety and clarify focus areas (public right-of-way)
- Goals and Objectives
- Public Engagement
- Existing Conditions
- Network Connectivity Analysis and Prioritization Process
- Vision networks and high priority projects
- Implementation Strategy
- Baseline Conditions Report

Purpose

- Reaffirm Kirkland's commitment to safely connecting people to where they need to go by walking and rolling
- Addressing Council goal for Balanced Transportation
- Specifying the role of this plan (addressing public right-of-way)
- Identification of other plans and activities that also improve walking and bicycling/ rolling in Kirkland

Goals

- Create a safe, connected pedestrian network where walking is a comfortable and intuitive option as the first choice for many trips
- Create a connected bicycle network that accommodates people of all ages and abilities to get to destinations such as activity centers, parks, and transit
- Encourage and incentivize more people to walk and bike and encourage safe behavior for all users of the transportation system

Public Engagement

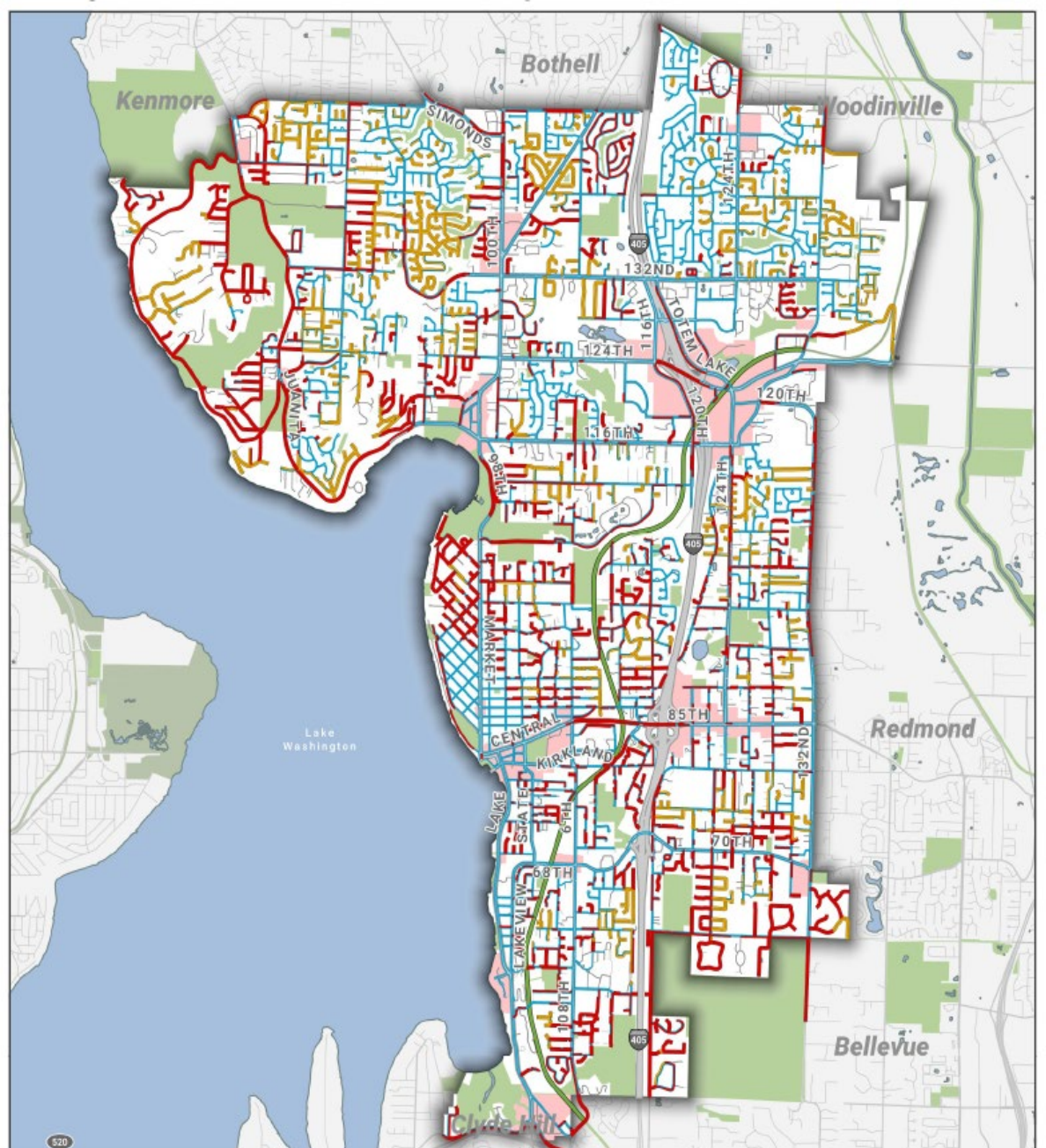
Appendix A: Public Engagement Report

- Summary of Engagement Activities
- Key Take-Aways
- Full Survey results and additional cross-tab reports

Pedestrian Network Connectivity Analysis

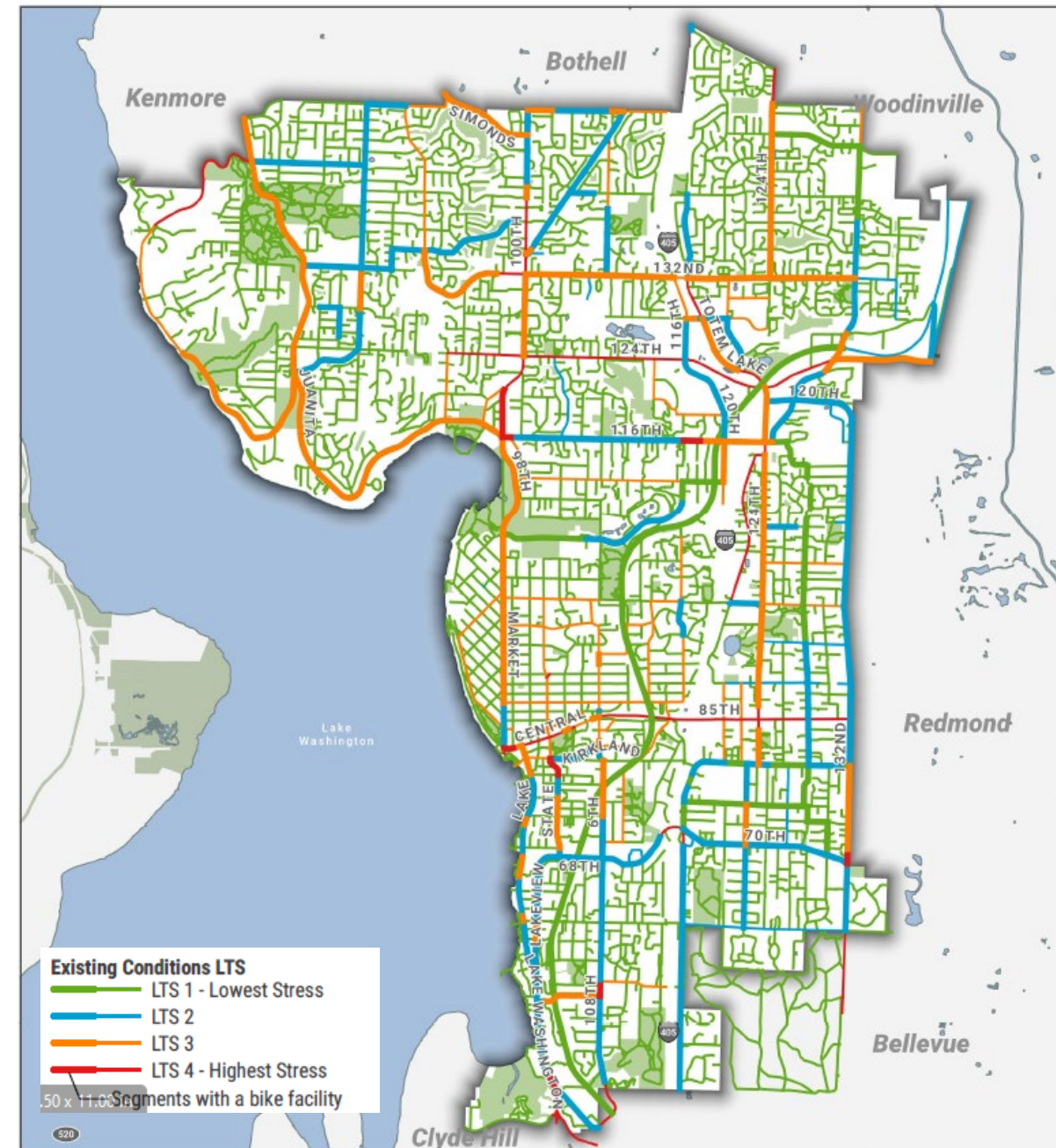
Sidewalk gaps were analyzed to determine which gaps, if filled, would provide the greatest benefits in terms of providing access to:

- Transit
- Activity Centers
- Parks
- Cross Kirkland Corridor



Bicycle Network Analysis

1. Level of Traffic Stress
 - Speed, volume, existing facilities
 - Bicycle Network Analysis
 - Low stress connections needed to complete networks to destinations



Project Prioritization

1. Builds upon the network analysis work
2. Further prioritizes projects based on access to key destinations (includes schools for bike projects, overlap with Safer Routes to School plans for pedestrian projects)
3. Folds in additional factors such as equity, safety

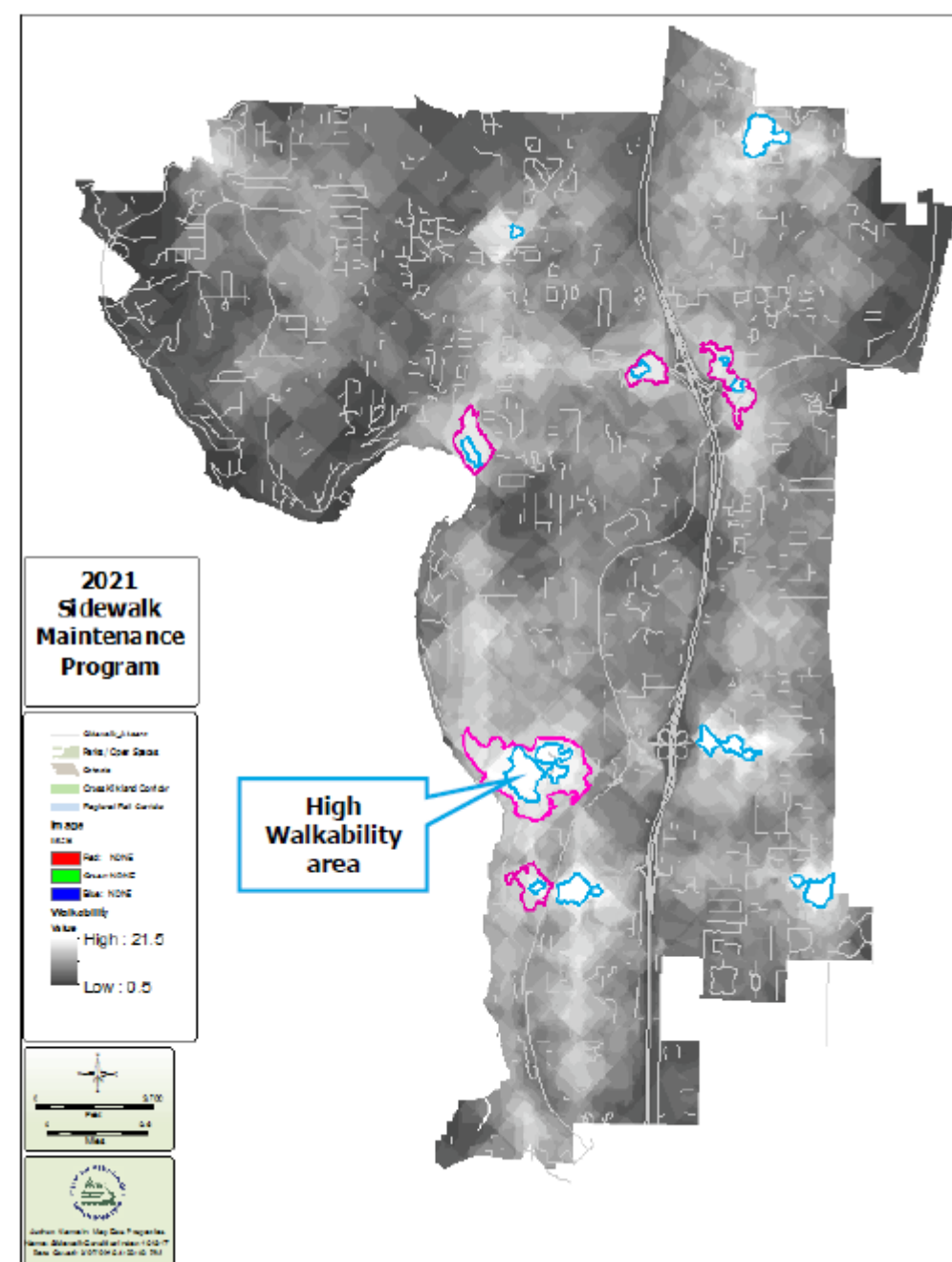
See Appendix B: Project Prioritization

Pedestrian Project Recommendations

1. Maintenance and repair of existing network
 - Added objective to address sidewalk repair program
2. Prioritized recommendations based on network analysis and prioritization process

Pedestrian Project Recommendations

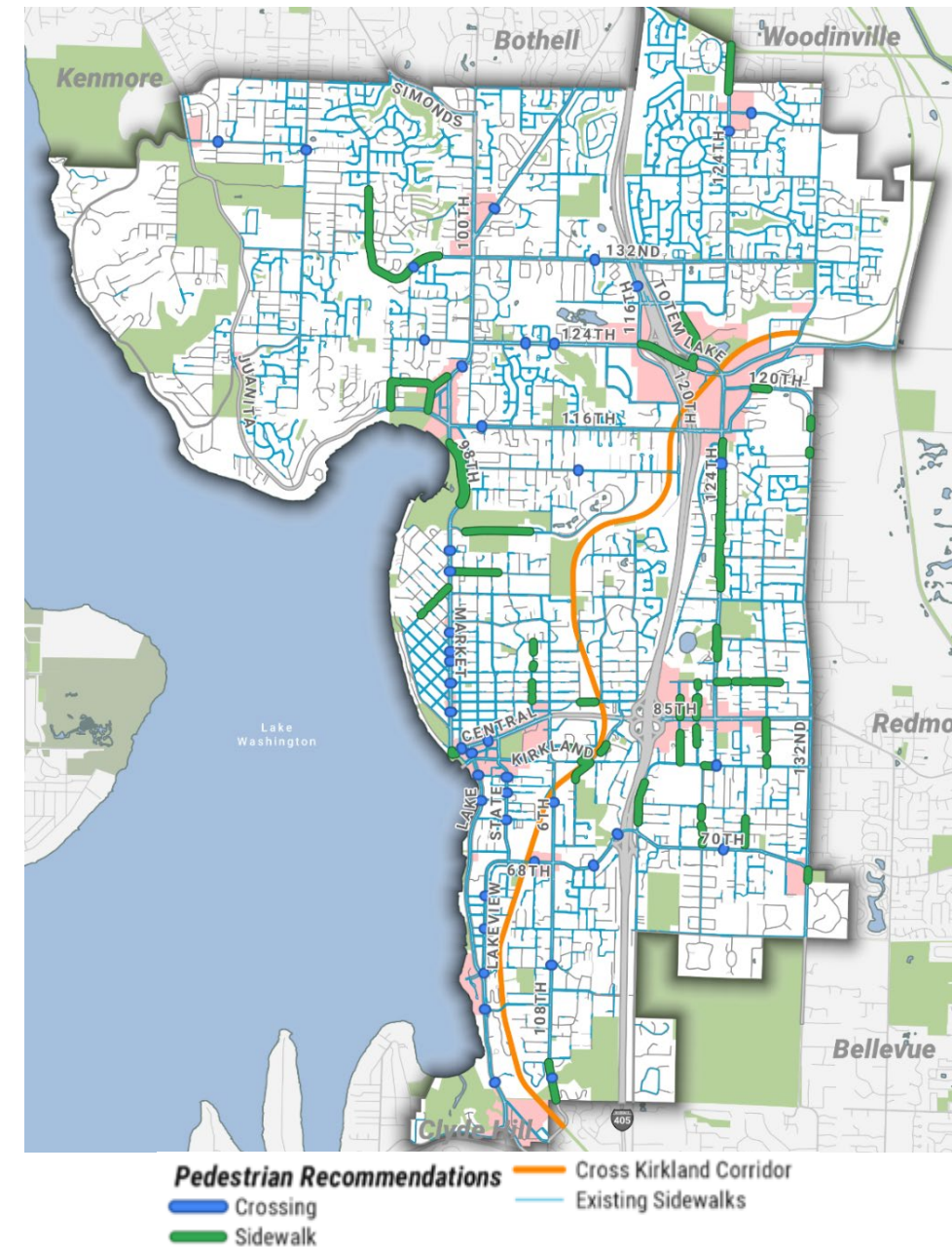
1. Maintenance and repair of existing network
 - Added objective to more formally address sidewalk repair program and needed future inventories to better track progress
 - Updates to 2015 Sidewalk Condition inventory



Pedestrian Project Recommendations

2. Prioritized Sidewalks and Crossings

- Crossings: Identified through network analysis + top crossings already identified by the city, then prioritized
- Sidewalks: Identified and prioritized through network analysis process then prioritized



3. Additional Considerations

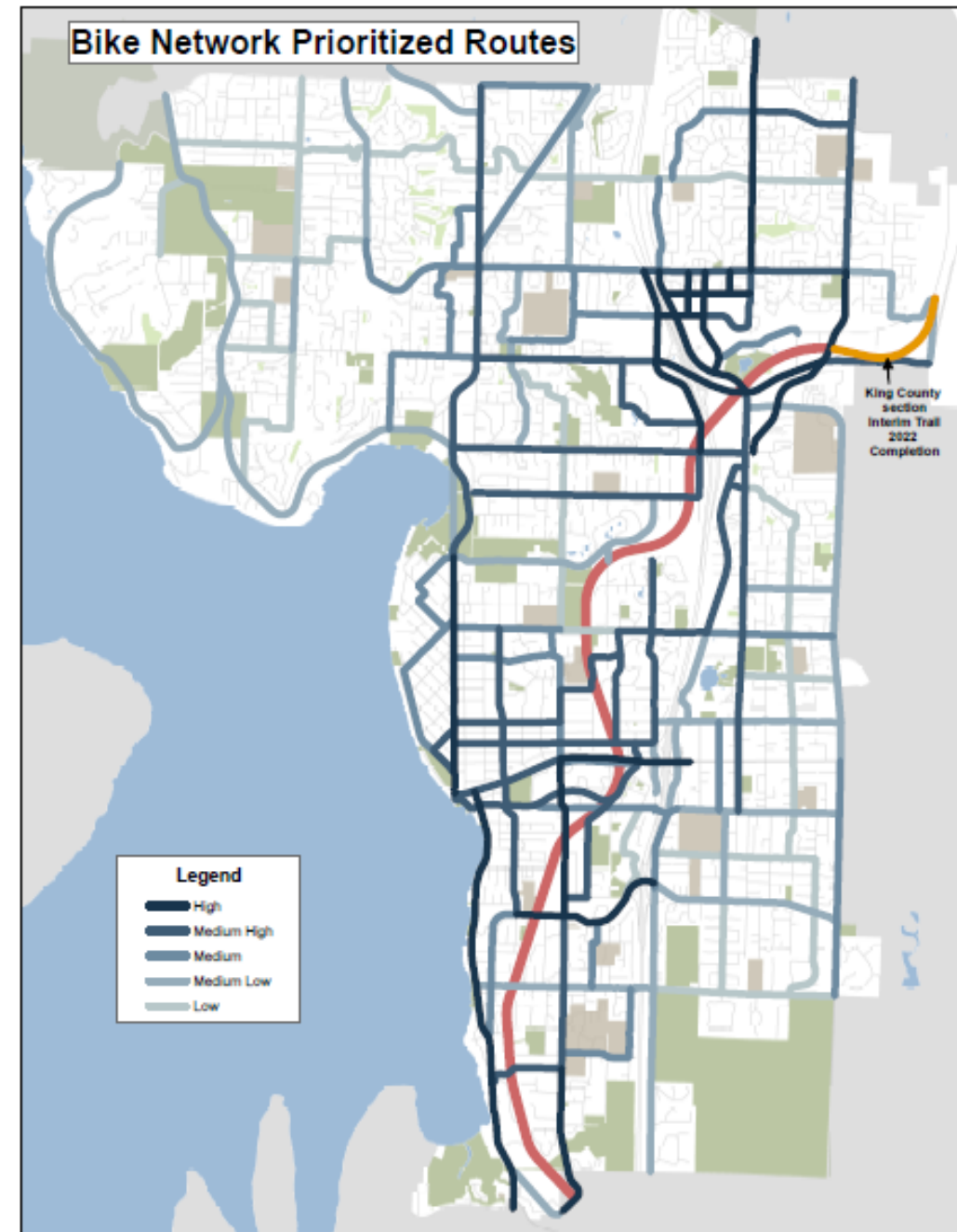
- Addresses 2009 objective to complete sidewalks on one-side of all arterials. There are many overlaps of segments with the prioritized sidewalk segments. This objective allows the city to consider additional segments beyond the prioritized sidewalk segments (although will be a lower priority)



Bicycle Project Prioritization Results

1. Prioritized Bike Network

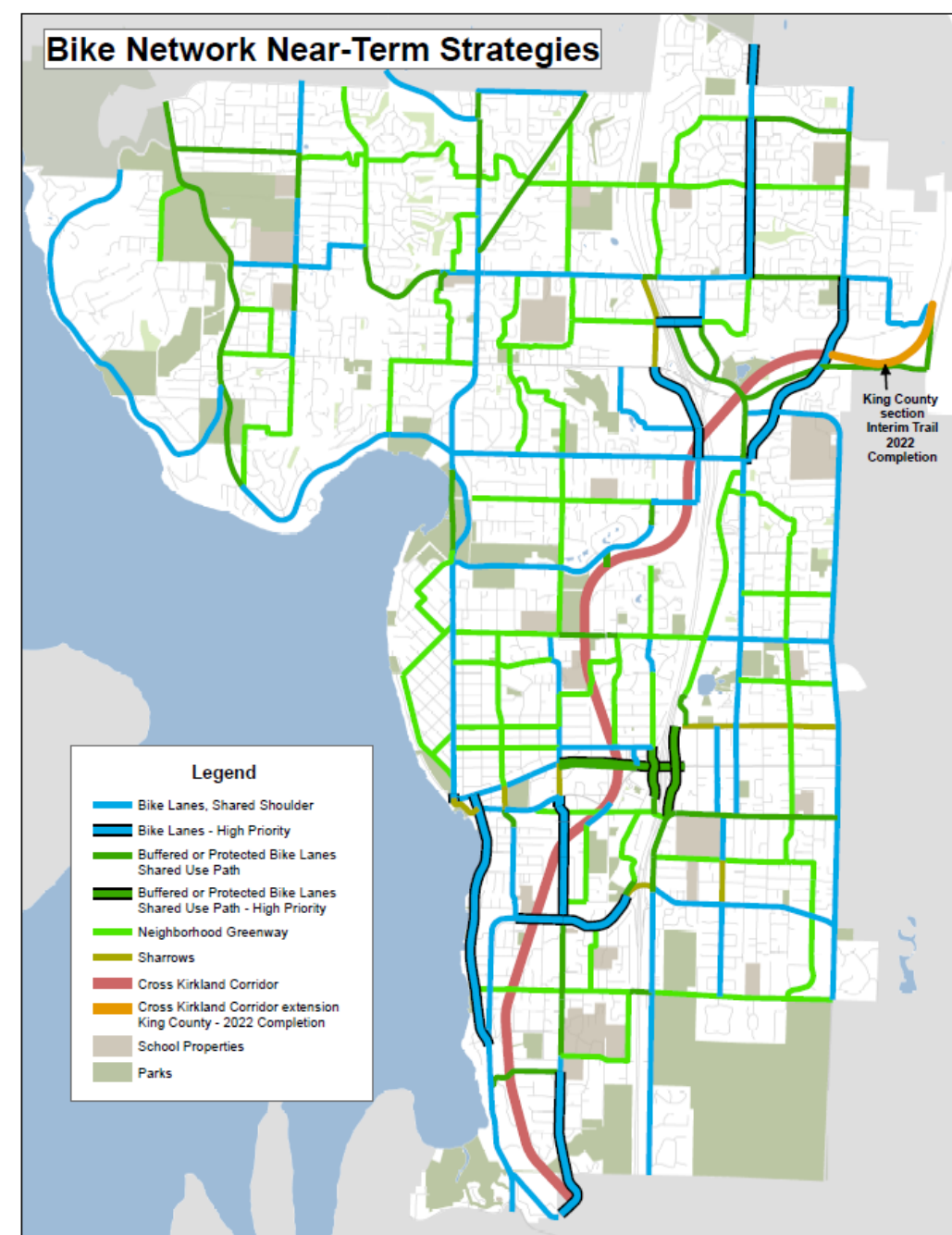
Included both gaps and existing bike facilities in order to better prioritize improvements to full network.



Bicycle Project Prioritization Results – Near Term Strategies

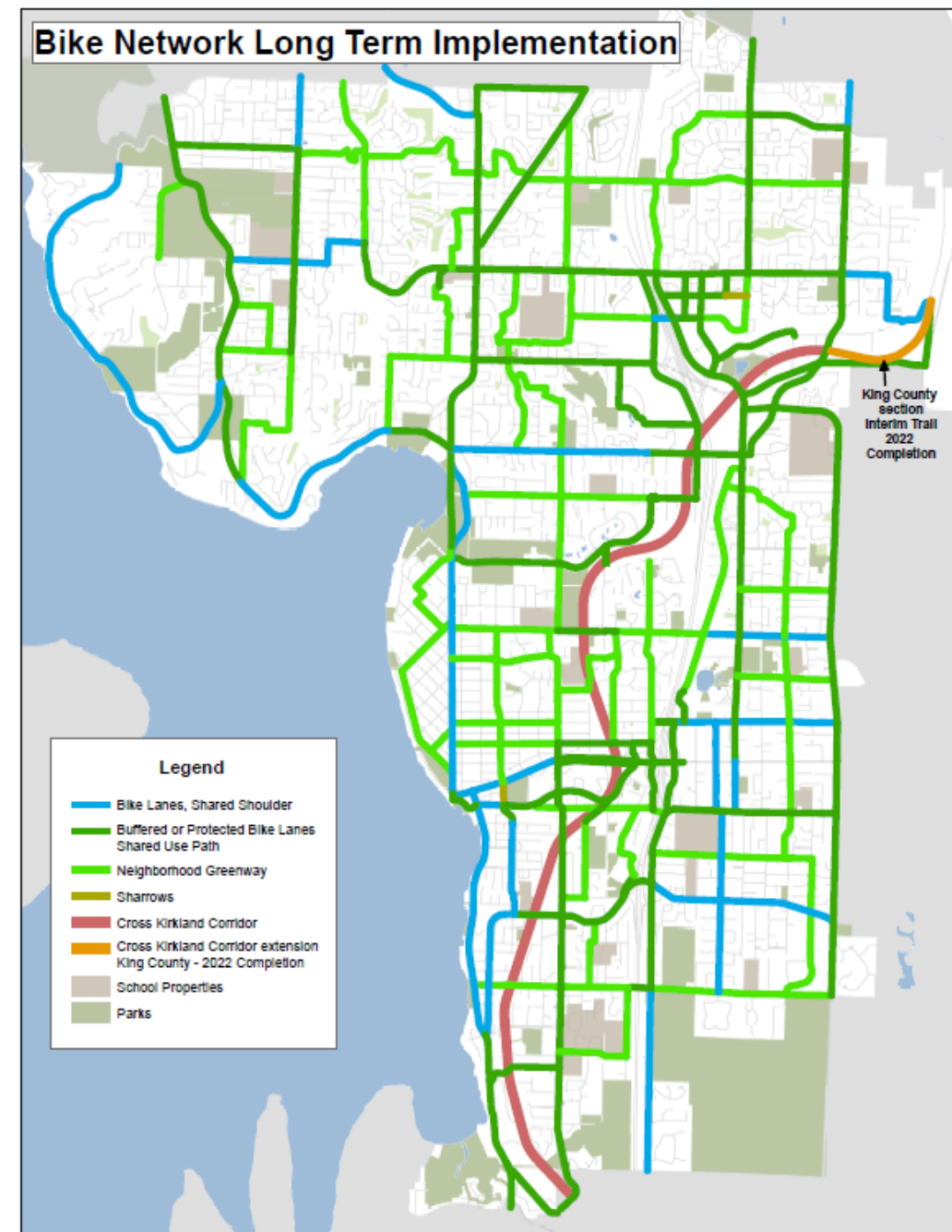
2. Near Term Strategies

- within existing COK right-of-way
- prioritized list
- candidates for CIP projects



Bicycle Project Prioritization Results – Near Term Strategies

3. Longer Term/Vision Strategies
 - relative to surrounding activity more than a timeline
 - most require additional right-of-way
 - most dependent upon future development



Implementation Strategy

- Capital Improvement Program
 - Streets Levy, real estate excise tax plus smaller sources such as gas tax, impact fees, etc.
- Grants
- Programs
 - paving and striping programs
 - neighborhood safety programs
 - school safety cameras
- Development
- Interagency coordination (WSDOT, Transit agencies)
- additional / proposed tools (transportation benefit district)