



Active Transportation Plan Update



VISION ZERO 

March 15, 2022
Council Study Session

KEY QUESTIONS for both the ATP and VZ Plans:

1. Have we captured the Transportation Commission Comments accurately?
2. Are we missing anything major?

Vision Zero Policy in Kirkland

City of Kirkland



TRANSPORTATION
MASTER PLAN

Kirkland adopted the Vision Zero policy in 2015 as part of the Transportation Master Plan.

Goal T-0: Zero traffic fatalities and serious injuries by 2035.

Purpose of Vision Zero Action Plan

- Mechanism for re-evaluating crash data over time on a semi-regular basis
- Identifies additional **objectives and strategies** the city will take aimed at reaching the Vision Zero goal



Key Take-Aways from Crash Data Analysis

- Focus on pedestrian and bicycle related crashes
- Focus on speeds
- Uncontrolled intersections
- In-attention and driver distraction also an issue



Action Plan - Objectives

- **Prioritize Safe Street Design**
- **Operate Safe Streets**
- **Build a Robust and Transparent Data Framework**
- **Promote and Institutionalize a Culture of Safety**



Operating Safe Streets: Speeds

- Evaluating speeds city-wide (existing policy, implementation)
 - Arterials
 - Neighborhood Streets
 - School Zones (+ other operational improvements)

Engineering and Project Implementation

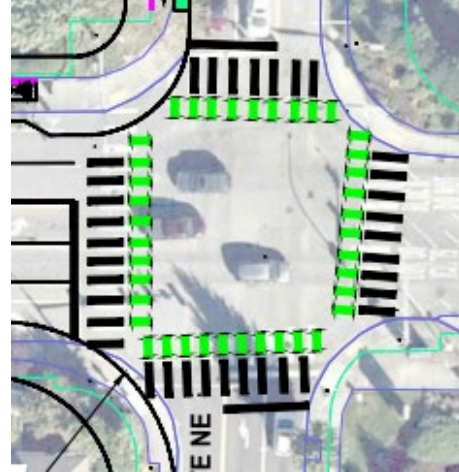
Trade-offs

Safety lens → Vision Zero lens:

- Trade-offs include potentially longer travel times or driving convenience:
 - Longer wait times at signals (examples: leading pedestrian intervals or default pedestrian signals)
 - Longer queues for drivers (132nd Crossing of the CKC)
 - Restrictive turn movements (no right turn on red lights)
 - Greater expense in projects such as adding protected intersections
 - Increased protection in general for people walking and bicycling



Protection in bike lanes and at the Intersection



Data and Transparency

More information on website such as maps, charts and trend data

- Heat maps
- Update each year or every other year
- Contributing factors
- Crash data [web-map](#)
- Corridor and intersection analysis



Next Steps

- Share with Council any additional comments from the Transportation Commission at their May 3rd meeting
- Incorporate final comments from Council into the document and bring back with a resolution for adoption.





Active Transportation Plan Update

Plan Purpose and coordination with other plans

- Bicycle and Pedestrian network and projects within public right-of-way
- Builds upon (not limited to):
 - Safer Routes to School Action Plans, Cross Kirkland Corridor Master Plan, Parks, Recreation and Open Space (PROS) Plan, Neighborhood Safety Program, etc.

Safe and Active Transportation

(not silo plans)

Public Engagement

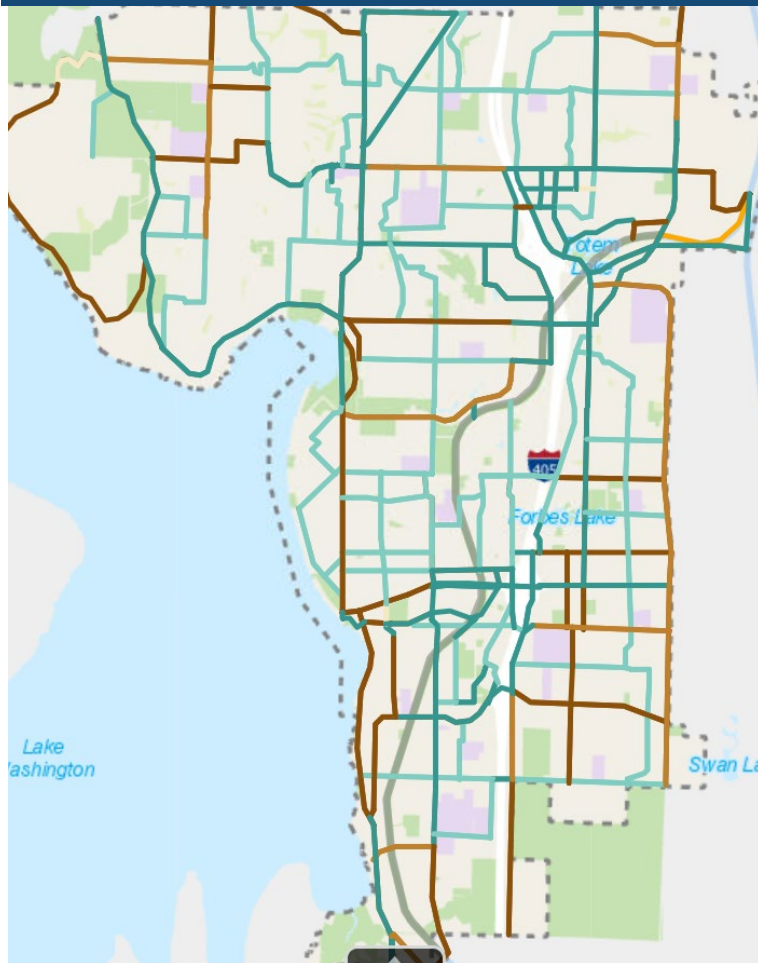
- Appendix A now includes all the comments from the public comment form
- Transportation Commission comment summary
- Summary of public comments– general support, greater protection, many comments on specific projects, lowering speeds

Pedestrian Project Recommendations

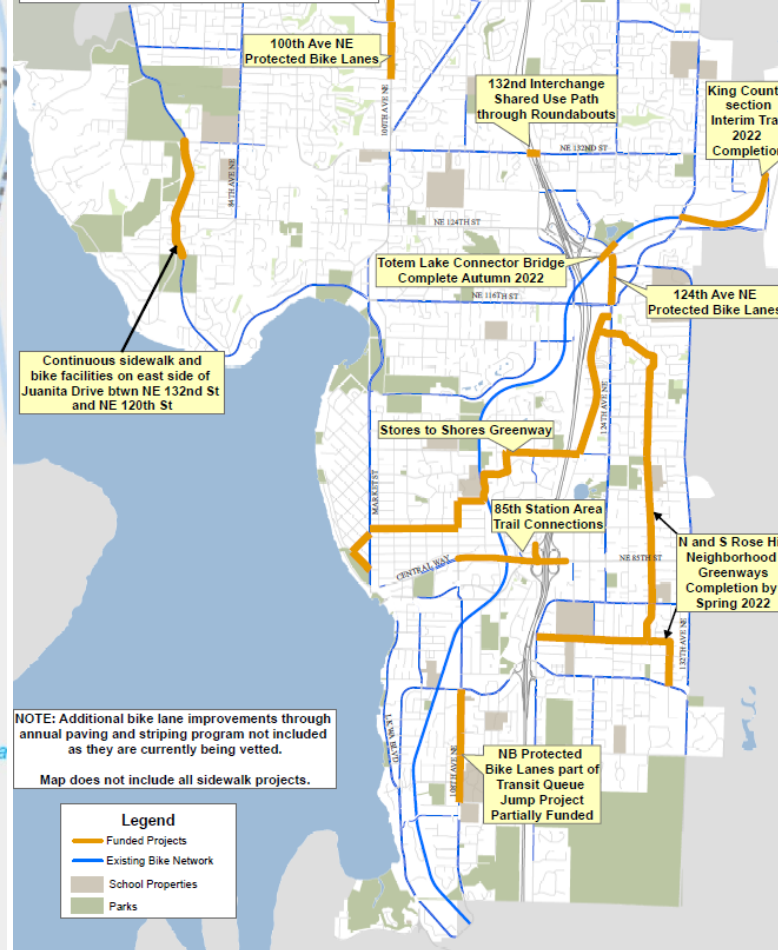
- maintenance of current system
- high priority crossings
- high priority sidewalk gaps identified by prioritization
- priority projects of equal weight with the objective to finish sidewalks on at least one side of all arterials
- inclusion of ‘special projects’ – Lake Wa Blvd and Park Lane

Bike Network [on-line map](#), catalyst projects and funded projects

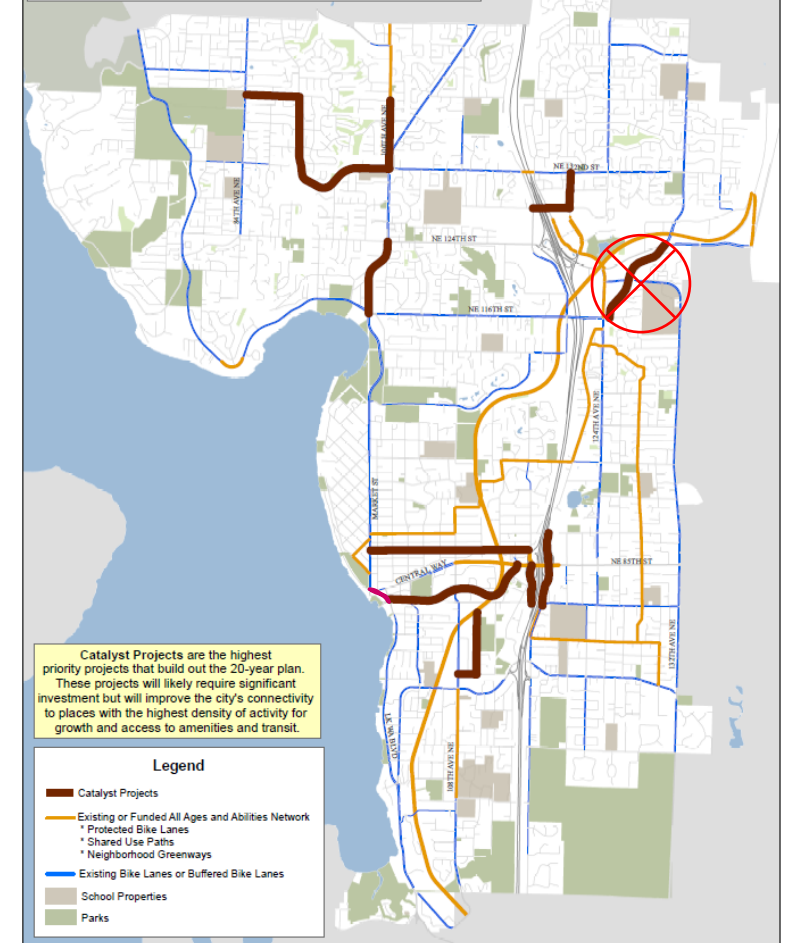
Planned Bicycle Network and Implementation



Funded Bicycle Projects Expected Completion by 2026



Proposed Catalyst Bicycle Projects



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