Attachment A: Goals and Policies Proposed Updates

New Goal	Existing Policy		Status	Proposed Action	Proposed Change(s)	Additional Comments/Notes
T-0: Safety - By 2035 eliminate all transportation related fatal and serious injury crashes in Kirkland.	T-0.1.	Develop a vision zero safety plan that is multi- disciplinary and focuses on innovative approaches to safety.	Existing	Update	Update policy to acknowledge completion of the Action Plan and direct efforts toward implementation of the plan. Policy example: -Implement the City's Vision Zero Action Plan and monitor progress annually.	
			Proposed	New Policies	*Establish policies that connect to each element of the Safe Systems Approach. Examples include:* *-Review and revise the City's existing design standards to reflect current best practices.* *-Implement a comprehensive staff training program to encourage a culture of safety across relevant departments* *-Review and revise speed limit policies within the City to lower speeds and encourage safer travel.* *-Equip all City fleet vehicles with safety related devise and technology that identifies dangerous driving behaviors.*	KS: Are all of these new?
			Proposed	New Policies	*Establish policies that connect to and advance the City's Complete Streets ordinance. Examples include:* *-Advance the City's Complete Streets ordinance by accommodating for all modes of travel in transportation system projects as defined in the ordinance*	Incorporation of design best practices, as indicated in the ordinance, is covered under Safe Streets above KS: We don't want to sound like we have not been already doing these things. I like the word 'advance'. We should include 'continue' or 'expand' on what has already been done.

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T-1: Active Transportation – Create and maintain a high-quality network of complete and connected low-stress walking and bicycling facilities, including sidewalks, trails, crosswalks, and bikeways making active transportation a first choice for many trips	T-1.1.	Improve the safety of walking in Kirkland	Existing	Update	Make walking and biking safer, easier, and more convenient.	Associated action will include Implement projects, policies, and actions associated with the Active Transportation Plan.
	T-2.1.	Make bicycling safer	Existing	Update	*Combine with T-1.1, as indicated above.*	
	T-2.4.	Implement elements and programs that make cycling easier.	Existing	Update	*Combine with T-1.1, as indicated above.*	
	T-1.2.	Identify and remove barriers to walking	Existing	Update; move to action.	*List as action under T-1.1*	
	T-1.3.	Make getting around Kirkland on foot intuitive	Existing	Update	Make walking in Kirkland comfortable, intuitive, and the first choice for many trips.	
	T-2.5.	Make it easy to navigate the bicycle network.	Existing	Maintain		
	T-1.4.	Prioritize, design and construct pedestrian facilities in a manner that supports the pedestrian goal and other goals in the TMP	Existing	Update; move to action.	Change to: "Prioritize, design, construct, operate and maintain pedestrian facilities in a manner that maximizes safety and operational efficiency".	-List as action under T-1.1. -Consider including "healthy trips"
	T-1.5.	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.	Existing	Update	*Update policy to reflect creating "world-class" or "signature" trails/corridors. Move CKC and LWB to actions under the policy.*	
	T-2.2.	Create new and improve existing on-street bike facilities.	Existing	Update; move to action.	*List as action under T-1.1; consider combining with existing policy T-1.4. For example: -Prioritize, design, construct, operate and maintain bicycle and pedestrian facilities in a manner that maximizes safety and operational efficiency*	-Consider adding 'active and healthy' (per countywide policy)

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	T-2.6.	Make the Cross Kirkland Corridor an integral part of the bicycle network and connect it to the region.	Existing	Remove.	*Combine with updated Policy T-1.5. This would be best integrated into the CKC action.*	
	T-2.3.	Build a network of greenways	Existing	Update; move to action.	*Integrate under policy T-1.1. Consider combining in an action statement with current Policy T-2.2.*	
	T-1.6.	Make it safe and easy for children to walk to school and other destinations	Existing	Update.	Make walking and biking to/from school safer and easier.	Actions will link to SRTS planning and goals, note LWSD coordination.
	T-7.5.	Work closely with the Lake Washington School District to encourage more children to walk and bike to school.	Existing	Remove.	Combine with T-1.6	
	T-1.7.	Improve street crossings.	Existing	Update	Make crossings for pedestrians and bicyclists safer.	
			Proposed	New Policies	*Maintain existing pedestrian and bicycle facilities.*	
			Proposed	New Policies	Develop a comprehensive bike parking policy to ensure adequate end-of-trip facilities are available.	
	T-3.1.	Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.	Existing	Maintain		Include action that links to Land Use to support Transit-Oriented Development.
	T-3.2.	Support safe and comfortable passenger facilities.	Existing	Maintain		
	T-3.3.	Integrate transit facilities with pedestrian and bicycle networks.	Existing	Update	*Update policy to better reflect first and last mile connections/access to transit more generally. Actions under this policy will connect bike/ped networks more explicitly.*	
	T-3.4.	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.	Existing	Maintain	*Consider adding policy that reflects trip reduction efforts more generally, in addition to CTR efforts.*	

New Goal		Existing Policy	Status	Proposed Action	Proposed Change(s)	Additional Comments/Notes
T-2: Public Transportation – Through coordination with regional agencies and improvements within the City of Kirkland, the city will support and promote a transit system as a high value option for many trips.	T-3.5.	Require new developments to establish appropriate Transportation Demand Management Plans.	Existing	Maintain		
	T-3.6.	Pursue transit on the Cross Kirkland Corridor.	Existing	Maintain	*Explore opportunities to combine with other policies, where applicable.*	
	T-7.1.	Play a major role in development of Sound Transit facilities in Kirkland.	Existing	Update	*Combine policies T-7.1, T-7.2, T-7.4, and T-3.7 to reflect regional coordination opportunities with transit providers. Actions can expand on specific efforts (STRIDE, South Kirkland P&R, 85th)*	
	T-7.2.	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.	Existing	Update	*Combine policies T-7.1, T-7.2, T-7.4, and T-3.7 to reflect regional coordination opportunities with transit providers. Actions can expand on specific efforts (STRIDE, South Kirkland P&R, 85th)*	
	T-7.4.	Participate in and provide leadership for regional transportation decision making.			Combine policies T-7.1, T-7.2, T-7.4, and T-3.7 to reflect regional coordination opportunities with transit providers. Actions can expand on specific efforts (STRIDE, South Kirkland P&R, 85th)	
	T-3.7.	Work with Sound Transit to incorporate investments in Kirkland. (see coordination policy T-7.1)	Existing	Update	*Combine policies T-7.1, T-7.2, T-7.4, and T-3.7 to reflect regional coordination opportunities with transit providers. Actions can expand on specific efforts (STRIDE, South Kirkland P&R, 85th)*	
	T-3.8.	Partner with transit providers to coordinate land use and transit service (see Partner policy T-7.2)	Existing	Update; move to action.	*Consider moving to action under T-3.1.*	
	T-7.6.	Coordinate multi-modal transportation systems with neighboring jurisdictions.	Existing	Maintain		
	T-4.1.	Make strategic investments in intersections and street capacity to support existing and proposed land use.	Existing	Update	Optimize the existing roadway system through operations improvements and strategic investments to support existing and proposed land use.	

New Goal		Existing Policy	Status	Proposed Action	Proposed Change(s)	Additional Comments/Notes
T-3:Vehicle Management– Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.	T-4.2.	Use Intelligent Transportation Systems (ITS) to support optimization of roadway network operations.	Existing	Maintain		Recommend maintaining in Vehicle Management; however, may also be applicable in Technology and Emerging Practices goal. Associated actions will include establishing procedures to evaluate the operational and safety performance of the network.
	T-4.4.	Take an active approach to managing on-street and off-street parking.	Existing			
	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)	Existing	Update.	*Combine with T-7.3 to capture WSDOT coordination more broadly to support regional connectivity.*	City Comment: Will continue to work with them on these projects plus the coordination with ST when STRIDE comes. Is there a reason why SR 520 was included here?
	T-7.3.	Work with Washington State Department of Transportation and the Washington State Legislature to achieve mutually beneficial decisions on freeway interchanges and other facilities.	Existing	Update	*Combine with T-4.5.*	
	T-4.6.	Reduce crash rates for motor vehicles	Existing	Remove.	This is covered under T-0 Safety.	City Comment: Change to Improve safety for motor vehicles
	T-4.7.	Mitigate negative impacts of motor vehicles on neighborhood streets	Existing	Update.	*Update policy to identify potential impacts or possible solutions. Example:* *-Mitigate negative impacts of motor vehicles on neighborhood streets through traffic calming, interventions to reduce cut-through traffic, speed reduction, and similar approaches.*	Actions can identify role of Neighborhood Traffic Control Program.
			Proposed	New Policies	*Identify policy that incorporates discussion of freight. Specifically policy should consider designating freight corridors and the role of freight in the transportation network.*	Actions likely to include: Designate freight priority corridors; mitigate impact of freight on walking, biking, and public transportation by identifying appropriate route options;

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T-4: Equity -The transportation system should address the mobility needs of all people, regardless of age, ability, or background and prioritize the needs of the most vulnerable users to advance the City's commitment to Diversity, Equity, Inclusion, and Belonging.	T-6.6.	Create an equitable system that provides mobility for all users.	Existing	Update	Create an equitable transportation system that provides mobility for all users and expands access to opportunities.	could improve language about economic retention
	T-6.7.	Implement transportation programs and projects in ways that prevent or minimize impacts to low-income, minority and special needs populations.	Existing	Update	*Align language regarding disadvantaged/vulnerable populations with Guiding Principles and DEIB Roadmap*	The ATP and VZ plans talk about addressing vulnerable populations: people walking and bicycling because they are more exposed and also because many people do not have another choice but to walk, bike and take transit. Kirkland prioritizing walk, bike and transit modes is how we are addressing this.
			Proposed	New Policies	*Identify policy that specifies equitable engagement for projects, in alignment with DEIB Roadmap.*	
T-5: Technology and Emerging Practices- The transportation system should be flexible and equipped to adapt to new technologies and innovative solutions that expand mobility choices for people living and working in Kirkland.	T-6.8.	Actively pursue grant funding and innovative funding sources	Existing	Update	*Consider integrating more specific examples that align with County and Regional policies. For example, policy may specify types of innovative funding (e.g., progressive funding mechanisms). Alternatively, add a policy to this effect and retain the pursuit of grants and innovative funding approaches here to better capture new funding opportunities, partnerships, etc.*	
	T-7.7	Partner with the private sector and other "new" partners	Existing	Update	Partner with private section, non-profit, and other new partners to advance transportation solutions.	
	T-4.3.	Position Kirkland to respond to technological innovations, such as electric vehicles and autonomous vehicles.	Existing	Update	Note EV is here and the needs for infrastructure where AV is more future and a different type of technology with different needs/ policy implications	Expand actions to better separate EV and AV. Specifically, an action that identifies advancing ongoing EV support in the city will acknowledge the work done to date.
			Proposed	New Policies	Develop a curb management strategy to effectively, efficiently, and safely use curb space to support transportation and placemaking initiatives.	Associated actions can further define space and coordination needs, such as with delivery, transit, active transportation.

New Goal			Status	Proposed Action	Proposed Change(s)	Additional Comments/Notes
			Proposed	New Policies	Seek innovative technologies to collect multimodal count data	
			Proposed	New Policies	*Identify policy related to Smart City initiatives.*	
			Proposed	New Policies	*Identify policy related to use of public ROW for uses other than transportation*	
T-6: Sustainability - Allocate resources to ensure existing assets and future growth of the transportation system are adequately maintained. Minimize transportation environmental impacts through mode shift, stormwater mitigation and other GHG reduction efforts.	T-6.1.	Balance overall public capital expenditures and revenues for transportation.	Existing	Maintain		
	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.	Existing	Update	*Update policy to identify need for adequate maintenance levels on growing inventory of system elements.*	
	T-6.3.	Support modes that are energy efficient and that improve system performance.	Existing	Update	*Recommend being more direct with this policy to identify what those modes are and re-establish the modal hierarchy.*	Actions will links to ATP, SRTS, and Sustainability Master Plan.
	T-8.2.	Establish acceptable level of service for all modes.	Existing	Update; move to action.	*Move to action under T-6.3.*	
	T-8.3.	Adopt a Mode split goal for the Totem Lake Urban Center.	Existing	Update; move to action.	*Move to action under T-6.3. Consider expanding mode split goal beyond Totem Lake Urban Center.*	
	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.	Existing	Maintain		Update actions to reflect details for this policy. Examples include: alternative fuels/electric fleet, linking transportation and land use to shorten trip distances, etc.
	T-6.5.	Safeguard the transportation system against disaster.	Existing	Maintain		

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T-7: Land Use - **Coordinate transportation and land use planning and policies to ensure future growth is supported and sustained by a livable, walkable, connected and transit oriented city.**	T-5.1.	Focus on transportation system developments that expand and improve walkable neighborhoods.	Existing	Update	Prioritize transportation system improvements in areas with greater residential and employment density to expand and improve walkable and bikeable neighborhoods.	
	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.	Existing	Update	Revise policy to better reflect what "in a manner that..." means. Examples are listed in the notes column.	Examples: -Tacoma: Prioritize infrastructure improvements that connect residential areas to local retailing, business, and community services, so residents can access more of the services they need close to home by walking, biking, and use of assistive devices -Bellingham: Continue to develop and implement plans, programs, and regulations that incentivize infill and emphasize multimodal transportation in urban villages. -Bellingham: Balance land use efficiency with transportation safety and mobility by prioritizing street connectivity within the City limits, mobility for people and goods, and high occupancy vehicles over single-occupancy vehicles (SOVs).
	T-5.3.	Create a transportation network that supports economic development goals.	Existing	Update	*Revise policy to reflect King County MPP Policy: "T-21: Make transportation investments that improve economic and living conditions so that industries and workers are retained and attracted to the region and the county"*	
	T-5.4.	Develop transportation improvements tailored to commercial land use districts such as Totem Lake, Downtown and neighborhood business areas.	Existing	Update.	Combine with Policy T-5.2. Depending on revised T-5.2, actions may link to specific areas identified here.	
	T-5.5.	Require new development to mitigate site specific and system wide transportation impacts.	Existing	Update	Require new development to mitigate site specific and system wide transportation impacts, ensuring mobility and accessibility for all.	
	T-5.6.	Create a system of streets and trails that form an interconnected network.	Existing	Update	Create a system of streets and trails that form an interconnected network to help people efficiently reach destinations, regardless of mode of travel.	*Explore ways to influence land use policies to support complete and connected networks*

New Goal		Existing Policy	Status	Proposed Action	Proposed Change(s)	Additional Comments/Notes
	T-8.1.	Use a multi- modal plan based concurrency method to monitor the rate at which land use development and the transportation system are constructed.	Existing	Maintain		
			Proposed	New Policies	*Reiterate bike parking policy to influence land use. This may instead be listed as an action under T-5.5.*	