

Attachment A: Goals and Policies Proposed Updates

New Goal	Ref #	Proposed Policies	Proposed Actions	Existing (2015) Policies and Actions	
T-0: Safety - By 2035 eliminate all transportation related fatal and serious injury crashes, while reducing all crashes in Kirkland.	T-0.1.	Implement the Vision Zero Action Plan and monitor progress annually.	<ul style="list-style-type: none"><li>•Improve web interface to provide more transparent data to public (web-map, dashboard)</li><li>•track progress annually and report to Council every two years</li><li>•update the city's Local Road Safety Plan every two-years with updated crash data that identifies safety issues and contributing factors, proposes specific countermeasures and identifies safety improvement projects.</li></ul>	T-0.1.	<b>Policy:</b> Develop a vision zero safety plan that is multi- disciplinary and focuses on innovative approaches to safety.  Action T-0.1.1: Report back to Council at regular intervals, for example 12 months after the plan has been adopted, on the nature and effectiveness of Target Zero initiatives.
				T-4.6.	Reduce crash rates for motor vehicles
	T-0.2.	Implement the principles of a Safe System Approach by prioritizing safe street designs and strategies	<ul style="list-style-type: none"><li>•Review and revise the City’s existing design standards to reflect best practices and innovation (using national sources on design). Be a leader in implementing safety as standard practice.</li><li>•Evaluate and update speed limit setting policies citywide to lower speeds and encourage safer travel behavior.</li><li>•Equip all City fleet vehicles with safety related device and technology that identifies dangerous driving behaviors.</li><li>• reduce emergency vehicle response times with technology (GPS based) ITS solutions</li></ul>		Action T-1.1.3 Revise Kirkland's pedestrian safety program using a vision zero style program.  Action T-2.1.1: Use a vision zero template to revise and implement Kirkland's bicycle safety program.
	T-0.3.	Advance the City's Complete Streets ordinance by accommodating all modes of travel in transportation system projects as defined in the ordinance	<ul style="list-style-type: none"><li>•update the city's Complete Street ordinance (as set forth in Kirkland Municipal Code (KMC) Section 19.08.055)</li><li>•ensure safety is the first lens through which all capital projects are designed through the development of the Capital Improvement Program (CIP), the Neighborhood Safety Program (NSP), the Neighborhood Traffic Control Program (NTCP), Greenways development, working with the development community, etc.</li><li>•include protected bicycle lanes and protected intersections in all projects on the bicycle network identified in the Active Transportation Plan as a first lens to project design</li><li>•consider round-about as the first lens for intersection improvements or new intersections</li></ul>		
	T-0.4.	Build a robust and transparent data framework	<ul style="list-style-type: none"><li>•Seek opportunities to improve collision data collection and analysis (such as additional sources, address data anomalies, reporting and database improvements)</li><li>•Seek innovations in technology to improve understanding of contributing factors and preventative measures</li><li>•Collect before/after data for safety improvement projects (on high crash corridors)</li><li>•Conduct risk exposure analysis for vulnerable users</li><li>•Implement technology systems to support performance monitoring and studies of the transportation system which includes data storage, analytics to understand and evaluate transportation operations, automated analytics, etc.</li></ul>		Action T-1.1.2: Integrate efforts between the Public Works and Police Departments to ensure timely reporting and accurate cataloging of crash data. <b>(Done, Crossroads database)</b>

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	T-0.5.	Promote and Institutionalize a Culture of Safety	<ul style="list-style-type: none"><li>•Implement a comprehensive staff training program to encourage a culture of safety across relevant departments (new or updated)</li><li>•Educate the public on Vision Zero and contributing factors to crashes (human behavior, seasonal/ weather related, specific laws, etc.) as well as rules of the road. Coordinate with City departments on messaging and opportunities to educate the public. (as adopted in Vision Zero)</li><li>•Coordinate with the Department of Planning and Building and with private businesses to improve safety in private parking lots (such as dedicated pedestrian pathways, speed control, lighting, etc.)</li><li>•Work with developers and contractors to provide safe routes through construction zones</li><li>•Work with school district and resource officers to enhance traffic safety education in schools (including bicycle and pedestrian education)</li><li>•Work with Lake Washington School District to improve circulation in and around schools at pick-up and drop-off times</li></ul>		
	T-1.1.	Make walking, rolling and bicycling safer, easier, accessible and more convenient.	<ul style="list-style-type: none"><li>•Identify and remove barriers to walking and rolling such as evaluating and addressing major barriers, reducing sidewalk blockages and assessing pedestrian gaps and maintenance needs.</li><li>•Provide high quality bicycle parking convenient to all business districts and create a strategy to increase the supply of public bicycle parking in Kirkland through a dedicated bike parking program and incentives for businesses to increase bike parking supply.</li><li>•Work with the Planning and Building Department to develop a comprehensive bike parking policy to ensure adequate end-of-trip facilities are available.</li><li>•Develop polices that will create regulations and incentivize micromobility programs (such as bike or scooter share, electric car sharing, microbilty hubs, etc.)</li><li>•Implement the objectives and strategies from the ATP (reference and attachment - 28 objectives with 29 more detailed strategies (some objectives stand alone))</li></ul>	T-1.1.	<b>Policy: Improve the safety of walking in Kirkland</b>  Action T-1.1.1 Develop a program to count pedestrian volume in a manner that is meaningful for measuring safety trends.
				T-1.2.	<b>Policy: Identify and remove barriers to walking</b>  Action T-1.2.1 Update the ATP to cover all of Kirkland's neighborhoods and to further guide implementation of the policies in this plan. <b>Done</b>  Action T-1.2.2 Reduce sidewalk blockages by reviewing, revising and enacting regulations or other measures.  Action T-1.2.3 Finalize an Americans with Disability Act (ADA) Transition Plan for transportation facilities. Fund improvements that come from the plan in a manner that allows for completion of an accessible network in a timely manner.
				T-2.1.	<b>Policy: Make bicycling safer</b>  <i>Actions organized under other policies</i>
				T-2.4.	<b>Policy: Implement elements and programs that make cycling easier.</b>  Action T-2.4.1: Provide high quality bicycle parking convenient to all business districts.  Action T-2.4.2: Create a strategy to increase the supply of public bicycle parking in Kirkland. Adopt clear guidelines that encourage business and property owners to provide bicycle parking on private property.  Action T-2.4.3: Work with bike share providers to create regulations that facilitate bike share such as making stations easy to site and operationally sound.

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T-1: Active Transportation – Create and maintain a high-quality network of complete and connected low-stress walking, rolling and bicycling facilities, including sidewalks, trails, crosswalks, and bikeways making active transportation a first choice for many trips	T-1.4	Prioritize, design, construct, operate and maintain a connected network of pedestrian and bicycle facilities in a manner that maximizes safety and operational efficiency to promote an active and healthy community for people of all ages and abilities	<ul style="list-style-type: none"><li>•Develop a dedicated sidewalk program for high-priority sidewalk gaps.</li><li>•Construct the projects in the SRTS Implementation Plan</li></ul> Action T-2.2.1: Recognize national best practice resources such as the National Association of City Transportation Officials (NACTO) and the American Association of State Highway and Transportation Officials (AASHTO) pedestrian and bicycle design guidelines and adopt them into pre-approved plans. <ul style="list-style-type: none"><li>•Prioritize first and last mile to transit recognizing active transportation modes are critical for supporting transit ridership</li><li>•Periodically update pedestrian and bicycle facilities design requirements for various areas/zones in the City (including sidewalk, crosswalks, bike facilities and intersections).</li><li>•Grow system of separated bicycle facilities including protected intersections</li></ul> Action T-2.3.2: Prioritize and construct a network of neighborhood greenways.  Action T-2.3.1: Develop standards for Greenways in Kirkland. Incorporate into pre-approved plans <ul style="list-style-type: none"><li>•establish a procedure to evaluate the operational and safety impacts of Greenways before/after project implementation</li></ul>	T-1.4.	<b>Policy: Prioritize, design and construct pedestrian facilities in a manner that supports the pedestrian goal and other goals in the TMP</b>  Action T-1.4.1: Develop a sidewalk prioritization method for the Capital Improvement Program. <b>(Done)</b>  Action T-1.4.2: Review and revise design requirements for sidewalks.
					Action: T-1.2.5 In order to provide the best possible designs, Review and revise pre- approved plans and other design guidelines that affect pedestrians. Adopt street design guidelines in keeping with guidance published by the National Association of City Transportation Officials (NACTO) and the American Association of State Highway and Transportation Officials (AASHTO).
				T-2.2.	<b>Policy: Create new and improve existing on-street bike facilities.</b>  Action T-2.2.1: Recognize the National Association of City Transportation Officials and the American Association of State Highway and Transportation Officials bicycle design guidelines and adopt them into pre-approved plans used by the City of Kirkland.  Action T-2.2.2: Guide implementation of the policies in this plan and development of a set of standards for improving the bicycle network by updating the Active Transportation Plan. <b>(Done)</b>  Action T-2.2.3: Study and implement improvements to the system of on-street bicycle lanes.  Action T-2.2.4: Develop a prioritization system for on- street bicycle improvements. <b>(Done)</b>
				T-2.3.	<b>Policy: Build a network of greenways</b>  Action T-2.3.1: Develop standards for Greenways in Kirkland.  Action T-2.3.2: Prioritize and construct greenway projects.
	1.1.2	Make walking, rolling and bicycling	<ul style="list-style-type: none"><li>•improve wayfinding to and from the CKC to destinations (recreational trail wayfinding system)</li><li>•ensure the network of greenways and the bicycle route system are well signed and easily navigable</li><li>•improve pedestrian orientation to parks, amenities and local businesses through maps and signage</li><li>•develop a pedestrian wayfinding system for downtown, within urban centers and along the Lake Washington Loop</li><li>•regularly update public pedestrian and bicycling maps</li></ul>	T-1.3.	<b>Policy: Make getting around Kirkland on foot intuitive</b>  Action T-1.3.1: Develop and implement a pedestrian-scaled wayfinding system available in multiple formats and across multiple platforms. This will involve identifying destinations, choosing routes, designing and installing infrastructure.  Action T-1.3.2: Regularly update Kirkland's walking map, ideally every 5 years or less.

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		more intuitive and easier to navigate	<del>regularly update public pedestrian and bicycling maps</del> <ul style="list-style-type: none"><li>•coordinate with other departments on pedestrian and bicycle maps for economic development purposes</li><li>•develop a tier of destinations to identify a wayfinding system based on distance and mode</li><li>•consider various methods of wayfinding and maps including virtual/ electronic navigation such as through apps and QR codes, maps (both physical on signs or for paper print as well as on-line) and available in multiple languages and other accessible formats.</li></ul>	T-2.5.	<b>Policy: Make it easy to navigate the bicycle network.</b>  <i>Actions organized under other policies</i>
	T-1.5	Develop signature walking, rolling and bicycling facilities along the Cross Kirkland Corridor and Lake Washington with ample connections to the rest of Kirkland and the region.	<ul style="list-style-type: none"><li>•<a href="#">Construct the CKC Master Plan vision</a></li><li>•Develop a Master Plan for a lake-front promenade</li></ul>	T-1.5.	<b>Policy: 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.</b>  Action T-1.5.1: Construct the CKC according to the Master Plan vision  Action T-1.5.2: Consider developing a Master Plan for a lake front Promenade
				T-2.6.	Make the Cross Kirkland Corridor an integral part of the bicycle network and connect it to the region.
	T-1.6.	Make walking, rolling and bicycling for children to/from school safer and easier.	<ul style="list-style-type: none"><li>•Implement of automated enforcement of school zones citywide</li><li>•<a href="#">Implement the Safer Routes to School Action Plans which includes actions under the categories of engagement, equity, education, encouragement, enforcement, engineering, evaluation</a></li></ul> Action T-1.6.3: Help youth to be able to walk, roll or bike to activities by connecting places such as schools to parks and practice fields and through encouragement programs	T-1.6.	<b>Policy: Make it safe and easy for children to walk to school and other destinations</b>  Action T-1.6.1: Plan and prioritize school walk route projects. <b>(Complete on one side of the street)</b>  Action T-1.6.2: Increase the number of children who walk to school by helping school communities develop and implement programs.  Action T-1.6.3: Help youth to be able to walk to activities by connecting places such as parks and practice fields with safe walkways.
	T-1.7.	Make crossings for pedestrians and bicyclists safer.	Action T-1.7.1: Continue to support the Pedestrian Flag program; measure and improve its performance. <ul style="list-style-type: none"><li>•Develop prioritization methods for the selection and implementation of safety enhancements at crosswalks.</li><li>•Adopt traffic signal operational procedures that include practices such as advance pedestrian phases, dedicated bike signals, generous walk intervals and protected left turn phasing.</li><li>•Pilot and implement protected intersection projects and incorporate into major capital projects and pre-approved plans</li><li>•Implement crosswalk lighting program</li><li>•Update the City's Crosswalk Installation Policy</li></ul>	T-1.7.	<b>Policy: Improve street crossings.</b>  Action T-1.7.1: Continue to support the Pedestrian Flag program; measure and improve its performance.  Action: T-1.7.2: Develop a prioritization method for crosswalk improvements.  Action: T-1.7.3: Adopt traffic signal operational procedures that include practices such as advance pedestrian phases, generous walk intervals and protected left turn phasing.
	T-2	Grow the city-wide multimodal count program	•Develop a program to gather bicycle and pedestrian count data in order to better inform mode-split goals, effectiveness of projects and project identification, trip generators, and multimodal level-of-service evaluations.		Action T-2.1.2: Develop a program to gather bicycle volume at key points in the City in a manner that is meaningful for measuring safety and ridership trends. Reporting from bicycle detectors can be one means of obtaining this information.

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T-2: Public Transportation – Support and promote a transit system as a high value option for many trips.	T-3.1.	Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.	<ul style="list-style-type: none"><li>• Implement Kirkland's Transit Implementation Plan</li><li>• Identify and implement access and safety projects that connect to existing transit service</li><li>• Plan for capital improvements that support access to planned future transit service such as King County Metro's K-Line Rapid Ride Project and Sound Transit's STRIDE Bus Rapid Transit Program along I-405</li><li>• Plan for capital and access improvements as part of analysis of future conditions and transit needs</li></ul>	T-3.1.	<p><b>Policy: Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.</b></p> <p>Action T-3.1.1: Create Transit Plan for Kirkland that details how to achieve the policies of this goal. <i>(Done)</i></p>
	T-3.2.	Support safe and comfortable passenger facilities.	<ul style="list-style-type: none"><li>• Add transit stops to the evaluation of crosswalk lighting</li><li>• Evaluate access improvements at bus stops such as ramp modifications, missing sidewalks, etc.</li><li>• Work with transit agencies on stop improvements such as stop placement, coverage, access and amenities</li><li>• Work with transit agencies to improve bicycle parking at transit centers such as the addition of bike lockers</li><li>• incorporate transit stop and access improvements into project prioritization</li></ul>	T-3.2.	<p><b>Policy: Support safe and comfortable passenger facilities.</b></p> <p>Action T-3.2.1: Develop standards for improvements at transit stops</p> <p>Action T-3.2.2: Develop a prioritization system for improvements at transit stops</p> <p>Action T-3.2.4: Manage the effects of parking from transit users in an appropriate manner.</p>
	T-3.3.	Prioritize active transportation networks that connect to transit service, providing the critical first and last connections making transit feasible for more people	<ul style="list-style-type: none"><li>•prioritize the construction of pedestrian and bicycle facilities that improve access to transit stops and hubs</li><li>• Coordinate prioritization and construction of pedestrian and bicycle facilities with transit agencies</li></ul>	T-3.3.	<p><b>Policy: Integrate transit facilities with pedestrian and bicycle networks.</b></p> <p>Action T-3.3.1: Coordinate prioritization and construction of pedestrian and bicycle facilities with transit.</p>
		Support Transit Oriented Development (TOD) and initiatives including internal and external coordination, development of specific TOD guidelines for transportation facilities, etc.			
	T-3.4.	Support and expand Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) Programs in order to meet adopted goals for non- drive alone trips.	<p>Action T-3.4.1: Create targeted programs that monitor and encourage increases in non- drive alone travel rates.</p> <p>Action T-3.4.2: Develop codes and policies to ensure support of innovative ridesharing.</p> <p>Action T-3.4.3: Maintain the City's CTR and GTEC plans to comply with state and regional requirements and guidelines and to support the goals of the Transportation Master Plan.</p> <p>particularly at the work sites of large employers and other locations as appropriate</p> <p>Consider adding policy that reflects trip reduction efforts more generally, in addition to CTR efforts.</p>	T-3.4.	<p><b>Policy: 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.</b></p> <p>Action T-3.4.1: Create targeted programs that monitor and encourage increases in non- drive alone travel rates.</p> <p>Action T-3.4.2: Develop codes and policies to ensure support of innovative ridesharing.</p> <p>Action T-3.4.3: Maintain the City's CTR and GTEC plans to comply with state and regional requirements and guidelines and to support the goals of the Transportation Master Plan.</p>
	T-3.5.	Require new developments to establish Transportation Demand Management Plans.	<ul style="list-style-type: none"><li>• Update requirements for the types of developments that are subject to Transportation Management Plans and the elements that make up such plans.</li></ul>	T-3.5.	<p><b>Policy: Require new developments to establish appropriate Transportation Demand Management Plans.</b></p> <p>Action T-3.5.1: Codify requirements for the types of developments that are subject to Transportation Management Plans and the elements that make up such plans.</p>

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	T-3.6.	Pursue transit on the Cross Kirkland Corridor.	Action T-3.6.1: Implement transit on the CKC in keeping with the CKC Master Plan. <ul style="list-style-type: none"><li>• Study and identify the options for transit and or micromobility connections using the CKC as a corridor option <b>(discuss in 2024)</b>.</li></ul>	T-3.6.	<b>Policy: Pursue transit on the Cross Kirkland Corridor.</b>  Action T-3.6.1: Implement transit on the CKC in keeping with the CKC Master Plan.
	NEW	Promote the use of transit as a viable option for both commute and non-commute trips to increase ridership and expand service.	TBD		
	NEW	Research, study, and pilot alternative transit services (such as circulator services, private shuttles, etc.)	TBD		
	NEW	Consider public funding support to enhance existing transit service to be more reliable, frequent, connected or expanded to underserved areas in Kirkland.	TBD		
	T-4.1.	Make strategic investments in intersections and street capacity to support existing and proposed land use.	Action T-4.1.1: Using the priorities in this plan, prioritize and construct intersection and roadway projects. <ul style="list-style-type: none"><li>• Review and update as necessary, street network concepts for urban centers and areas with existing and potential future growth that focus on efficiency as well as expansion.</li></ul>	T-4.1.	<b>Policy: Make strategic investments in intersections and street capacity to support existing and proposed land use.</b>  Action T-4.1.1: Using the priorities in this plan, prioritize and construct intersection and roadway projects.  Action T-4.1.2: Review and update as necessary, street network concepts for Totem Lake that focus on efficiency as well as expansion.
	T-4.2.	Implement the Intelligent Transportation Systems (ITS) Plan	<ul style="list-style-type: none"><li>• establish procedures to evaluate the operational and safety performance of ITS</li><li>• Reduce potential for major signal malfunctions. Increase robustness of network to limit the potential for a loss of access to intersection resources.</li><li>• Increase potential to respond quickly to equipment and system malfunctions, and increase recovery options.</li><li>• Implement systems and detection to operate signals in manner to respond to transient fluctuations in demand, including to: - Freeway incidents - Surface street incidents/closures - School operations</li><li>• Improve emergency services response times including increasing route selection capabilities, options to speed signal recovery, and provide data and analysis tools to evaluate usage and effectiveness.</li><li>• Better serve a balance of multimodal operations.</li><li>• pursue grant funds to implement the ITS Master Plan?</li></ul>	T-4.2.	<b>Policy: Use Intelligent Transportation Systems (ITS) to support optimization of roadway network operations.</b>  Action T-4.2.1: Complete construction of and make operational ITS phases that have already been funded for construction.  Action T-4.2.2: Update the City's ITS Plan on a regular basis. <b>(Done)</b>  Action T-4.2.3: Prioritize <b>(Done)</b> and Construct ITS projects.

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<b>T-3:Vehicle Network Management– Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.</b>	T-4.4.	Take an active approach to managing on street and off-street parking.	<ul style="list-style-type: none"><li>•Regularly monitor parking occupancy, turnover and other factors by investing in continuous parking tracking technology or periodically undertaking parking studies</li><li>• Develop a curb management strategy to effectively, efficiently, and safely use curb space to support transportation and placemaking initiatives considering mobility, access, placemaking as well as storage and turnover of vehicles along the curb space.</li><li>• Consider city owned on and off-street parking (parks, garage, lots) policies related to regulations of time limited parking and pricing</li><li>• Coordinate with the Planning and Building Department about parking policy for buildings on streets and parking (such as parking minimums, electrification, bicycle parking, etc.)</li><li>• Periodically update the Public Works policies related to innovations to parking policy and curb management practices</li><li>• Continue to improve wayfinding and customer information to available parking and updated parking policies in parking regulated areas</li></ul>	T-4.4.	<p><b>Policy: Take an active approach to managing on-street and off-street parking.</b></p> <p>Action T-4.4.1: Review and update parking codes to ensure they require appropriate amounts of supply.</p> <p>Action T-4.4.2: Develop strategies for parking issues and regularly monitor parking occupancy and other factors by periodically undertaking parking studies.</p> <p>Action T-4.4.3: Prioritize and construct/implement projects and policies that improve the parking experience in Kirkland.</p>
	T-4.7.	Mitigate negative impacts of motor vehicle traffic on neighborhood streets	•assess traffic calming, interventions to reduce cut-through traffic, speed reduction, and similar approaches through additional investment and prioritization through the Neighborhood Traffic Control Program	T-4.7.	Mitigate negative impacts of motor vehicles on neighborhood streets
	NEW	Identify roadway improvements that address safety patterns, crash history or injury preventative measures (countermeasures) supporting Kirkland's Vision Zero goal	Utilize crash data, near-miss analysis and other traffic related data to identify countermeasures to promote safety and prevent collisions.		
	NEW	Clarify truck and freight networks within the city beyond established freight routes	<ul style="list-style-type: none"><li>•define the difference between freight and truck priority corridors as related to Kirkland's transportation networks</li><li>•designate both freight and truck corridors/ networks and create maps and a communication platform for communicating these networks to freight and delivery services (mitigate impact of freight on walking, biking, and public transportation by identifying appropriate route options)</li></ul>		
<b>T-4: Equity -The transportation system should address the mobility needs of all people, regardless of age, ability, or background while prioritizing the needs of the most vulnerable users to advance the City's commitment to Diversity, Equity, Inclusion, and Belonging.</b>	T-6.6.	Create an equitable system that provides mobility for all users.	<ul style="list-style-type: none"><li>•Update the Americans with Disability Act (ADA) Transition Plan for transportation facilities. Fund improvements that come from the plan in a manner that allows for completion of an accessible network in a timely manner.</li><li>•Revise the Impact Fee policy to support the goals of the Transportation Master Plan and reflect planned capital investments.</li></ul>	T-6.6.	<p><b>Policy: Create an equitable system that provides mobility for all users.</b></p> <p>Action T-6.1.1: Revise the Impact Fee policy to support the goals of the Transportation Master Plan.</p>
	T-6.7.	Implement transportation programs and projects in ways that prevent or minimize impacts to low-income, minority and special needs populations.	<ul style="list-style-type: none"><li>•Prioritize transportation projects and programs that support people who experience mobility challenges and those are most vulnerable when travelling (people out walking, rolling and bicycling)</li><li>•Align priorities with the DEIB Roadmap</li></ul> <p>Action T-6.7.1: Ensure inclusion of vulnerable populations and ensure that impacts to these populations are not disproportionate by periodically reviewing existing procedures and when needed, adopting new procedures.</p> <ul style="list-style-type: none"><li>•Continue to improve engagement with populations identified in the DEIB roadmap on near and long-term projects and programs</li><li>•Utilize tools such as the CIP Equity Mapping Tool or other coordinated equity tools to assist with project prioritization</li></ul>	T-6.7.	<p><b>Policy: Implement transportation programs and projects in ways that prevent or minimize impacts to low-income, minority and special needs populations.</b></p> <p>Action T-6.7.1: Ensure inclusion of vulnerable populations and ensure that impacts to these populations are not disproportionate by periodically reviewing existing procedures and when needed, adopting new procedures.</p>
				T-6.1.	<p><b>Policy: Balance overall public capital expenditures and revenues for transportation.</b></p> <p>Action T-6.1.1: Revise the Impact Fee policy to support the goals of the Transportation Master Plan.</p>

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T-5: Sustainability - Minimize transportation environmental impacts through mode shift, stormwater mitigation and other GHG reduction efforts.	T-6.3.	Support active transportation modes that are energy efficient and that improve system performance.	TBD	T-6.3.	<b>Policy: Support modes that are energy efficient and that improve system performance.</b>
	T-8.2.	Update policies and standards for all modes to establish acceptable levels of service	•Meet the established mode split goals for various land uses (such as for urban centers) and update mode split goals city-wide based on evolving land use patterns	T-8.2.	<b>Policy: Establish acceptable level of service for all modes.</b>  Action T-8.2.1: Report on Level of service annually.
				T-8.3.	Adopt a Mode split goal for the Totem Lake Urban Center.
	T-6.4.	Minimize the environmental impacts of transportation facilities, especially the contribution of transportation to air and water pollution.	•Design and implement new and retrofitted transportation facilities with water quality and quantity stormwater system improvements to reduce roadway runoff pollution into natural drainage systems and the waters of the Puget Sound  Action T-6.4.1: Coordinate transportation improvements and programs with goals from the Environment Chapter of the Comprehensive Plan to meet the City's greenhouse gas targets.  Action T-6.4.2: Report on reductions in vehicle miles of travel. (See Policy T-8.4)  •Support alternative fuels/ electric fleet technologies  •Support policies and initiatives that incentivize shorter trip distances and mode shift to alternatives to single occupancy vehicle trips		<b>Policy: 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.</b>  Action T-6.4.1: Coordinate transportation improvements and programs with goals from the Environment Chapter of the Comprehensive Plan to meet the City's greenhouse gas targets.  Action T-6.4.2: Report on reductions in vehicle miles of travel. (See Policy T-8.4)
		Implement Kirkland's Sustainability Plan	•Smart Growth principles in all City planning practices •Increase access to existing 10-Minute Neighborhoods in Kirkland •Achieve the K4C goal of reducing driving per capita by 20% by 2030 and 50% by 2050, compared to 2017 levels •Ensure that people of all ages and abilities can comfortably get to where they need to go by walking or bicycling •Grow annual average weekday transit ridership by 10% each year •Promote current shared mobility programs and services • Establish new shared mobility options		
	T-6.5.	Safeguard the transportation system against disaster.	Action T-6.5.1: Develop and keep current strategies for preventing and recovering from disasters that impact the Transportation System.  • Coordinate the Transportation Plan with the Smart Cities initiative considering greater resiliency of the transportation system	T-6.5.	<b>Policy: Safeguard the transportation system against disaster.</b>  Action T-6.5.1: Develop and keep current strategies for preventing and recovering from disasters that impact the Transportation System.
T-5: Technology and Emerging Practices- The transportation system should be flexible and equipped to adapt to new technologies and	T-4.3.	Position Kirkland to respond to technological innovations, such as electric vehicles and autonomous vehicles.	• Upgrade infrastructure to support and align with emerging technology such as additional electric charging stations, communication networks, fiber, etc.	T-4.3.	<b>Policy: Position Kirkland to respond to technological innovations, such as electric vehicles and autonomous vehicles.</b>
		Placeholder: Identify policy(ies) related to Smart City initiatives			



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innovative solutions that expand mobility choices for people living and working in Kirkland.		Placeholder: Identify policy related to use of public ROW for uses other than ransportation (may be under a different goal - tech or other requirements of curb space, monitoring of curb space or other public ROW)			
			Gondola		
			AV, autonomous circulator		
T-7: Link to 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.	<ul style="list-style-type: none"><li>• Prioritize transportation system improvements in areas with greater residential and employment density to expand and improve walkable and bikeable neighborhoods.</li></ul> Action T-5.1.1: As described in connection with Goals T-1 through T-4, ensure that walkable neighborhoods are considered in the planning of transportation projects and programs.	T-5.1.	<b>Policy: Focus on transportation system developments that expand and improve walkable neighborhoods.</b>  Action T-5.1.1: As described in connection with Goals T-1 through T-4, ensure that walkable neighborhoods are considered in the planning of transportation projects and programs.
	T-5.2.	Design Streets in a manner that supports and is coordinated with various land uses and future land use plans	<ul style="list-style-type: none"><li>• Ensure that transportation plans and projects based on land uses (such as sub-area plans, transit oriented development plans and neighborhood plans) are incorporated into the transportation plan project lists and work programs.</li><li>• Ensure all land use based planning documents that include transportation elements incorporate the safe systems approach and best practice design</li></ul>	T-5.2.	<b>Policy: Design Streets in a manner that supports the land use plan and that supports the other goals and policies of the transportation plan.</b>  Action T-5.2.1: Review design standards and adopt guidelines that are in keeping with policies in this plan and that consider the best design practices in the industry.
			Combine with Policy T•5.2. Depending on revised T•5.2, actions may link to specific areas identified here.	T-5.4.	<b>Policy: Develop transportation improvements tailored to commercial land use districts such as Totem Lake, Downtown and neighborhood business areas.</b>
	T-5.3.	Create a transportation network that supports economic development goals.	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-5.3.	<b>Policy: Create a transportation network that supports economic development goals.</b>  Action T-5.3.1: As described in connection with Goals T-1 through T-4, ensure that economic development goals are considered in the planning of transportation projects and programs.
	T-5.5.	Require new development to mitigate site specific and system wide transportation impacts, ensuring mobility and accessibility for all.	<ul style="list-style-type: none"><li>• Define the role of the City's Traffic Impacts Guidelines in getting traffic impacts of development accounted for and mitigated.</li></ul> Action T-5.5.1: Review, streamline and codify as reasonable, components of transportation-related development review.  Action T-5.5.2: Participate in the maintenance and improvements of the BKR model.	T-5.5.	<b>Policy: Require new development to mitigate site specific and system wide transportation impacts.</b>  Action T-5.5.1: Review, streamline and codify as reasonable, components of transportation-related development review.  Action T-5.5.2: Participate in the maintenance and improvements of the BKR model
	T-5.6.	Create a system of streets and trails that form an interconnected network to help people efficiently reach destinations, regardless of mode of travel.	<ul style="list-style-type: none"><li>• Incorporate the plan for street end connections into the transportation grid including the pedestrian and bicycle network. Include those connections into the prioritization process for completion of the multimodal networks.</li><li>• Explore ways to that land use policies can support completion of missing network gaps</li></ul>	T-5.6.	<b>Policy: Create a system of streets and trails that form an interconnected network.</b>  Action T-5.6.1: Develop a plan for connections between street ends and complete those connections. <b>(Done)</b>

Attachment A: Goals and Policies Proposed Updates

New Goal	Ref #	Proposed Policies	Proposed Actions	Existing (2015) Policies and Actions	
	T-8.1.	Use a multimodal plan based concurrency method to monitor the rate at which land use development and the transportation system are constructed.	Implement Kirkland's citywide multimodal concurrency system and improve the localized level of service analysis to reflect multimodal needs and priorities	T-8.1.	<b>Policy: Use a multimodal plan based concurrency method to monitor the rate at which land use development and the transportation system are constructed.</b>  Action T-8.1.1: Develop and implement a multi-modal concurrency system.
		Coordinate with local agencies and associations, neighboring cities and regional entities to advance the goals and strategies outlined in the TMP	Ensure regular and advanced communication and coordination is conducted with local businesses and community members related to local neighborhood projects and plans  Action T-6.3.1: Work with regional groups such as PSRC and King County Climate Change Collaborative to identify trends in vehicle innovation and seek opportunities to implement them in Kirkland. (See Partnership Policy T-7.4)	T-7.5.	Work closely with the Lake Washington School District to encourage more children to walk and bike to school.
					Action T-6.3.1: Work with regional groups such as PSRC and King County Climate Change Collaborative to identify trends in vehicle innovation and seek opportunities to implement them in Kirkland. (See Partnership Policy T-7.4) Move to partnerships, add state
	T-7.5.	Work closely with the Lake Washington School District (LWSD) to encourage more children to walk and bike to school.	Coordinate with LRSD on: -bicycle, pedestrian and traffic safety interactive education programs -circulation in and around schools -bicycle, pedestrian and transit access access to and from schools		
	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.	<ul style="list-style-type: none"><li>• Actions to include K-Line Coordination, STRIDE Coordination, first/ last mile, bike parking, capital programs, bringing service back to Kirkland, flexible transit service</li><li>• promote metro-flex and other public systems operating in the city</li></ul>	T-7.2.	<b>Policy: 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.</b>
	T-7.1.	Continue partnering with Sound Transit on major investments in Kirkland along the I-405 Corridor and through other initiatives	<ul style="list-style-type: none"><li>• Actions to include transit access coordination, redesign of transit facilities (such as the Kirkland Transit Center), bike parking and connections to and from the I-405 Station Areas</li></ul>	T-7.1.	<b>Policy: Play a major role in development of Sound Transit facilities in Kirkland.</b>
				T-3.7.	<b>Policy: Work with Sound Transit to incorporate investments in Kirkland. (see coordination policy T-7.1)</b>
	Policy T-3.8.	Partner with transit providers to coordinate land use and transit service (see Partner policy T-7.2)		Policy T-3.8.	<b>Policy: Partner with transit providers to coordinate land use and transit service (see Partner policy T-7.2)</b>
		Be proactive when coordinating with transit agencies about existing and future transit service.	Action T-3.2.3: Working with transit providers, fund and construct improvements at transit stops  Communicate Kirkland's transit needs based on future land use and growth and advocate for adequate service to meet those needs		Action T-3.2.3: Working with transit providers, fund and construct improvements at transit stops
				T-4.5.	<b>Policy: 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.</b>

Attachment A: Goals and Policies Proposed Updates

New Goal	Ref #	Proposed Policies	Proposed Actions	Existing (2015) Policies and Actions	
Partnerships	T-4.5.	Work with the Washington State Department of Transportation (WSDOT) and the State Legislature to fund Kirkland's high priority projects and improve safety in and around state corridors	<ul style="list-style-type: none"><li>Remove barriers to better operations at WSDOT signals.</li></ul> Action T-7.3.1: Foster a strong working relationship with WSDOT leadership. Action T-7.3.2: Advance Kirkland's transportation interests with actions on legislative agendas. Action T-7.3.3: Fund initial studies in order to make it easier to secure funding for construction projects. Action T-7.3.4: Periodically review and update, when needed, functional classifications.  Action T-1.2.4 Engage WSDOT in discussions to advance improvement of existing interchanges with the intention of securing funding to design and construct new interchanges at NE 124th Street, NE 70th Street and on improvements around NE 128th St.	T-7.3.	<b>Policy: Work with Washington State Department of Transportation and the Washington State Legislature to achieve mutually beneficial decisions on freeway interchanges and other facilities.</b>  Action T-7.3.1: Foster a strong working relationship with WSDOT leadership.  Action T-7.3.2: Advance Kirkland's transportation interests with actions on legislative agendas.  Action T-7.3.3: Fund initial studies in order to make it easier to secure funding for construction projects.  Action T-7.3.4: Periodically review and update, when needed, functional classifications.
					Action T-1.2.4 Engage Washington State Department of Transportation in discussions in order to advance improvement of existing interchanges with the intention of securing funding to design and construct new interchanges at NE 124th Street, NE 85th Street and NE 70th Street. (See policy T-7.3). Move to Partnerships Goal. Also, Not much about NE 124th St or NE 70th St. Recent conversations around NE 128th St and sidewalks on NE 124th over interchange. Lighting under I-405 along the CKC.
	T-7.4.1.	Implement Kirkland's DEIB through community coordination coordination and outreach	<ul style="list-style-type: none"><li>Establish relationships with organizations that represent priority populations in order to better understand the needs from under-represented groups</li><li>Conduct outreach with both Kirkland residents but also those outside of Kirkland, particularly those that work in Kirkland but do not live in the city limits</li></ul>	T-7.4.1.	Develop a clear plan for being a part of groups to allow for the efficient representation and support of Kirkland's transportation interests.
	T-7.4.	Participate in and provide leadership for regional transportation decision making.	TBD	T-7.4.	Participate in and provide leadership for regional transportation decision making.
	T-7.6.	Coordinate multi-modal transportation systems with neighboring jurisdictions.	TBD	T-7.6.	Coordinate multimodal transportation systems with neighboring jurisdictions.
	T-6.8.	Actively pursue grant funding and innovative funding sources	<ul style="list-style-type: none"><li>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.</li><li>Action T-7.1.1: Advocate for increases in meaningful Sound Transit and King County Metro services in Kirkland, with a connection between transit hubs and urban centers as a first priority</li></ul> Action T-7.2.1: Actively pursue agreements with transit providers to deliver a network of high quality transit service that supports Kirkland's land use and transportation plans	T-6.8.	<b>Policy: Actively pursue grant funding and innovative funding sources</b>  Action T-7.1.1: Advocate for increases in meaningful Sound Transit services in Kirkland, with a connection to Totem Lake as a first priority.  Action T-7.2.1: Actively pursue agreements with transit providers to deliver a network of high quality transit service that supports Kirkland's land use and transportation plans
			Action T-4.3.1: Work with regional groups such as PSRC to identify trends in vehicle innovation and seek opportunities to implement them in Kirkland. (See Partnership Policy T-7.4)		Action T-4.3.1: Work with regional groups such as PSRC to identify trends in vehicle innovation and seek opportunities to implement them in Kirkland. (See Partnership Policy T-7.4)

Attachment A: Goals and Policies Proposed Updates

New Goal	Ref #	Proposed Policies	Proposed Actions	Existing (2015) Policies and Actions	
	T-7.7	Partner with the non-profit, private sector and other "new" partners on innovation solutions to improving transportation connections or the transportation environment	Partner with private section, non-profit, and other new partners to advance transportation solutions.	T-7.7	Policy: Partner with the private sector and other "new" partners
		Continue to Coordinate with the Cross Kirkland Corridor / Eastrail partners on the Connect, Construct, Complete vision for the entire corridor	<ul style="list-style-type: none"><li>• Continue coordination and be an active partner with the Eastrail principle staff team, the Eastrail Regional Advisory Council and the Eastrail Partners</li></ul>		
Maintenance		Allocate resources to ensure existing assets and future growth of the transportation system are adequately maintained.	<ul style="list-style-type: none"><li>• Ensure regular sweeping of existing bicycle facilities</li><li>• Invest in a more efficient bike lane sweeper that requires fewer staff resources and covers larger areas</li><li>• Grow the annual sidewalk maintenance program as more assets are added to the system</li><li>• Provide adequate staffing to meet maintenance needs for all modes including ITS</li></ul>		
		Prioritize maintenance and operation of existing infrastructure and ensure that as new facilities are built, the maintenance program grows to support additional assets	Update policy to identify need for adequate maintenance levels on growing inventory of system assets.  Identify and implement improvements to asset management systems  Action T-6.2.1: Identify and sustain reasonable maintenance funding levels for a complete set of transportation assets.  Action T-6.2.2: Develop and maintain inventories of assets that require maintenance such as pavement markings, traffic signals, sidewalks, etc.  Action T-6.2.3: Develop lifecycle costs for capital and maintenance projects.  Adequately fund maintenance so that maintenance does not become the driver of decision-making	T-6.2.	<b>Policy: 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.</b>  Action T-6.2.1: Identify and sustain reasonable maintenance funding levels for a complete set of transportation assets.  Action T-6.2.2: Develop and maintain inventories of assets that require maintenance such as pavement markings, traffic signals, sidewalks, etc.  Action T-6.2.3: Develop lifecycle costs for capital and maintenance projects.
		Identify and perform maintenance to maximize the useful lifetime of the transportation network at optimum lifecycle cost.	Action T-2.4.4: Adopt maintenance policies that emphasize high-use cycling routes.		Action T-2.4.4: Adopt maintenance policies that emphasize high-use cycling routes. Move to maintenance goal