



MEMORANDUM

To: Transportation Commission

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Date: September 27, 2023

Subject: TRANSPORTATION MASTER PLAN (TMP) UPDATE WORKSHOP

RECOMMENDATION:

It is recommended that the Transportation Commission review the proposed policy updates for the TMP and provide staff with feedback.

BACKGROUND:

Transportation Master Plan Update

The City of Kirkland is in the process of updating the TMP which is part of the larger [Comprehensive Plan Update](#) process. The Transportation Commission has dedicated a significant portion of their time and work program on this topic including two workshops in their May and June meetings. [Previous meetings](#) outlined the scope, schedule and public engagement processes.

- At the [May retreat](#), the Commission received an overview of the K2044 Comprehensive Plan update, a review of the TMP elements and a preview of the Transportation and Land Use survey results. Previous meetings have included briefings of the public engagement process.
- In June and July, the Transportation Commission worked through language and structure of proposed goal and policy updates.
- City Council provided their additional feedback at their [September 19th Study Session](#):
 - Be proactive when advancing goals for transit service and explore additional options outside of existing transit service agencies.
 - Council supports a separate maintenance goal
 - Consider mobility share connections as part of the first/ last mile to transit
 - Ensure first/ last mile to transit is a core component of the TMP in order to meet mode-shift goals

- Explore methods of evaluating equity as it relates to transit service that incorporates all neighborhoods and future planning/ land uses
- Define types and allowable locations for alternative electric modes of transportation such as e-bikes, e-scooters, monowheels, etc.
- Outreach should include people that live outside of Kirkland (reach out to people working here but may not live here, etc.)
- Safety needs to capture partnering with private properties, in particular, owners of parking lots.
- Capital projects should consider roundabouts at intersections and protected bike facilities as the first option by default
- Ensure maintenance of the system is supported incrementally as assets are added to the system. Maintenance should not drive decisions about capital investments, particularly related to safety.
- Be an Active Partner is still a relevant goal to maintain

The Project Team has incorporated City Council feedback on the Goals, which is reflected in Attachment A. Staff has also incorporated some policies and/ or objectives from modal plans and in some instances, the updated TMP will point directly to modal plans due to the level of detail included in the modal plans.

Naming the Transportation Plan document:

The City is updating outdated language that is not reflective of Diversity Equity Inclusion and Belonging (DEIB) such as "Master Plan." Staff has developed options for a revised name for the TMP including Kirkland Transportation Plan (KTP), Kirkland Mobility Plan (KMP), Transportation System Plan (TSP), and Strategic Transportation Plan (STP). Staff would recommend using the Kirkland Transportation Plan (KTP) and seeks input from the Transportation Commission.

Goal of the September Transportation Commission meeting discussion:

Gain feedback and potential endorsement of the proposed goal and policy structure.

NOTE: Actions are included in the Transportation Commission packet for context.

Discussions about the scale of actions to be included in the Transportation Plan compared to pointing to the modal plans are pending.

NEXT STEPS:

Staff is seeking the Transportation Commission’s feedback on the goal and policy structure and language. Staff then plans to return to the Transportation Commission on October 25th with the Joint meeting with the Planning Commission to discuss prioritization measures for projects.

Attachments:

1. Attachment A: Draft Proposed Goals and Policies Update