



CITY OF KIRKLAND
Department of Public Works
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Julie Underwood, Public Works Director
Joel Pfundt, Transportation Manager
Kimberly Scrivner, Transportation Planner

Date: March 3, 2022

Subject: ACTIVE TRANSPORTATION PLAN UPDATE

RECOMMENDATION:

It is recommended that the City Council receive a briefing on the update to the Active Transportation Plan and provide feedback to staff.

BACKGROUND DISCUSSION:

Background

Kirkland's first non-motorized plan was developed in 1995 and was last updated, as the Active Transportation Plan (ATP), in 2009 prior to the annexation of Finn Hill, North Juanita, and Kingsgate. The Transportation Master Plan (TMP) was approved in 2015 which built upon the ATP planning effort by incorporating and updating the goals and recommendations and expanding the bike and pedestrian network recommendations to the annexed area.

The update to the ATP began in 2019 in coordination with the Safer Routes to School Action Plans but due to the COVID-19 pandemic, the ATP was temporarily paused. Initial coordinated community outreach began in 2019 and early 2020. The ATP update and engagement process then was reinitiated in 2021.

Plan Purpose

The following statements outline the primary purposes of the ATP:

- Reaffirm Kirkland's commitment to a multi-modal system of transportation choices consistent with the Council Goal of Balanced Transportation.
- Provide network and infrastructure improvement recommendations to enable of people of all ages and abilities to safely walk, bike, and roll in Kirkland as well as other programmatic efforts to better evaluate, plan for and improve active transportation safety.
- To increase the number of people that choose to walk, bike, and roll in Kirkland by making that choice viable and comfortable for many types of trips.

The ATP focuses on bicycle and pedestrian connections in city right-of-way that connect to activity centers, transit, parks and to the Cross Kirkland Corridor (CKC). This builds upon other planning efforts such as:

- CKC Master Plan
- Safer Routes to School Action Plans
- Parks, Recreation and Open Space (PROS) Plan
- Vision Zero Action Plan
- NE 85th Street Station Area Plan
- Neighborhood Safety Program
- Sustainability Master Plan

Where the ATP overlaps these plans and other planning efforts and programs, the City works closely to coordinate priorities and implementation so that overlapping benefits are identified, and implementation can be coordinated.

Public Engagement

The update to the ATP began in 2019 with some initial engagement activities such as community meetings and an online survey coordinated with the Safer Routes to School planning effort. Extensive public outreach was restarted again 2021 that included over 20 meetings with various groups throughout the year. In total, these engagement efforts included:

- Neighborhood association meetings
- Interest group meetings
- Community meeting at City Hall (pre-pandemic)
- City Hall for All event (2021)
- Virtual community meetings
- Online public comment form
- Story Map and interactive Web Map

The Safe and Active Transportation Survey was released between November 2019 and January 2020. The City received 1,278 responses and a complete summary is [available online](#) as an Appendix A to the Draft Plan.

Virtual community meetings, survey, and opportunities to comment were advertised using social media, email lists and through the 'This Week in Kirkland' publication. Staff briefed the City Council at their April 20, 2021 study session and the Transportation Commission was also briefed six times throughout the process prior to the release of the draft plan. The Draft ATP reflects the input from the community, City Council and Transportation Commission. The Transportation Commission was also briefed twice after posting the Draft ATP and their comments from these meetings will be integrated into the final ATP.

Key take-aways from the public engagement process:

Many comments received were safety related concerns. The substance of the comments varied, but recurring topics included:

- lowering vehicle speeds
- desire for greater pedestrian connectivity and noted lack of or disconnected sidewalks in some areas
- need for greater separation of modes such as protected bike lanes
- need for improved roadway crossings
- human behavior impacts such as cars failing to yield to pedestrians

The City also received many location-specific comments, and several general questions. Some general questions/comments included:

- Questions about the appropriate use of electric bikes and scooters in bike lanes and on sidewalks
- Trade-offs between parking and other uses of right-of-way (people suggested to remove parking to make greater separation for bike lanes, others expressed concern about the need to preserve parking)
- Ensure bike lanes and sidewalks are not blocked by cars, trash bins or debris

Goals and Objectives

The intent of the proposed update to the ATP goals is to have fewer overall goals that are specific and inclusive of larger program items and align with the 2015 TMP goals. The 'supportive goals' are intended to address previous goals (without eliminating them) but reference other planning activities outside of the ATP.

2009 ATP GOALS	2021 ATP Proposed Goals
Goal G1. Develop the Cross Kirkland Trail	<p>Goal 1: Create a safe, connected pedestrian network where walking is a comfortable and intuitive option as the first choice for many trips.</p> <p>Goal 2: Create a connected bicycle network that accommodates people of all ages and abilities to get to destinations such activity centers, parks, transit and the Cross Kirkland Corridor.</p> <p>Goal 3: Encourage and incentivize more people to walk and bike, encourage safe behavior</p> <p>Supportive Goals: These address previous goals but reference other planning activities outside of the ATP.</p> <p>Support Goal 1: Achieve the Master Plan Vision of the Cross Kirkland Corridor</p> <p>Support Goal 2: Implement the recommendations in the Vision Zero Action Plan</p> <p>Support Goal 3: Utilize technology to support safety measures and supplement safe networks</p> <p>Support Goal 4: Implement the recommendations in the Safer Routes to School Action Plans</p>
Goal G2. Reduce crash rates	
Goal G3. Add facilities for pedestrians	
Goal G5. Improve safety for people crossing streets	
Goal G6. Remove physical barriers to walking	
Goal G4. Increase the number of children who use active transportation to travel to and from school	
Goal G7. Improve on-street bicycle facilities	
Goal G8. Make bicycling more convenient	
2015 Transportation Master Plan (TMP) Goals	
Goal T-1. - Complete a safe network of sidewalks, trails and improved crossings where walking is comfortable and the first choice for many trips	
Goal T-2 Interconnect bicycle facilities that are safe, nearby, easy to use and popular with people of all ages and abilities	

For a complete summary of the Goals and Objectives, see Appendix A.

Project Recommendations

A primary focus of this plan is to identify pedestrian and bicycle network project recommendations that focus on connecting activity centers, parks, the CKC and access to transit. The goal is to identify the prioritized network and develop an implementation strategy over the life of the long-term 20-year plan.

Pedestrian Project Recommendations

The planned pedestrian network aims to fill critical sidewalk gaps and strategically enhance street crossings that currently impede access to transit, activity centers, and parks and impact safe and comfortable pedestrian travel. Kirkland has made significant progress in meeting its policy goals focused on building out the sidewalk network along major streets, providing safe crossings and access to schools. However, there are still some important gaps to be filled.

Sidewalk gaps were analyzed to determine which gaps, if filled, would provide the greatest benefits in terms of providing access to key destinations. These were then prioritized based on walk distances to destinations. Crossings that would complete these networks were also identified and included.

Attachment B outlines the prioritization process and project recommendations for sidewalk gaps, crossings, and additional considerations such as maintenance of our current system and additional gaps on transit routes and arterials.

Bicycle Project Recommendations

The bicycle recommendations outlined in the Draft ATP provide a list of high priority projects but also a segment-by-segment recommendation so the City can ensure that, as the City grows and changes there are no lost opportunities in building out a fully connected network. The city has made great progress in creating a network of connected bike lanes but as more people of all ages and abilities express interest in bicycling, there is greater interest in protection from motor vehicles. The prioritization process evaluated both gaps in the system as well as improvements to the existing network. Projects were prioritized based on access to activity centers, transit, the CKC and to parks as well as safety, equity, and levels of traffic stress. More information about the prioritization process can be found in [Appendix B of the Draft ATP plan](#).

The bike network recommendations are organized by 'quick wins', 'catalyst' projects and the ideal network identified as 'full build out'.

- *'Quick Win' Planned Improvements:*
Quick win strategies involve filling gaps in the planned bicycle network or improving existing bike facilities within existing city right-of-way.

For example, improvements to existing bike facilities could include extending existing bike lanes to intersections, adding green conflict zone markings through intersections, buffering, or protecting existing bike facilities if space can be made available through restriping or re-channelization, or completing missing gaps in the system. Neighborhood greenways are also considered 'quick win' planned improvements as they do not require acquisition of additional property and primarily involve lower cost infrastructure investments such as signing and striping. High scoring quick win projects are candidates to be in the 6-year Capital Improvement Program (CIP) but quick win projects can also be addressed through other programs such as the annual Striping

Program, Pavement Preservation Program or Neighborhood Safety Program as opportunities occur.

- *Catalyst Projects*

Catalyst projects are larger projects that may require additional right-of-way or greater investment as a City sponsored CIP Project. These are high priority projects that provide great benefit for connecting key destinations and meeting prioritization goals. The intent is that these projects are the best candidates for inclusion in the 6-year CIP and 20-year transportation plan as the City continues to invest in these larger priorities.

- *'Full Build Out' Planned Investments*

The Full Build Out investments outline the City's vision for the full city-wide future bicycle network as the City grows and changes. Many of these segments will require additional right-of-way and greater investment to achieve the 'full build out' strategy. The City is fortunate to anticipate future development and the benefit of having these strategies specifically outlined in the ATP is so the city can be clear about future project needs so there are no lost opportunities as future development and improvements occur.

Both the quick win and the full build out recommendations can be used as a tool when development occurs, to guide the City for annual programs or when CIP projects or other opportunities happen. The full build-out is to ensure that the City can achieve the long-term vision outlined in the ATP, either by building out the vision or securing the necessary right-of-way to achieve the longer-term vision in the future.

The full build out network and all quick wins recommendations can be viewed in an [online map](#). The catalyst projects are not shown directly on this map but would be a subset of the full build out network. Each link can be selected to see the quick win and full build out recommendation details as well as the priority score. In addition, the prioritization layer can be turned on and off to easily see which portions of the network prioritize the highest.

In addition to this resource, a series of maps is available in Attachment C that outlines the existing network, funded projects, the catalyst projects, and then how other priority projects can be layered on and visualized.

Other Special Project Highlights

Beyond sidewalk gaps, crossings and bike facilities, the plan also gives special mention to other special projects relative to active transportation:

- Ongoing need for maintenance of existing sidewalks
- Bike and pedestrian connections in the 85th Station Area Plan
- Consideration of future permanent closure of Park Lane to vehicles to improve walkability and pedestrian safety downtown
- Further study for Lake Washington Boulevard to improve bicycle and pedestrian travel

Implementation Strategy

The next stage of the ATP process for Council to review and then adopt the ATP. Following adoption, staff will work with City Council and leadership to identify sustainable funding sources to be able to build and maintain recommended new or improved walking and bicycling infrastructure.

While all the projects and programs recommended in this plan are important to improving Kirkland's pedestrian and bicycle network connectivity, safety, and access; realistically, the City

has limits to its financial resources and staff capacity, so it will be necessary to implement projects over time. The implementation strategy for the ATP is as follows:

- Utilize the prioritization process to identify projects to add to the CIP and candidates for future grant applications (with a focus on catalyst and high priority quick win bike projects, high scoring sidewalk and pedestrian crossing projects)
- Leverage opportunities through existing annual programs and grow programs as needed to improve and maintain the City's growing active transportation system
- Implement projects as private development or other projects occur
- Work with Council and city leadership on additional funding opportunities

The Draft ATP and appendices can be found on the [ATP webpage](#). This was released in December 2021 and public comment is open until March 11th. So far, the ATP has received over 90 comments through the public comment form and staff has had two additional discussions with the Transportation Commission since the draft plan was posted.

Staff will share a more detailed summary of the public comments and Transportation Commission comments as well as any resulting proposed changes to the document at the Council Study Session.

Next Steps

Staff will receive Council feedback on the Draft ATP and apply changes to the draft document as directed. Staff could return to Council for another study session if necessary or move toward ATP plan adoption based on Council feedback.

Attachments: List of Attachments

- Attachment A: Goals and Objectives
- Attachment B: Pedestrian Prioritization and Recommended Projects
- Attachment C: Bicycle Network Prioritization and Recommended Projects

Attachment A: ATP DRAFT Plan Goals and OBJECTIVES

The Active Transportation Plan (ATP) update builds on the foundation of goals, policies, and actions adopted in the 2015 Transportation Master Plan and the 2009 ATP. The following are the updated goals, objectives, and strategies for the Draft 2022 ATP based on progress and updated best practices.

Goal 1: Create a safe, connected pedestrian network where walking is a comfortable and intuitive option as the first choice for many trips.

OBJECTIVE 1-1: Prioritize sidewalk gaps that connect people to activity centers, transit, parks, and the Cross Kirkland Corridor. Include equity measures as part of the prioritization process.

OBJECTIVE 1-2: Complete sidewalk on both sides of transit routes and at least one side of all remaining arterials.

OBJECTIVE 1-3: Develop and operationalize a sidewalk repair program that includes periodic inventories to ensure the City maintains current and future sidewalks.

OBJECTIVE 1-4: Increase pedestrian safety at crossings where needed to complete pedestrian networks and provide access to destinations.

Strategy 1-4-1: Assess and prioritize additional crossings or improvements to existing crossings.

Strategy 1-4-2: Continue to utilize a high standard for crossing treatments such as Rectangular Rapid Flashing Beacons (RRFBs) or high-intensity activated crosswalk (HAWK) signals. Explore additional safety measures for crosswalk enhancements.

Strategy 1-4-3: Upgrade crossings to meet accessibility standards such as ADA-compliant wheelchair ramps, push buttons with auditory or tactile aids for visual and hearing disabilities, or other improvements to accommodate all people.

Strategy 1-4-4: Add sufficient lighting to all remaining light deficient crosswalks and assess any additional lighting needs.

Strategy 1-4-5: Continue to support and monitor the pedestrian flag program.

OBJECTIVE 1-5: Provide additional pedestrian safety improvements at intersections.

Strategy 1-5-1: Explore opportunities for raised or painted intersections to increase safety and awareness at intersections with high pedestrian volumes.

Strategy 1-5-2: Identify opportunities to utilize technology and signals to increase pedestrian safety at signalized intersections such as passive detection, leading pedestrian intervals, or pedestrian only “scramble” phases.

OBJECTIVE 1-6: Seek opportunities that explore low-cost, creative solutions for providing additional pedestrian safety.

OBJECTIVE 1-7: Improve lighting on the CKC, on higher volume streets, and in low light areas or corridors where high pedestrian use is expected.

OBJECTIVE 1-8: Make getting around on foot intuitive by planning and installing a pedestrian wayfinding system to and from the CKC and to other destinations.

OBJECTIVE 1-9: Enhance pedestrian and bicycle facilities along Lake Washington Waterfront.

OBJECTIVE 1-10: Achieve a Platinum Walk Friendly Communities rating consistent with the goal in the Sustainability Master Plan. The Walk Friendly Communities rating is nationally recognized and provides a standardized set of metrics. The Platinum rating is the highest level to achieve.

OBJECTIVE 1-11: Monitor sidewalk conditions and repair as needed and ensure major obstructions are addressed. Continue to engage with the community to prevent obstruction of sidewalks and pedestrian facilities with parking, trash bins, signs, etc.

Goal 2: Create a connected bicycle network that accommodates people of all ages and abilities to get to destinations such activity centers, parks, and transit.

OBJECTIVE 2-1: Complete a connected spine network of safe high comfort cycling facilities such as protected facilities, separated trails or pathways, neighborhood greenways supplemented by a denser network of additional bike lanes or other on-road bike facilities.

- Strategy 2-1-1: Seek opportunities to separate existing and future bike facilities on arterials from motor vehicle traffic with buffers or greater protection such as a curb, delineators, or other more durable barriers. Use best practices when designing bicycle facilities.
- Strategy 2-1-2: Maintain all bike lane symbols, striping, green paint, and buffer paint and ensure all bike lanes have standard bike symbols.
- Strategy 2-1-3: Continue to identify opportunities to modify channelization markings to provide more street space for people bicycling.
- Strategy 2-1-4: Continue to build a network of greenways

OBJECTIVE 2-2: Improve bicycle safety at controlled and uncontrolled intersections.

- Strategy 2-2-1: Connect all bike lanes to and through signalized intersections.
- Strategy 2-2-2: Apply green conflict zone markings through controlled and uncontrolled intersections for all bike lanes on arterials.

- Strategy 2-2-3: Prioritize new protected intersections with major capital improvements. Protected intersections provide travel pathways through intersections that remove conflicts as much as possible between modes.
- Strategy 2-2-4: Apply green conflict zone markings where bike lanes cross dedicated right turn lanes.
- Strategy 2-2-5: Consider two-stage turn bike boxes where high rates of left turn bike movements are expected.
- Strategy 2-2-5: Coordinate with Parks and Community Services to ensure complete connections to City parks.

OBJECTIVE 2-3: Seek opportunities through that explore low-cost, creative solutions for providing additional bicycle safety.

OBJECTIVE 2-4: Prevent the obstruction of bike facilities and accommodate bike routes through construction zones.

- Strategy 2-4-1: Accommodate bicyclists through construction zones by providing appropriate warning and detour signage, and temporary facilities where needed for improved safety for City-managed CIP projects. Work with developers to ensure the same accommodations are made through privately managed construction projects.
- Strategy 2-4-2: Coordinate with enforcement and communications teams on community outreach to educate the public and bring awareness to bike facilities to prevent the obstruction of bike facilities by parked vehicles, trash bins, signs, or other obstructions that would hinder their use or negatively affect cyclist safety.

OBJECTIVE 2-5: Make bicycling in Kirkland intuitive through maps and wayfinding.

- Strategy 2-5-1: Consider additional bicycle-oriented wayfinding to help cyclists navigate to nearby neighborhood greenways or other low volume bicycle routes. This would supplement other wayfinding on Greenways and other pedestrian wayfinding to access the CKC and other destinations.
- Strategy 2-5-2: Regularly update the bike map and provide the map in a variety of accessible formats.

OBJECTIVE 2-6: Explore opportunities to utilize technology to improve bike safety and accommodation.

- Strategy 2-6-1: Upgrade bicycle detection system or other detection options at signalized intersections.
- Strategy 2-6-2: Explore signal timing improvements for bicyclists such as leading intervals and bike only phases.

OBJECTIVE 2-7: Continue to monitor the market to seek a bike share program operator for the City.

OBJECTIVE 2-8: Achieve a Platinum Bicycle Friendly Communities rating consistent with the goal in the Sustainability Master Plan.

OBJECTIVE 2-9: Update bicycle parking policy and programs to ensure parking is available at both ends of bike trips.

- Strategy 2-9-1: Work with the Planning and Building Department to update bike parking policy for both short-term and long-term secure parking at transit facilities, multifamily, or mixed-use buildings, offices, and other appropriate land uses.
- Strategy 2-9-2: Assess short-term parking needs within the right-of-way and develop a program to provide short-term bike parking near amenities and at key destinations.
- Strategy 2-9-3: Explore opportunities for temporary bike parking at special events.
- Strategy 2-9-4: Work with transit agencies to add secure bike parking at transit centers.

Goal 3: Encourage and incentivize more people to walk and bike; encourage safe behavior for all users of the transportation system.

OBJECTIVE 3-1: Encourage and incentivize more people to walk and bike through education and encouragement activities such as special events, Bike Everywhere Month, and social media campaigns.

- Strategy 3-1-1: Conduct outreach with community groups, colleges, and other organizations in the City to develop and implement encouragement and incentive programs
- Strategy 3-1-2: Continue to promote and grow the Kirkland Green Trip program.

OBJECTIVE 3-2: Coordinate with the Lake Washington School District and with the objectives in the Safer Routes to School Action Plans on communication, education, encouragement, and activities focused on children taking active transportation to school and for other trips.

- Strategy 3-2-1: Participate in walk and bike to school month/days.
- Strategy 3-2-2: Coordinate with school resource officers by supporting pedestrian and bike safety curriculum that they can bring into the classrooms.
- Strategy 3-2-3: Utilize the bike trailer received by Lake Washington School District (in coordination with the City of Kirkland) for special events and bike training education for kids.
- Strategy 3-2-4: Coordinate with the School District on providing adequate bike parking storage and other amenities to ensure walking and bicycling to school is feasible.

OBJECTIVE 3-3: Provide travel information about how people can get to downtown, special events, and other activities through alternatives to driving.

OBJECTIVE 3-4: Coordinate with Parks and Community Services Department on opportunities for increased bike and pedestrian education such as a bicycle traffic garden for youth education.

OBJECTIVE 3-5: Coordinate with the communications team on public messaging related to pedestrian and bicycle safety education, sharing the road, and safe travel behavior as well as encouragement and travel information.

SUPPORTIVE GOALS

In addition to the three primary goals of the ATP, there are several supporting goals that supplement the primary goal objectives through specific initiatives as follows:

Supportive Goal S1: Achieve the Master Plan Vision of the Cross Kirkland Corridor.

The Cross Kirkland Corridor Master Plan, adopted by the City Council in June 2014, outlines the community's vision for the corridor and will be used to guide development of the trail as well as transit and utility alignment. The plan includes the location of access points, types, and locations of amenities, and how road crossings and mixing zones are handled. While the Active Transportation Plan identifies some strategies for assessing the current status of the CKC Master Plan and next steps to push implementation forward, the CKC Master Plan retains its own body of work and recommendations. The City will continue to monitor development along the corridor to leverage opportunities to further develop the trail when new development occurs, and will begin to identify the next stages for capital project development.

OBJECTIVE S1-1: Create a Cross Kirkland Corridor Implementation / Action Plan that addresses the remaining unfinished investments noted in the CKC Master Plan.

Strategy S1-1-1: Identify unfinished connections and prioritize for future investments.

Strategy S1-1-2: Upgrade maps and other signs on the trail to encourage safe behavior and facilitate wayfinding to make access to destinations intuitive.

Strategy S1-1-3: In coordination with Parks and Community Services, identify additional opportunities to develop linear parks along the CKC that enhances the trail and bicycle network.

Supportive Goal S2: Implement the recommendations in the Vision Zero Action Plan.

In 2015, Council adopted a Vision Zero policy to reduce serious injuries and fatalities in Kirkland by 2035. The Vision Zero Action Plan is being developed to identify strategies for how the City can improve traffic safety. There are some overlapping recommendations with the ATP, but other actions noted only in the Vision Zero Action Plan still will benefit people walking and bicycling by making our streets and communities safer. The following objectives mirror the Vision Zero Action Plan framework:

OBJECTIVE S2-1: Prioritize Safe Street Design and Investments.

OBJECTIVE S2-2: Operate Safe Streets.

OBJECTIVE S2-3: Promote and Institutionalize a Culture of Safety.

OBJECTIVE S2-4: Build a Robust and Transparent Data Framework.

Supportive Goal S3: Utilize technology to support safety measures and supplement safe networks.

Technology can play a significant role in making transportation efficient and effective. For example, technology can help reduce the number of interactions people walking and bicycling have with drivers at signalized intersections. In addition, better understanding the number of people walking and bicycling and how and where crashes occur can better facilitate decisions for where the needs are greatest. This information also helps the City make the case for new infrastructure through current programs or when seeking outside grant funds.

OBJECTIVE S3-1: Implement that Intelligent Transportation Systems (ITS) Master Plan and utilize IT infrastructure to facilitate safety improvements at signalized intersections.

Strategy S3-1-1: Explore opportunities to improve pedestrian and bicycle safety with leading pedestrian/bike intervals, or pedestrian/bike only signal phases.

Strategy S3-1-2: Explore technology that can better detect people bicycling on the roadway or pedestrians at crosswalks.

Strategy S3-1-3: Consider advances in technology that better accommodate people with disabilities.

OBJECTIVE S3-2: 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.

Strategy S3-2-1: Invest in permanent counters at various locations along the Cross Kirkland Corridor.

Strategy S3-2-2: Upgrade signalized intersection counts to improve data analytics of pedestrian and bicycle volumes and potential crash risk.

Strategy S3-2-3: Expand current count program to better measure other areas of the city not currently covered by existing count programs, and to facilitate before/after counts of projects.

OBJECTIVE S3-3: Build a Robust and Transparent Data Framework.

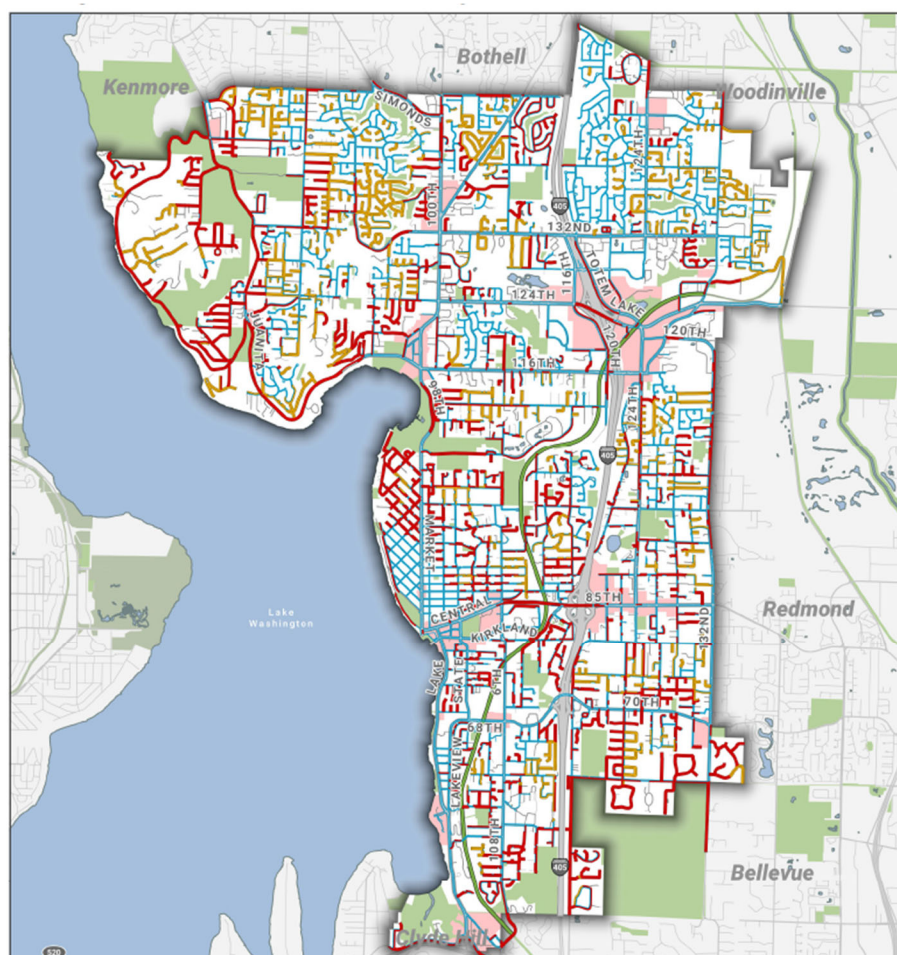
Strategy S3-3-1: Develop a dashboard on the City website to better communicate pedestrian and bicycle volumes, trends, and crash data.

Attachment B: Draft Pedestrian Project Recommendations

Pedestrian Project Prioritization and Recommendations

Sidewalk gaps were analyzed to determine which gaps, if filled, would provide the greatest benefits in terms of providing access to transit, activity centers, and parks. Pedestrian projects were then prioritized based on walk distances to the destinations identified above. This prioritization process identified both a set of prioritized sidewalk gaps but also a set of crossings that help to complete pedestrian networks.

OBJECTIVE 1-1: Prioritize sidewalk gaps that connect people to activity centers, transit, parks and the Cross Kirkland Corridor



Sidewalk Gaps

- Included in Prioritization
- Excluded from Prioritization

- Existing Sidewalks
- Cross Kirkland Corridor
- Activity Centers

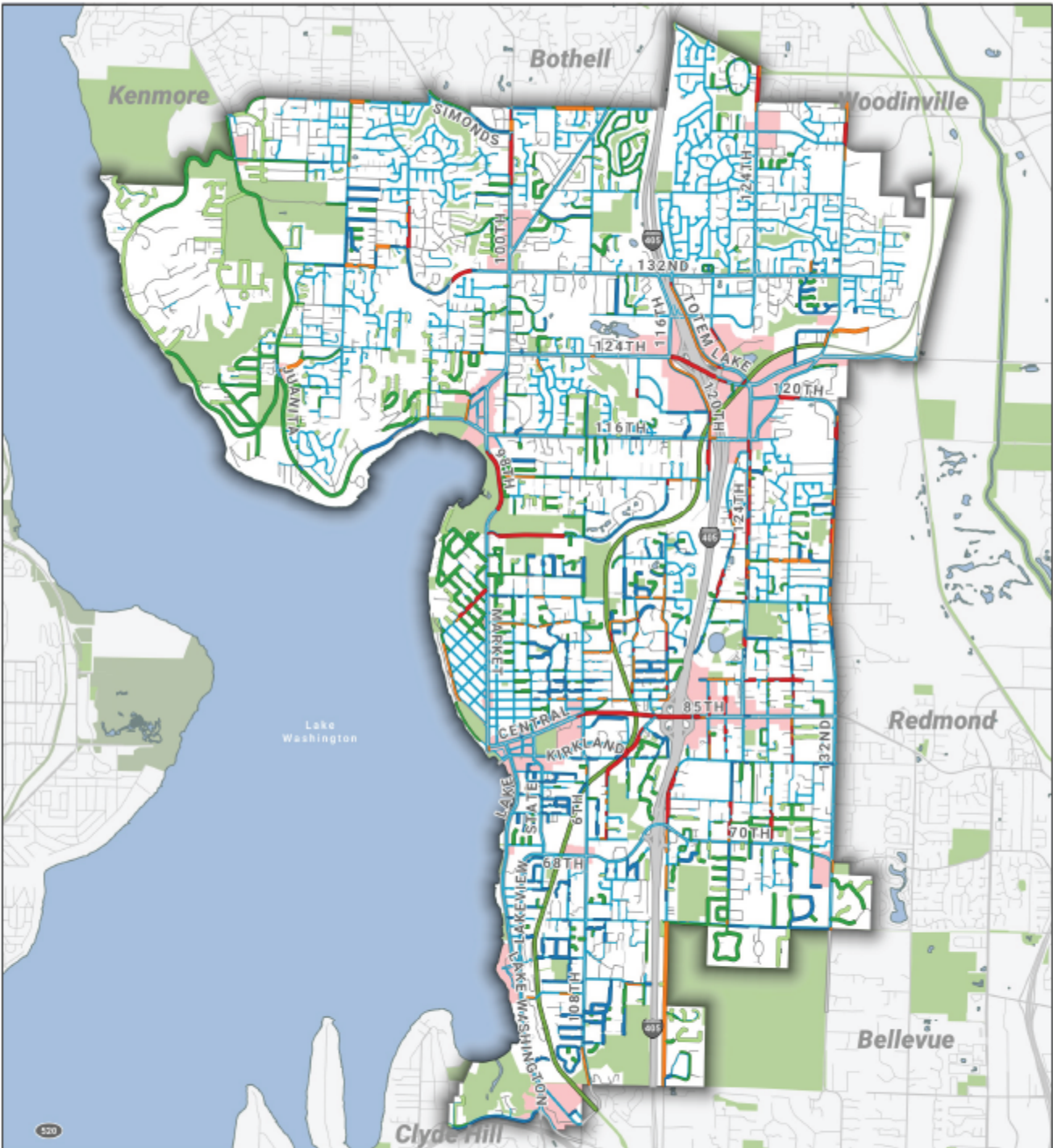
Sidewalk gaps that are included in the prioritization analysis must meet the following criteria:

- o Not located along a private street.
- o Located along any street type within ¼ mile of a park, activity center, or high frequency transit stop.
- o If sidewalk gap is not within ¼ mile of the above destination types, the gap must be along a collector or arterial roadway.

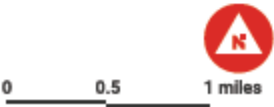
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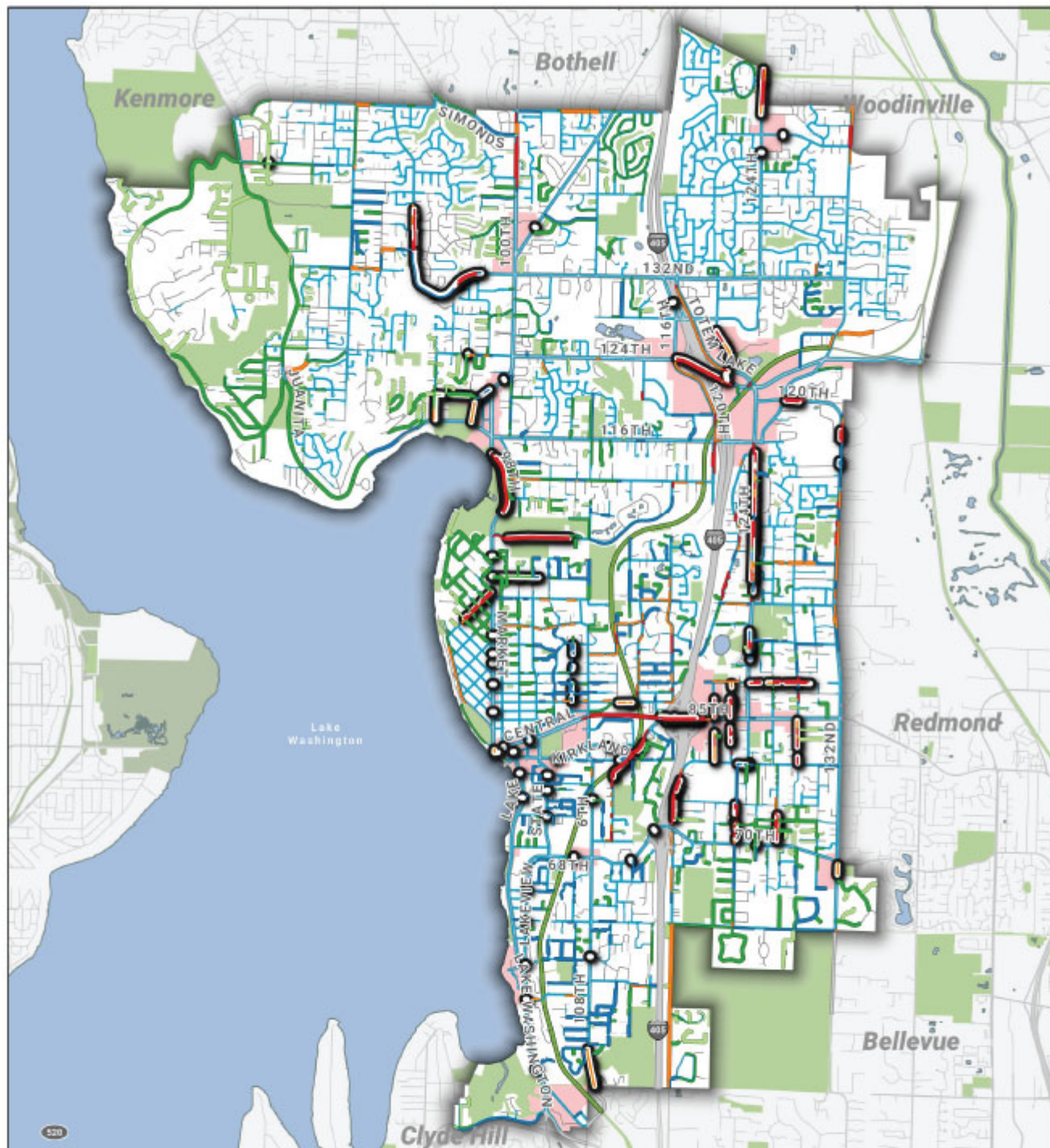


Prioritized Pedestrian Network - Final Score



- Prioritized Sidewalk Gaps: Final Score**
- Low
 - Low-Medium
 - Medium
 - Medium-High
 - High
 - Existing Sidewalks
 - Cross Kirkland Corridor
 - High Frequency transit Stops
 - Transit Stops
 - Activity Centers





Prioritized Sidewalk Gaps: Final Score

- Low
- Low-Medium
- Medium
- Medium-High
- High

- Proposed Pedestrian Projects
- Existing Sidewalks
- Cross Kirkland Corridor
- High Frequency transit Stops
- Transit Stops
- Activity Centers

0 0.5 1 miles



Crossings of the Cross Kirkland Corridor (CKC) were not included in this analysis. There are two crossings of the CKC that the city will be working on which is the crossing at 132nd Ave NE/ Slater and the crossing at Willows Road coinciding with the completion of the interim trail between 132nd Ave NE and Willows Road by King County expected to be complete in 2022.

Prioritized Crossings

The plan identified 44 high priority **crossings**. The list below highlights the top 14 highest scoring crossings.

Crossing Name	New or Upgrade	Notes
Lake St - 2nd Ave S	upgrade	RRFB*, restripe and add stop bars
Lake St - 5th Ave S	upgrade	curb extension, RRFB, restripe and add stop bars, improvements from Lake Washington Promenade Study
Central Way - Main St	upgrade	RRFB, refuge island
Lake Wash Blvd - North of NE 52nd St	upgrade	RRFB, restripe and add stop bars, improvements from Lake Washington Promenade Study
NE 131st Way - 94th Ave NE	new	Create bike/ pedestrian connection to proposed shared use path on north side of street.
Kirkland Ave - Kirkland Performance Center	upgrade	RRFB
2nd Ave S - State St	upgrade	add lighting, curb extension
NE 124th St - 105th Pl NE	upgrade	restripe, add raised pavement markers, ADA ramps
NE 124th St - 108th Ct NE	upgrade	restripe, add raised pavement markers
Central Way - 1st St	upgrade	restriping, median refuge extension and curb extension
State St S - 7th Ave S	new	south side of intersection, add curb extension and crosswalk
NE 68th St - 106th Ave NE	upgrade	restripe, add raised pavement markers, RRFB, ADA curb ramps
Lake Washington - NE 43rd St	upgrade	south of intersection. Add RRFB, add stop bars
NE 144th St - 126th Ave NE	upgrade	lighting

* RRFB – Rectangular Rapid Flashing Beacon

The plan also identified 46 **sidewalk segments** that were prioritized using the framework described above. The top 20 are listed below:

On	From	To
124th Ave NE	NE 145th St	City Limits
NE 124th St	116th Ave NE	120th Ave NE
120th Ave NE	Totem Lake Blvd NE	NE 124th St
116th Ave NE	NE 73rd St	NE 75th St
116th Ave ne	NE 75th St	NE 75th Pl
Kirkland Way	East of CKC Bridge	W/O 2nd Ave
NE 90th St	124th Ave NE	128th Way NE
6th St W	13th Ave W	Market St
Railroad St	8th St S	Kirkland Ave
116th Ave NE	South of NE 75th Pl	North of 75th Pl
Forbes Creek Dr	NE 107th Pl	Market
98th Ave NE	Forbes Creek Dr	Old Market St Trail
120th Ave NE	N 85th St	NE 90th St
96th Ave NE	Old Market Street Trail	Forbes Creek Dr
126th Ave NE	NE 70th St	North of NE 73rd St
124th Ave NE	Slater Ave NE	NE 110th Pl
90th Ave NE	NE 134th St	North of NE 137th Pl
NE 120th St	93rd Pl NE	NE 120th Pl
122nd Ave NE	NE 73rd St	NE 70th St
90th Ave NE/131st Way/NE 132nd St	9600 Block	NE 134th Street

Maintaining sidewalks

As the city grows and expands sidewalk infrastructure, it is important to ensure those sidewalks are consistently maintained and repaired. The city conducted a sidewalk condition assessment in 2015 which identified approximately \$23 million in needed investments. These were then prioritized into high-walkable areas and so far, the city is making progress toward addressing high-priority repairs and has progressed about 20% toward these needed investments, particularly in high-priority areas. Additional sidewalk repairs and replacements have occurred through private development.

OBJECTIVE 1-3: Develop and operationalize a sidewalk repair program that includes periodic inventories to ensure the city maintains current and future sidewalks.

The objective in this plan aims to operationalize sidewalk repair and ensure that they city can continue to track this inventory and progress made.

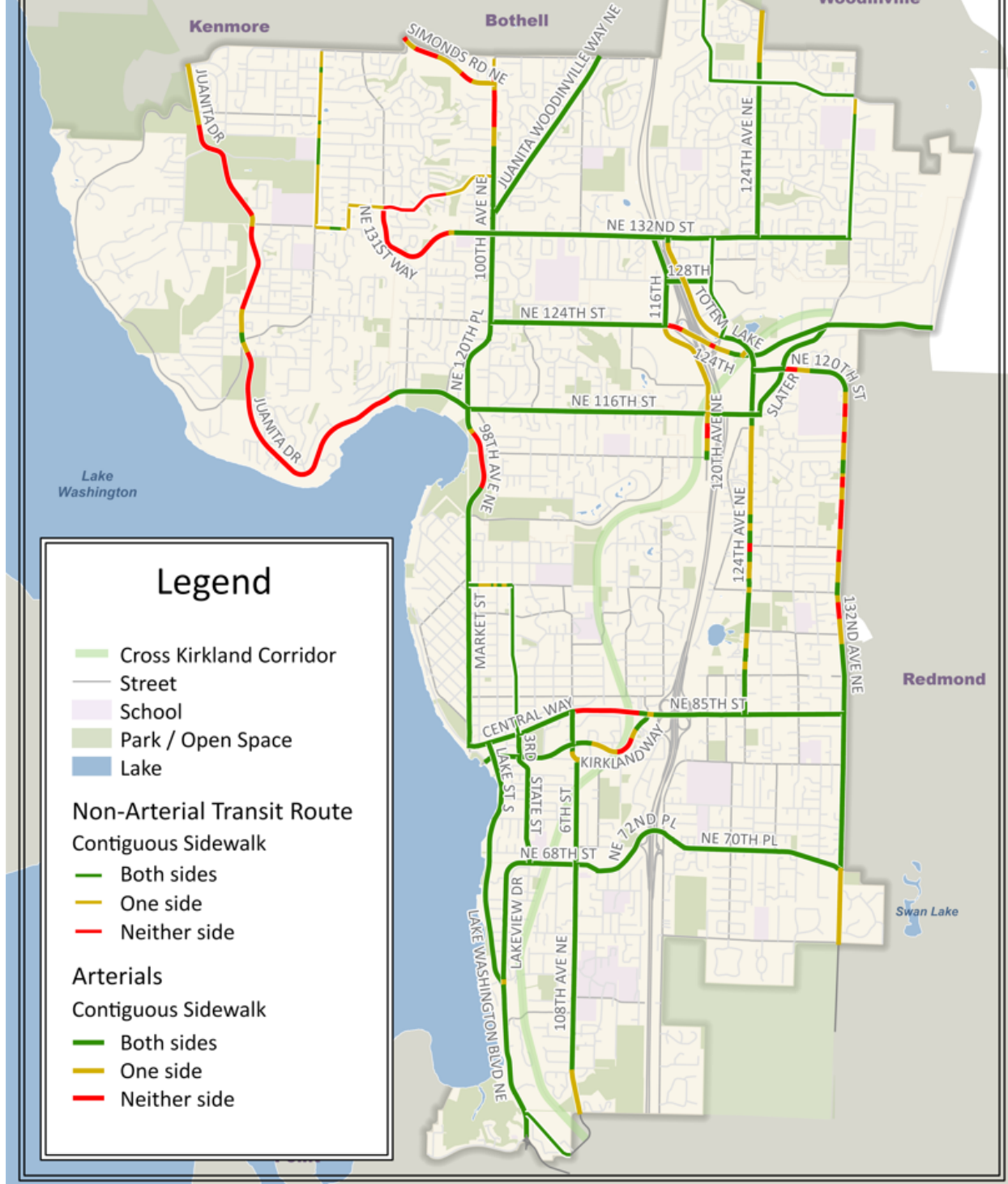
Additional considerations

Some additional considerations for the sidewalk network include meeting the stated goal in the 2009 Active Transportation Plan for completing sidewalks on one side of all arterials. The city has completed 85.78% (including annexed area) of this goal. To advance further walkability in Kirkland, this plan establishes a new objective of sidewalk completion on both sides of all transit routes and at least one side of all remaining arterials. The pedestrian prioritization process described above outlines the greatest benefit for filling-in sidewalk gaps and waling connections but as the city starts to fill-in the prioritized gaps through public works projects or through development, these additional segments may be considered. Many of the segments noted in the map below overlap with the prioritized sidewalk gaps.

OBJECTIVE 1-2: Complete sidewalk on **both sides** of principal and minor arterials on transit routes. Complete at least one side of all remaining arterials.

2022 Sidewalk Analysis

Arterials and Non-Arterial Transit Routes



Attachment C: Draft Bicycle Network Recommendations

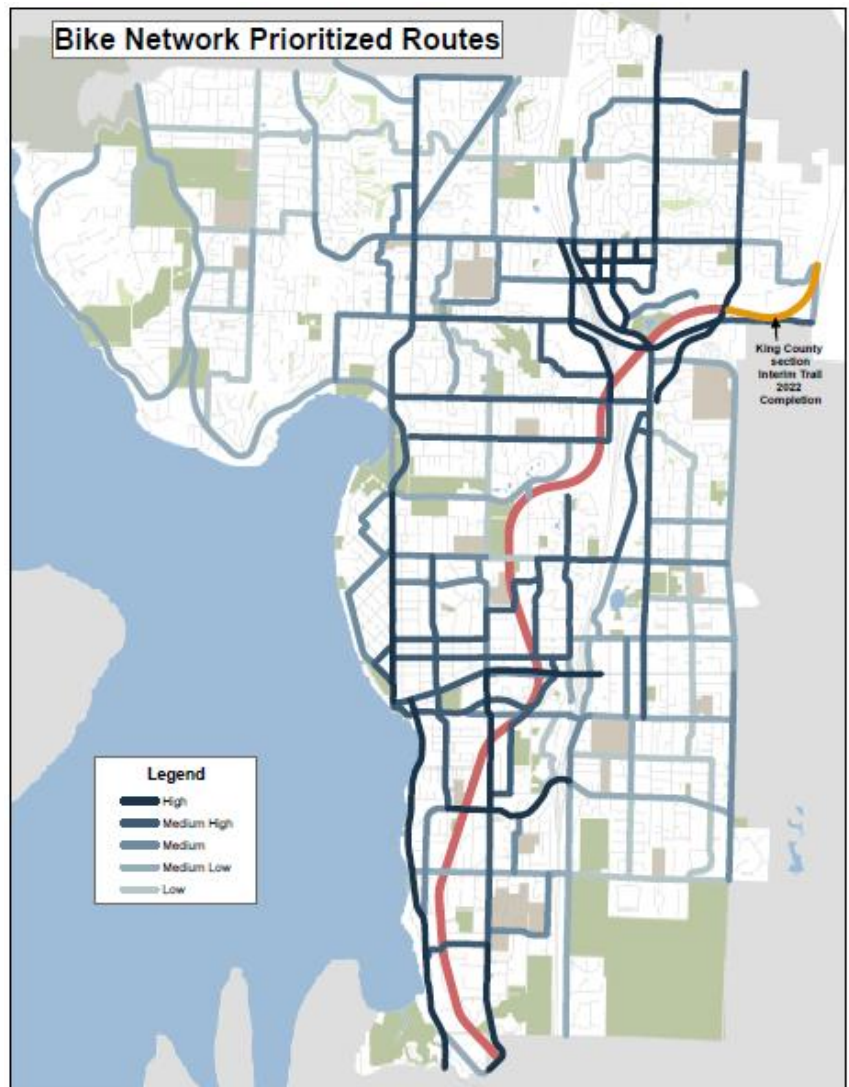
Bicycle Project Prioritization and Recommendations

Bicycle projects were prioritized based three categories that are tied to the goals of the Plan:

- » Connectivity- Does the bikeway support connectivity to transit and to/from areas where people are most likely to bike (activity centers, the CKC and parks)?
- » Safety and Comfort – Does the bikeway address a location with a past collision(s) or improve comfort for bicyclists?
- » Equity – Does the bikeway serve underserved neighborhoods?

The prioritized bicycle network map shows how the network scored based on the prioritization framework.

OBJECTIVE 2-1: Complete a connected spine network of safe high comfort cycling facilities such as protected facilities, separated trails or pathways, neighborhood greenways and a denser network of additional bike lanes or other on-road bike facilities.



The plan outlines a series of 'quick win' and 'catalyst' projects as well as a full-build out of the ideal bike network for the long-range plan.

The following list outlines the recommended catalyst projects that are high scoring and provide the greatest benefit for bicycle connectivity.

Street Name	From	To	Full Build Out
NE 128th St	116th Way NE	120th Ave NE	Add green conflict zone markings. Move EB bike lane to south curb. (116th Ave NE to Totem Lake Blvd) Add raised protected bike lane at curbside level on north side, in-street with delineators on south side (Totem Lake Blvd to 120th Ave NE)
NE 85th St	6th St	I-405/ 85th Station	Shared-Use Path
120th Ave NE	NE 128th St	NE 132nd St	Protected Bike Lanes
85th interchange area connections	all four quadrants		Shared Use Paths connecting to I-405 / 85th Station
Slater Ave NE	NE 116th St	NE 124th St	Protected Bike Lanes
7th Ave	Market St	116th Ave NE	Buffered or Protected Bike Lanes, may require neighborhood greenway style implementation at west end of corridor.
Kirkland Ave/ Way	Lake St	NE 85th St	Add buffered or protected bike lanes. Requires right-of-way in some sections and widening of the CKC Bridge.
Railroad Ave, 8th St S, 9th Ave S	Kirkland Way	6th St S	Recommend Bike Lanes in some sections. Neighborhood Greenway passing Everest Park
98th Ave NE	NE 116th St	NE 124th St	Add buffered or protected bike lanes (both sides)
100th Ave NE	NE 132nd St	NE 139th St	Protected Bike Lanes
NE 132nd St, 131st Way, 90th Ave	100th Ave NE	NE 139th St	Shared-Use Path on west side. Downhill bike sharrow. Bike lanes connecting to 100th.
NE 139th St	90th Ave NE	84th Ave NE	Bike Lanes or Neighborhood Greenway

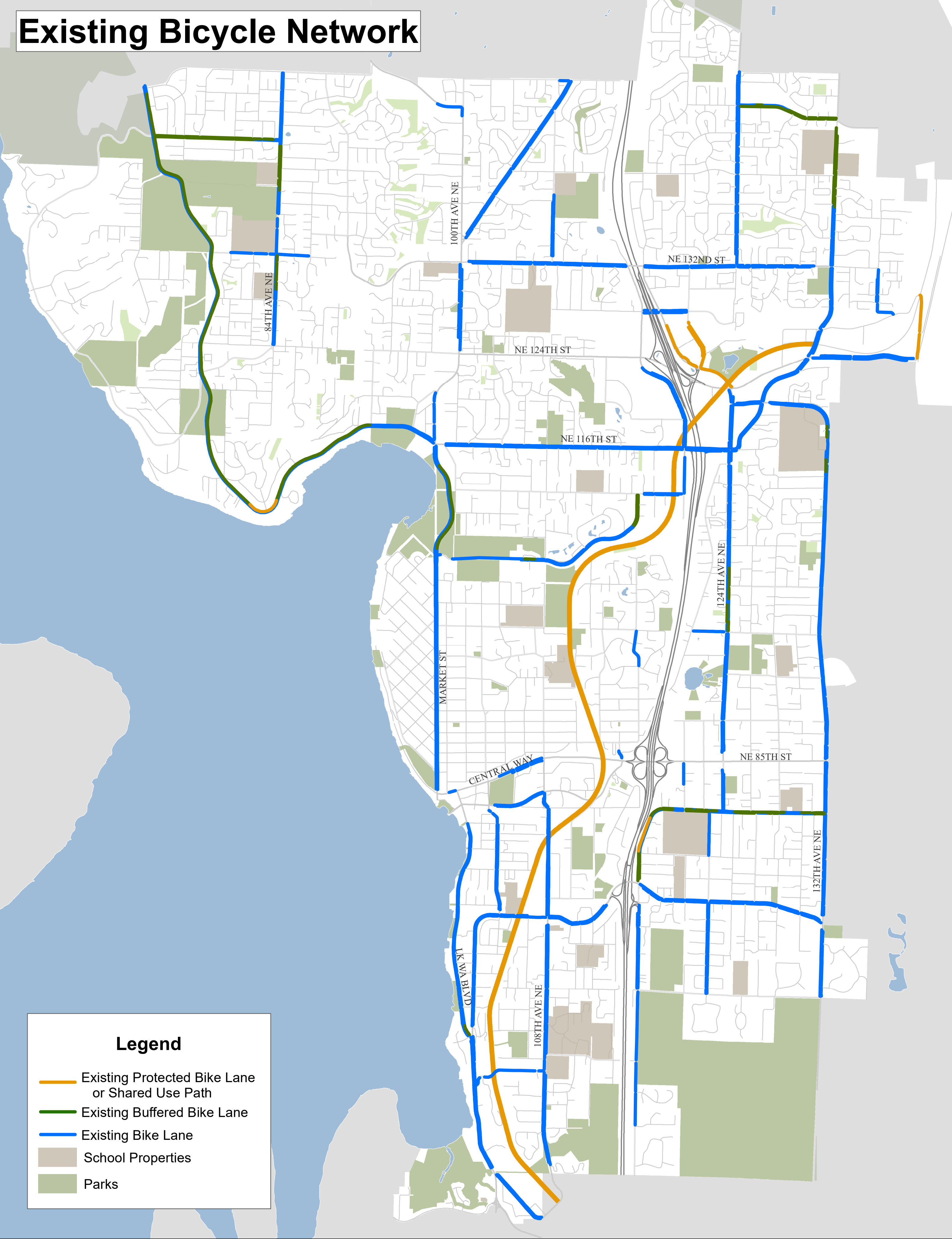
The following table shows additional quick win projects recommended as the highest priority in the next six years. Additional quick win projects beyond this list will be evaluated through annual programs, through subsequent CIP updates and as opportunities occur.

On	From	To	Quick Win Strategy
Lake St - Lake Wa Blvd	Lakeview Dr	Central Way	Promenade Study
124th Ave NE (north)	NE 132nd St	north city limits	Add pavement markings to existing bike lanes and extend bike lanes where they currently do not exist. Buffer where there is room.
113th Ave to 120th/ 118th St	NE 124th St	120th Ave NE	Restripe to add bike lane or neighborhood greenway. Would need comprehensive review to bike lanes.
6 th St S	NE 68 th St	Kirkland Way	Add green conflict zone markings, protected bike lanes around curve
NE 68 th St	State	108 th Ave NE	Rechanel to extend existing bike lanes, add green conflict zone markings

The following series of maps outline how the bike network priorities are identified.

1. Existing Bike Network
2. Funded Projects
3. Catalyst Projects
4. Additional Highest Scoring Projects
5. Additional Medium to High Scoring Projects
6. Additional links added after the Draft Plan was posted for public comment based on internal conversations, Transportation Commission feedback and coordination with other planning efforts such as the 85th Station Area Plan

Existing Bicycle Network

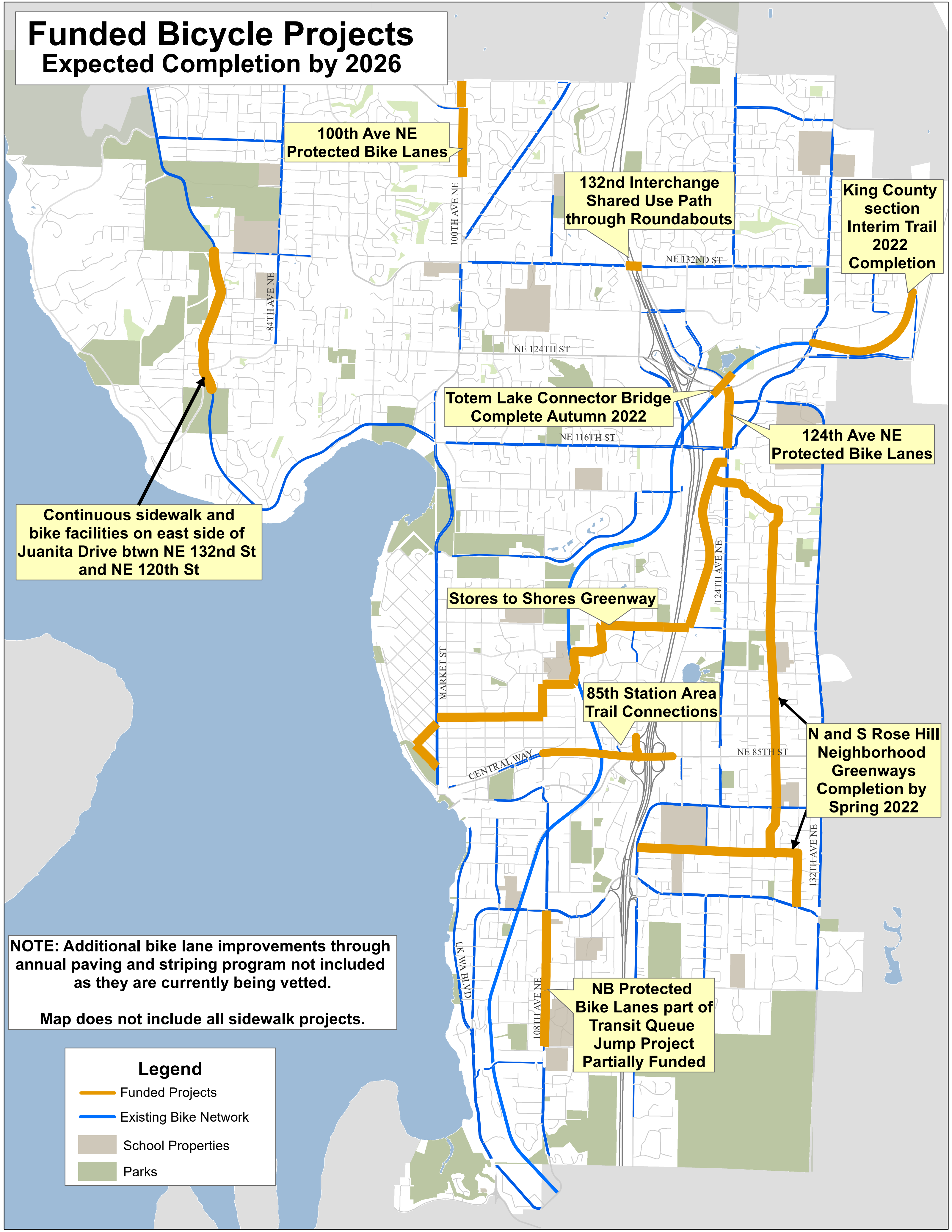


Legend

- Existing Protected Bike Lane or Shared Use Path
- Existing Buffered Bike Lane
- Existing Bike Lane
- School Properties
- Parks

Funded Bicycle Projects

Expected Completion by 2026



NOTE: Additional bike lane improvements through annual paving and striping program not included as they are currently being vetted.

Map does not include all sidewalk projects.

Legend

Funded Projects

Existing Bike Network

School Properties

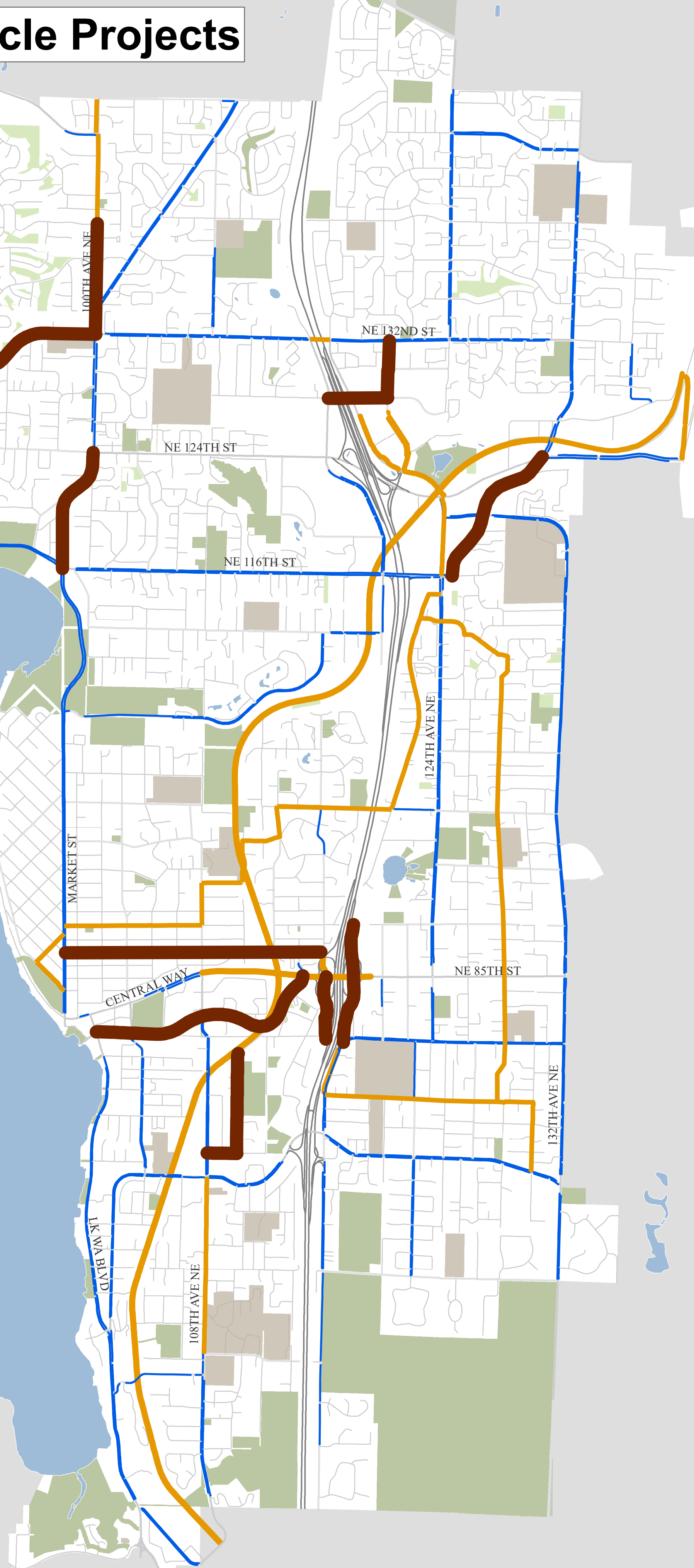
Parks

Proposed Catalyst Bicycle Projects

Catalyst Projects are the highest priority projects that build out the 20-year plan. These projects will likely require significant investment but will improve the city's connectivity to places with the highest density of activity for growth and access to amenities and transit.

Legend

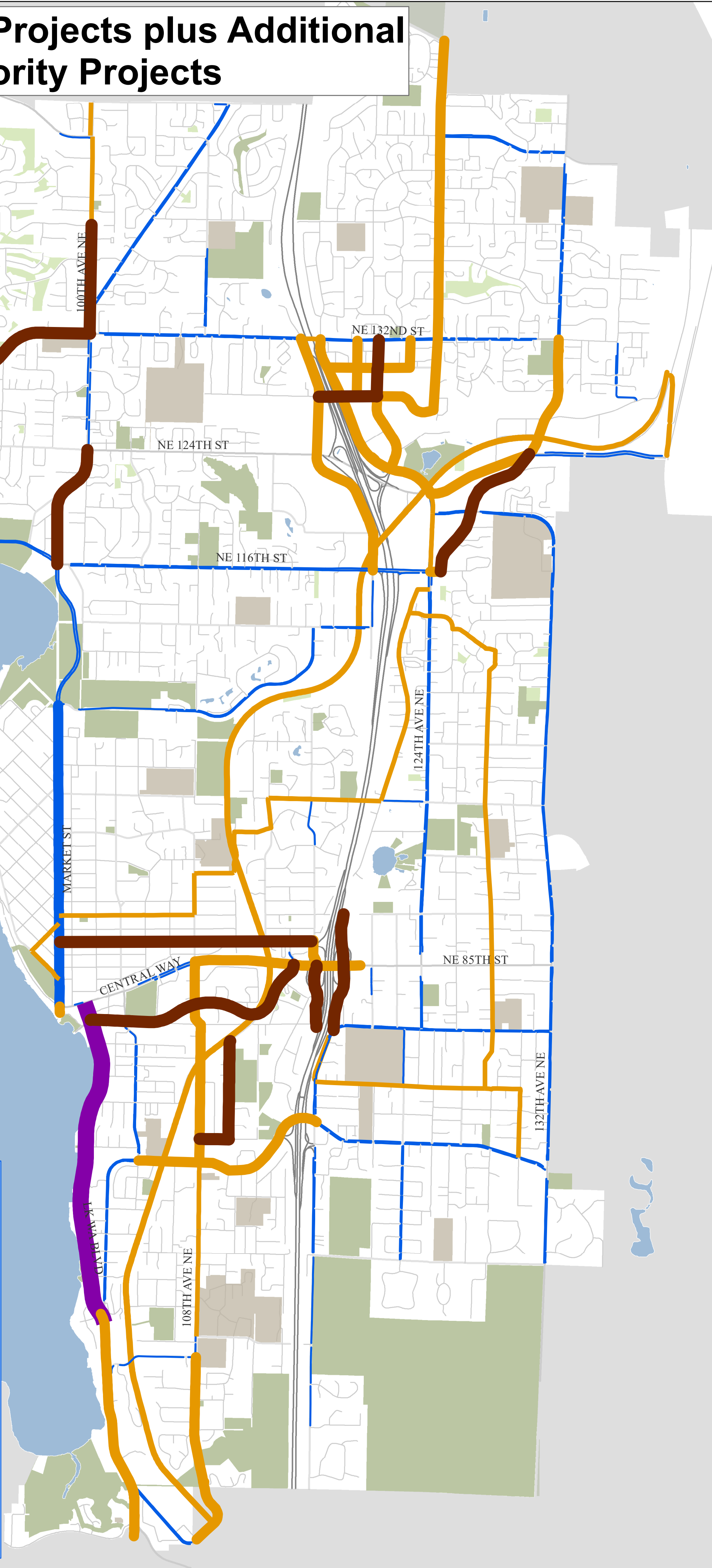
- Catalyst Projects
- Existing or Funded All Ages and Abilities Network
 - * Protected Bike Lanes
 - * Shared Use Paths
 - * Neighborhood Greenways
- Existing Bike Lanes or Buffered Bike Lanes
- School Properties
- Parks



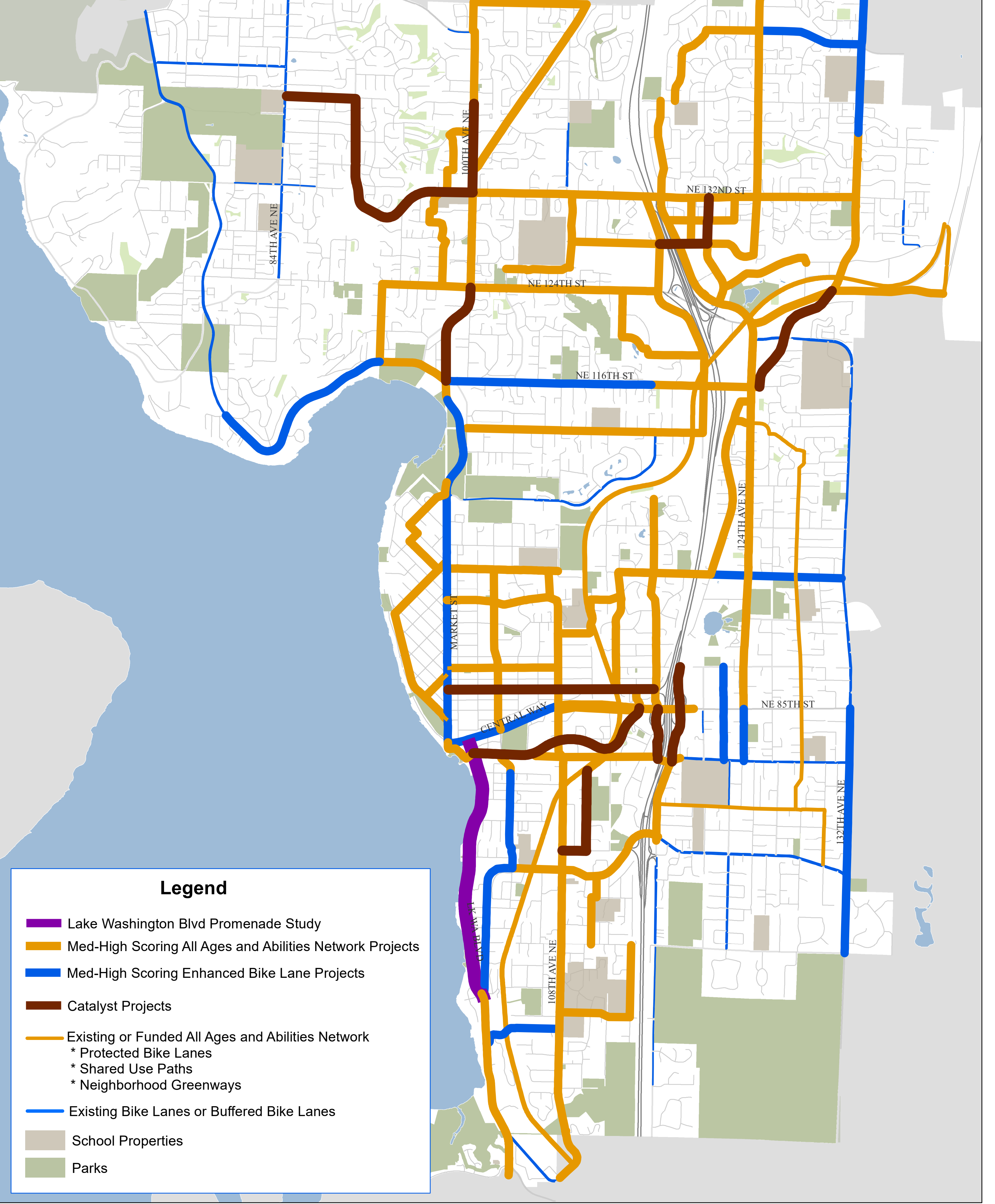
Proposed Catalyst Bicycle Projects plus Additional High Scoring Priority Projects

Legend

- Lake Washington Blvd Promenade Study
- High Scoring All Ages and Abilities Network Projects
- High Scoring Enhanced Bike Lane Projects
- Catalyst Projects
- Existing or Funded All Ages and Abilities Network
 - * Protected Bike Lanes
 - * Shared Use Paths
 - * Neighborhood Greenways
- Existing Bike Lanes or Buffered Bike Lanes
- School Properties
- Parks



Proposed Catalyst Bicycle Projects plus Additional Med-High Scoring Priority Projects



Draft Plan Bike Network + Additions to Posted Draft Plan

