



**CITY OF KIRKLAND**  
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## MEMORANDUM

**To:** Kurt Triplett, City Manager

**From:** Julie Underwood, Director of Public Works  
Doug McIntyre, Transportation Manager  
Kim Scrivner, Transportation Planner

**Date:** September 7, 2023

**Subject:** TRANSPORTATION MASTER PLAN UPDATE

## RECOMMENDATION:

It is recommended that the City Council receive a briefing about the *Transportation Master Plan* TMP update and provide direction to staff.

## BACKGROUND:

### **Kirkland 2044 Comprehensive Plan (K2044) Update**

The City is in the process of conducting a State-mandated update of the [Kirkland Comprehensive Plan](#) with a target completion date of mid-2024 (the State deadline for City Council adoption is December 31, 2024). The *Comprehensive Plan* is the primary citywide guide for how the community manages growth over the next twenty years (with a horizon year of 2044) in terms of land use, transportation, and the public facilities and services necessary to support that growth. The *Comprehensive Plan* also includes goals and policies for how the City addresses housing, sustainability and climate change, economic development, parks and open space, transportation, and more.

### **Transportation Master Plan Update**

The TMP is its own stand-alone planning document that looks at the broad, twenty-year vision for the future of transportation (see “Relationship Between the TMP and the Comprehensive Plan Transportation Element,” below). The purpose of the TMP is to address current and future conditions of Kirkland’s transportation system and consider all modes of travel such as walking and rolling, bicycling, riding transit, and driving. The TMP includes goals and policies that guide future planning and investments in Kirkland’s transportation system, including the creation of a prioritized project list covering the next twenty-years. The [currently adopted TMP](#) was last updated in 2015.

The TMP will ensure that growth throughout the City accommodates all modes of travel to create a welcoming, connected, multimodal, and pedestrian-friendly environment. The TMP update will evaluate Kirkland’s transportation system’s existing conditions (i.e. sidewalks, bike lanes, transit service, travel patterns and volumes, areas with traffic delay, pavement conditions,

intersection level of service, existing land use, etc.). The update also includes an extensive public engagement process to identify community priorities and inform the policies and project list of the TMP. The update also analyzes future conditions, such as projected travel patterns, planned transportation projects, future growth, and land use. These elements will help the City prioritize projects and programs, develop work programs, and guide code and ordinances.

### **Relationship Between the TMP and the Comprehensive Plan Transportation Element**

While the TMP is a stand-alone planning document, the major elements of the TMP will become the Transportation Element of the *Comprehensive Plan*. The goals, policies, and prioritized project list of the TMP will be carried over into the Transportation Element (or chapter) of the *Comprehensive Plan*.

While the TMP will provide more detail, context, and background about various elements in the *Comprehensive Plan*, the *Comprehensive Plan* also helps inform the development of the TMP. For example, the land use forecasts from the Land Use Element in the *Comprehensive Plan* are used in the TMP to project traffic volumes and inform future conditions.

### **Major Elements in the TMP include:**

- Existing and future conditions
- Goals, policies, and actions
- Multimodal concurrency to support ambitious mode-split goals
- Multimodal transportation modeling and alternatives analysis to evaluate the performance of the transportation network and land use plan
- A fiscally constrained project list that includes cost estimation, prioritization, and financial forecasting/balancing
- An update to the performance measures and monitoring program

### **Major Changes and Assumptions include:**

- Reaffirm modal priorities: 1. Pedestrians, 2. Bicyclists, 3. Transit, 4. Motor Vehicles
- Incorporate Kirkland's Complete Streets policy and the Safe Systems Approach from the Vision Zero Action Plan
- Integrate adopted planning efforts since 2015 including:
  1. Vision Zero Action Plan (VZAP), 2022
  2. Active Transportation Plan (ATP), 2022
  3. Safer Routes to School Action Plans (SRTS), 2020
  4. Kirkland Transit Implementation Plan (KTIP), 2019
  5. Intelligent Transportation System Plan (ITSP), 2020
  6. NE 85th Street Station Area Plan, 2023
  7. Citywide Transportation Connections, 2019
  8. Local Road Safety Plan (LRSP), 2022
  9. Studies such as the Lake Washington Boulevard Promenade Study, the NE 128<sup>th</sup> St Corridor Study, Holmes Point Corridor Study, etc.
  10. External Plans (Sound Transit 3, King County Metro's long-range plan, MetroConnects)
- Incorporate and/or expand on topics such as:
  - Equity and inclusiveness
  - Sustainability
  - Transportation related technology and innovation
  - Micro-mobility/mobility hubs
  - Parking and curb management

There has been a lot of progress implementing the 2015 TMP including, the completion of modal plans and various studies. That provides a foundation for the future project list based on those planning activities. The TMP update will compile the projects from those plans into a comprehensive list and reconcile any overlaps. Those plans also provide additional context for policy updates. Additionally, the TMP will provide guidance on competing project priorities through the prioritization process. There are also emerging topics that were not addressed in the 2015 plan that now can be addressed through the TMP update.

## **COMMUNITY ENGAGEMENT:**

### **Activities**

Beginning in early 2023, staff conducted a substantial number of public outreach and community engagement activities to implement the community engagement plan. Below is a summary of community engagement activities accomplished to date some of which are discussed in greater detail below:

- Development of a [Community Engagement Plan for the entire Comprehensive Plan Update effort](#), prepared by Broadview Planning consultants
- [Equity Review Report](#) of existing Comprehensive Plan elements, prepared by EcoNorthwest
- Project webpage updates and listserv email announcements
- Transportation and Land Use survey
- Focus Group recruitment focused on priority populations
- Focus Group meetings for Transportation and Land Use elements
- Publication of informational handouts (included introduction materials translated into the four most common languages in the City besides English)
- Presentations to community groups, Boards, and Commissions (Planning Commission, Transportation Commission, Youth Council, Senior Council, Human Services Commission), and Kirkland Alliance of Neighborhoods
- Community events (Town Hall on Bikes, Eastside for All event, Kirkland City Hall for All event)
- Tabling events (seasonal events, Evergreen Health Fair)
- Class projects with Lake Washington High School and student surveys
- Community-wide visioning event (January 2023)
- Virtual Community-wide meeting (June 2023) specific to the TMP

### **Survey Results**

The initial outreach for the TMP was coordinated with the *Comprehensive Plan* outreach, specifically linking with the land use element because transportation and land use are intricately linked. This included the Transportation and Land Use survey, which was open for several months beginning in March, 2023, and ending on June 30<sup>th</sup>. The survey asked questions about commute patterns and typical travel modes as well as interest in using other modes (such as what would influence a person to take another mode of travel). There were over 500 responses to the survey (see Attachment A - Transportation and Land Use Survey Results).

### **Focus Groups**

Reflecting Kirkland's emphasis on reaching priority populations, the [Community Engagement Plan](#) recommended several focused conversations with targeted recruitment to underrepresented groups. Larger community-wide discussions, which tend to attract people more comfortable with City planning processes, were paired with two focused conversations that recruited priority populations to lift up their often underrepresented perspectives.

Recruitment for the focus groups started with priority populations, but anyone interested was welcome. There was a lot of interest in both the Transportation and Land Use focus groups, which met twice in May, 2023, and had twenty-three people attend the first session and fourteen people attend the second. The people in the focus group ranged in age from 25-65+, 60% white, 40% BIPOC, ~30% representation from the LBGTQIA+ community and included a wide range of incomes. About 50% of the focus group participants identified as having a household income of over \$100,000 per year (22% preferred not to answer). Participants were almost split 50/50 by identified gender (one person preferred not to answer).

The first focus group session gave an overview of the Land Use and Transportation Elements, shared the Guiding Principles from the 2015 TMP and asked for thoughts on the future of transportation (changes, desires, challenges, etc.). At the second session, the group reviewed the revised guiding principles and offered additional comments.

### **Transportation Commission**

The Transportation Commission has discussed the TMP at five of its meetings in 2023, including workshops in May and June. At the workshops, the Transportation Commission vetted and updated the proposed guiding principles, worked with staff to recommend the updated goals, and gave detailed feedback to staff on updates to the TMP policies.

Staff will continue having regular briefings with the Transportation Commission through the TMP update process, and the Transportation Commission is scheduled to have a joint meeting with the Planning Commission in October.

### **Ongoing Community Engagement**

Information from the initial outreach helped to inform the guiding principles which, in turn, helps inform the update to the goals, policies, and project prioritization. Once the project list is compiled and prioritization measures are created, an additional round of engagement with the community, the focus groups, the Transportation and Council will occur. The final stage in the engagement process will be sharing the draft plan once it is developed.

### **DRAFT GUIDING PRINCIPLES:**

Guiding principles were used in the development of the [2015 TMP \(page 9, vii\)](#). Updating the guiding principles afforded an opportunity to reassess the needs and challenges people experience with transportation in Kirkland and what was missing from the previous TMP.

Staff began the conversations with the focus groups and with the Transportation Commission by outlining the guiding principles from the 2015 TMP and asking the following questions:

*How do you see transportation changing and what does that look like in the future? Do the changes in transportation you think might happen match what you would want to see? What do you see are the biggest challenges to getting to your vision or what you aspire to?*

As a result of the input, the following draft guiding principles are proposed:

- **Create a More Equitable and Multimodal Transportation System for All Users:** Improve travel options that are inclusive for people of all ages and abilities while reducing reliance on single occupancy vehicle trips. This includes investing in safe and connected walking and

bicycling infrastructure, connections to transit and activity centers, advocating for increased transit service that connects locally and regionally and encouragement programs that reduce trips and increases education about travel options. Support innovative transit services such as local shuttle services, ride share services and micro-mobility options through advocacy, supporting new innovative services and assessing curb space management policies.

- **Safety:** Ensure the safety of people using the transportation system, particularly those walking and bicycling who are the most vulnerable. This includes sidewalk connections and maintenance, providing more connected and protected bike lanes as well as separating people walking and bicycling from each other on pathways and trails, and assessing vehicle speeds. Ensure people who are aging in our community and people with disabilities have safe infrastructure to get around without encountering barriers or having to drive.
- **Sustainability** includes both sustainability of our environment and sustainability of our systems. Environmental benefits of walk/bike infrastructure and reducing the number of car trips are not just for personal health but support improved air quality, reduced greenhouse gases and reduced congestion. System sustainability involves ensuring proper maintenance of our transportation system, such as ensuring we have budget and staff to properly repair sidewalks, sweeping bike lanes, maintaining trails, and providing general roadway and pavement maintenance.
- **Innovation and Electrification:** With new technologies and innovative transportation solutions as well as more people using electric bikes and electric vehicles, investment in infrastructure should support these uses with increased access to charging stations (for all vehicle types), increased awareness, and support for innovative services. This includes policy and regulations that govern shared use environments between e-bikes and pedestrians, infrastructure for locking/storage, parking policies, etc.

At this stage, there is no prioritization, and these may change based on Council feedback, but the draft language proposed has been endorsed by the Transportation Commission.

#### **TMP GOALS UPDATE:**

The table below outlines proposed changes to the goals from the 2015 TMP as endorsed by the Transportation Commission.

2015 TMP Goals			Proposed Action	Proposed Updates		
Goal Name		Goal Statement		Proposed Goal Name		Proposed Goal Statement
T-0	Safety	By 2035 eliminate all transportation related fatal and serious injury crashes in Kirkland.	Maintain.	T-0	Safety	By 2035 eliminate all transportation related fatal and serious injury crashes in Kirkland.
T-1	Walking	Complete a safe network of sidewalks, trails and crosswalks	Combine and update for consistency with the Active	T-1	Active Transportation	Create and maintain a high-quality network of

		where walking is comfortable and the first choice for many trips.	Transportation Plan and because there are many overlaps (greenways, CKC, etc.).			complete and connected low-stress walking and bicycling facilities, including sidewalks, trails, crosswalks, and bikeways making active transportation a first choice for many trips
T-2	Biking	Interconnect bicycle facilities that are safe, nearby, easy to use and popular with people of all ages and abilities.				
T-3	Public Transportation	Support and promote a transit system that is recognized as a high value option for many trips.	Update to better define what actions the city actually can and will take	T-2	Public Transportation	Through coordination with regional agencies and improvements within the City of Kirkland, the city will support and promote a transit system as a high value option for many trips.
T-4	Motor Vehicles	Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.	Update name of goal to better reflect goal statement.	T-3	Vehicle Network Management	Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.
T-5	Link to Land Use	Create a transportation system that supports Kirkland's land use plan.	Update goal statement to be more specific	T-7	Land Use	Coordinate transportation and land use planning and policies to ensure future growth is livable, walkable, accessible, transit oriented and connected.
T-6	Be Sustainable	As the transportation system is planned, designed, built, maintained and operated, provide mobility for all using reasonably assured revenue sources while minimizing environmental impacts.	Update goal statement to specifically call out resources for maintenance and then environmental impacts through storm and GHG reductions.	T-5	Sustainability	Allocate resources to ensure existing assets and future growth of the transportation system are adequately maintained. Minimize transportation environmental impacts through mode shift, stormwater

						mitigation and other GHG reduction efforts.
			NEW	T-4	Equity	The transportation system should address the mobility needs of all people, regardless of age, ability, income or background while prioritizing the needs of the most vulnerable users to advance the City's commitment to Diversity, Equity, Inclusion, and Belonging
			NEW	T-6	Technology and Emerging Practices	The transportation system should be flexible and equipped to adapt to new technologies and innovative solutions that expand mobility choices for people living and working in Kirkland.
T-7	Be an Active Partner	Coordinate with a broad range of groups; public and private to help meet Kirkland's transportation goals.	REMOVE. Add partnerships to policies and actions under other goals.			
T-8	Transportation Measurement	Measure and report on progress toward achieving goals and completing actions.	REMOVE. Goals will be measurable, and the performance monitoring program will address this as a key component of the plan, not a goal.			

While the above summarizes the Transportation Commission's feedback, the following are additional comments from staff for Council consideration:

- **The Sustainability goal** in the 2015 TMP was focused on sustainably maintaining our transportation system while mentioning minimizing environmental impacts. The updated proposed goal language maintains this structure keeping maintenance (and sustainable

funding for maintenance) under this goal while strengthening the sustainability of air (greenhouse gas reductions) and water. Council may consider creating a separate maintenance goal.

- Both **Sustainability and Equity** are cross-cutting topics. Council could consider combining these into one goal as elements of these would be included throughout other goals in the respective policies and actions.
- The goal of **Be an Active Partner** is proposed to be removed as policies and actions related to partnerships will be included under the other goals. However, Council may consider keeping this or reframing due to the importance of maintaining partnerships with external organizations such as Sound Transit, King County Metro, and the Puget Sound Regional Council, to emphasize the priority of participating in regional transportation planning work.

Changes to policies will be discussed at future City Council meetings. At that time, staff will also provide a status report on the progress of policies and actions from the 2015 plan to date. The 2022 Progress Report on key measures is [currently available](#).

### **NEXT STEPS IN TMP DEVELOPMENT:**

The next stage of the TMP Update is to develop the prioritized and fiscally constrained twenty-year project list. To do so, a comprehensive list of all identified projects is being compiled into one unified list that includes projects from the 2015 TMP that have not been implemented, projects from various adopted plans and studies, as well as additional projects identified by staff (typically related to safety and operations), and suggestions by the public.

The project prioritization process will include criteria that are clear and measurable. This, at a minimum, will include criteria such as assessing safety (using crash data and trends), equity, and access (to transit, to destinations, etc.). Council input on the project prioritization criteria will aid the TMP project team in creation of the project prioritization framework. The prioritization process will be critical because the needs identified through the various modal plans—and ultimately our comprehensive project list—likely will exceed projected funding resources over the twenty-year horizon.

### **KEY QUESTIONS FOR COUNCIL DURING THE STUDY SESSION:**

- The Guiding Principles are an attempt to outline what is important for this plan to address (in general terms). Compared to the 2015 Guiding Principles (and Plan), there are some topics that are new. Some examples are:
  - Greater emphasis on equity and sustainability
  - Greater protection for active transportation users
  - Curb management and parking topics
  - Technology and innovation
  - Flexible transit

Based on the draft Guiding Principles, is there anything missing that Council would like to include in the TMP?

- What are the Council's reactions to the proposed updates to the goals?
- Project prioritization will include elements such as assessing safety (using crash data and trends), equity, and access (to transit, to destinations, etc.). Are there other specific measures Council would like to ensure are included?



**NEXT STEPS FOR THE PROCESS:**

Staff is seeking Council's feedback on the Guiding Principles, the updated goal structure, and prioritization criteria. Staff will incorporate Council feedback and return at future Council meetings for further review and input.

The overall timeline for the TMP update is in sync with the K2044 *Comprehensive Plan* which is scheduled for adoption in the fall of 2024.

Attachment A: Transportation and Land Use Survey Results

Attachment B: 2015 Transportation Master Plan Summary

## KIRKLAND 2044

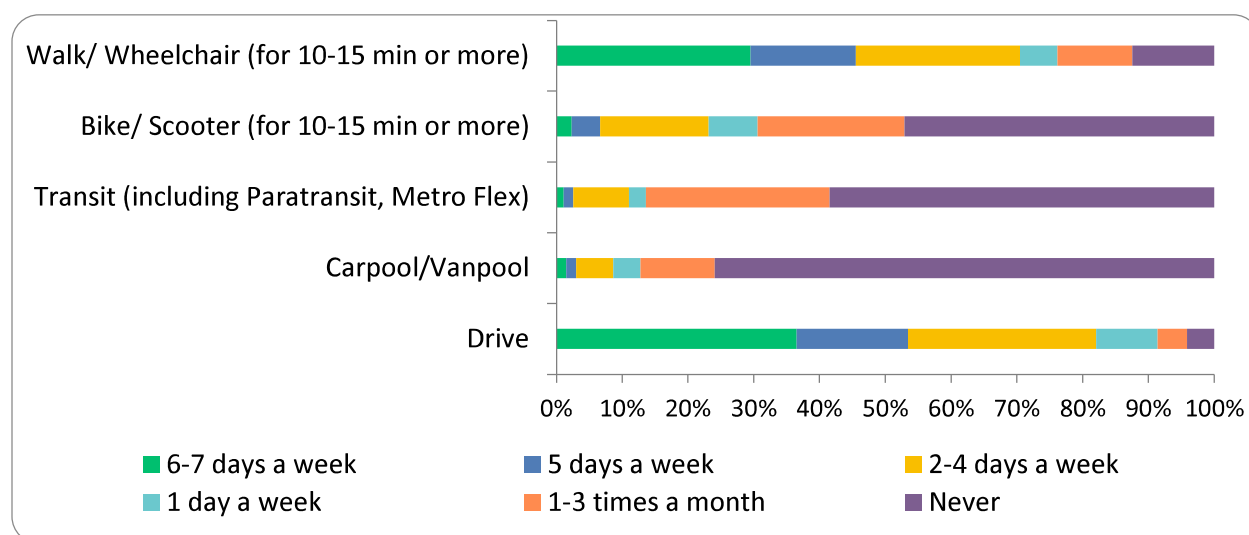
## TRANSPORTATION PLAN UPDATE



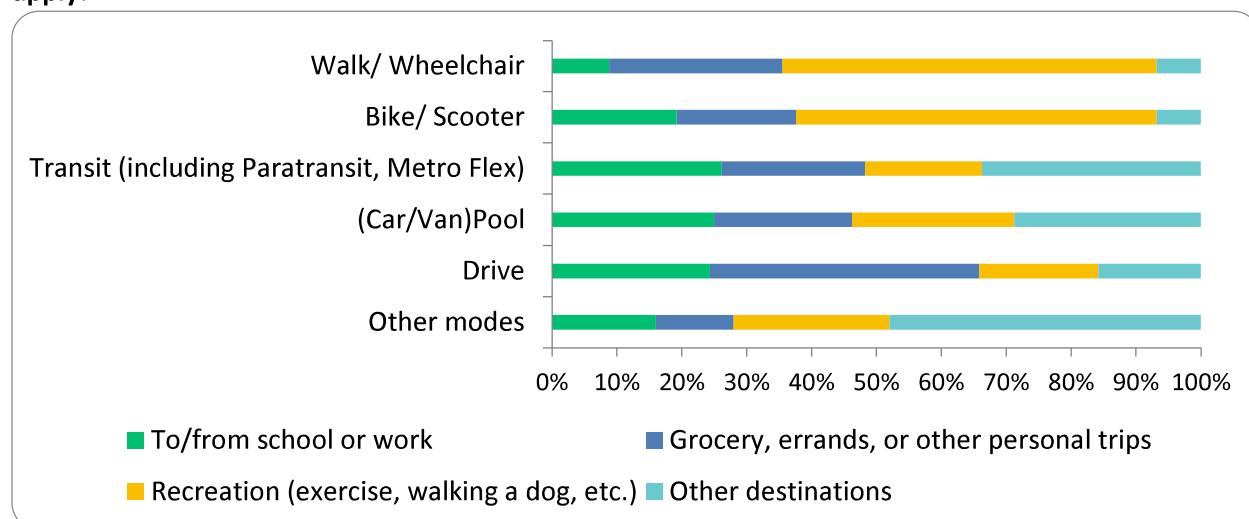
## Transportation and Land Use Survey Results

This report provides a snapshot from the Transportation and Land Use survey results that ran from March through June. There were 548 responses.

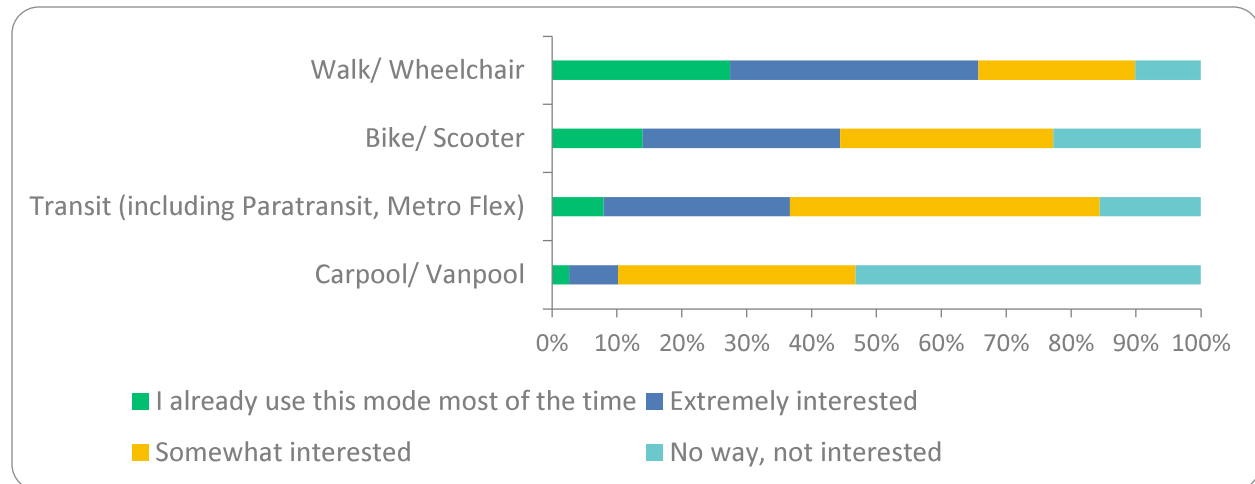
**In a typical week, how often do you travel using the following modes of transportation (to school/work or for personal trips) – check all that apply:**



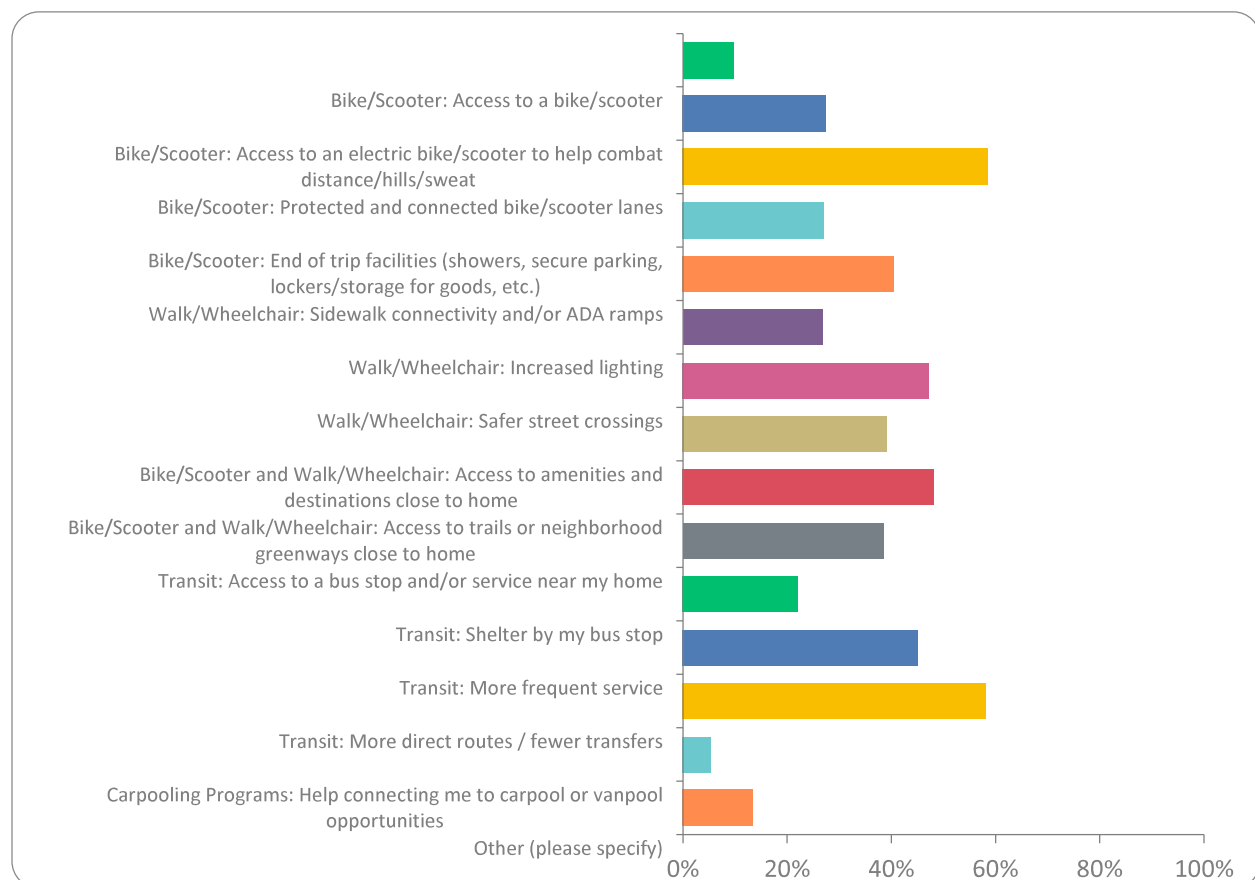
**When you travel using the following modes, what is your typical destination/ trip type? Check all that apply:**



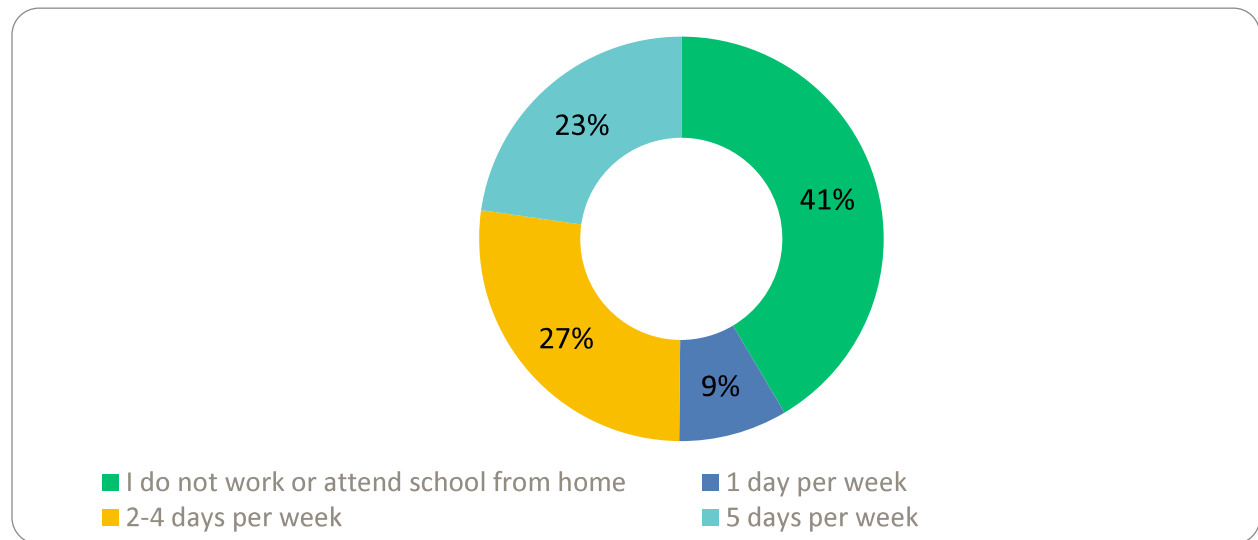
**With increased population growth, limited space, and climate considerations, shifting from driving to other modes of transportation can help us meet our climate goals, reduce congestion, and make way for people who have no other choice but to drive (for deliveries, health, carrying capacity). How willing or interested are you to take other types of modes for transportation?**



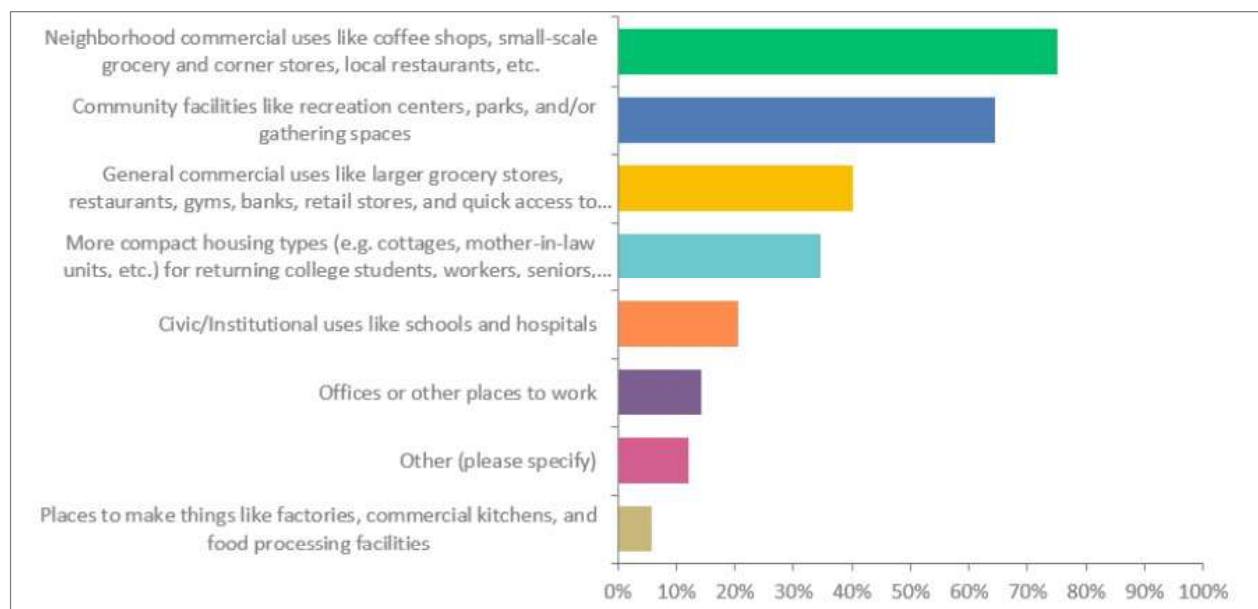
**For those modes you are interested in, what would it take to encourage you to take other modes of transportation? (check all that apply)**



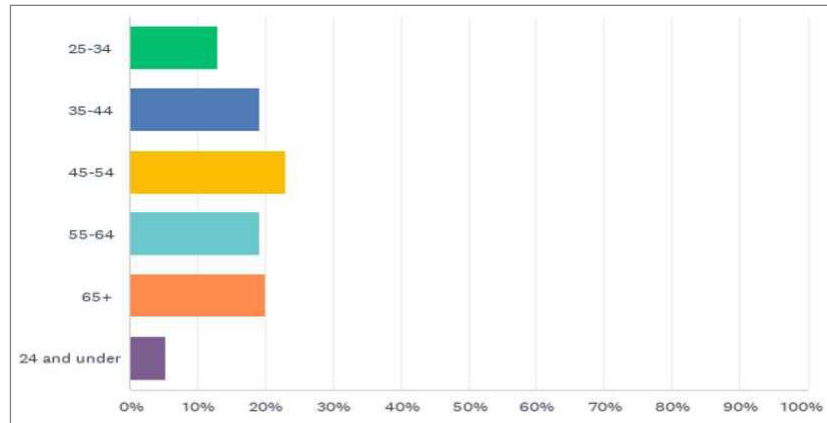
**In a typical week, how often do you work or attend school from home?**



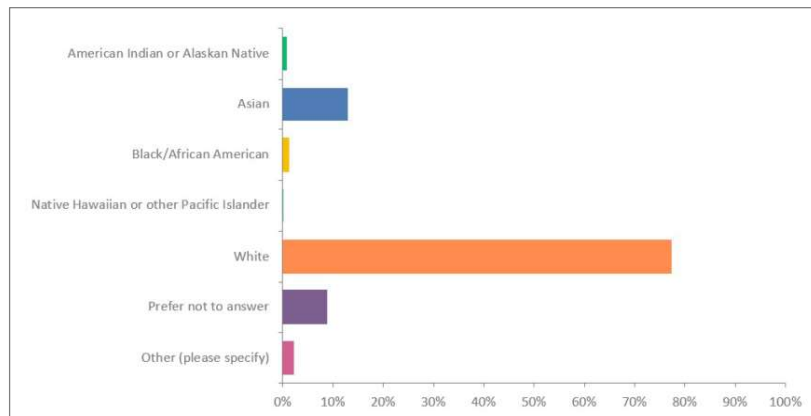
**What types of uses would you like within walking distance of your home? (check all that apply)**



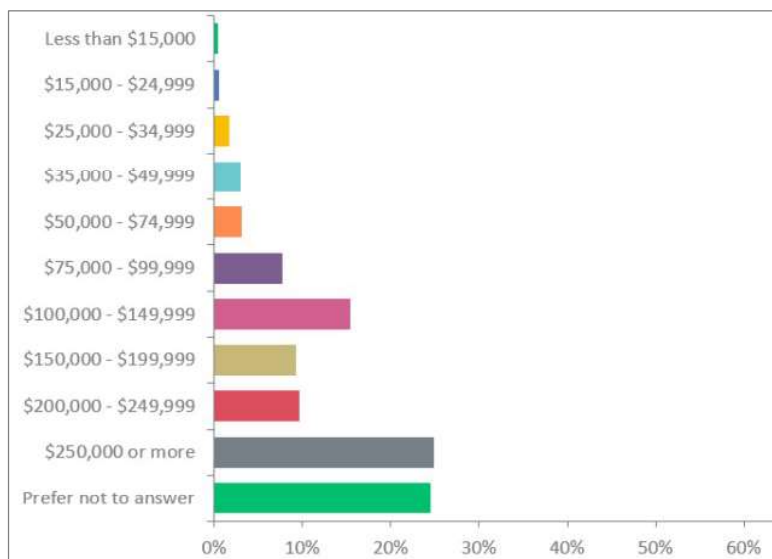
**What is your age?**



**Do you consider yourself... (Please select all that apply)**



**What is your household income?**



## KIRKLAND 2044

# TRANSPORTATION PLAN UPDATE



### TRANSPORTATION MASTER PLAN (TMP) SUMMARY:

The TMP is its own 'stand-alone' planning document that looks at the broad, 20-year vision for the future of transportation. The purpose of the TMP is to address current and future conditions of Kirkland's transportation system and consider all modes of travel such as walking and rolling, bicycling, riding transit and driving. The plan includes goals and policies that guide future planning and investments in Kirkland's transportation system, including the creation of a prioritized project list covering the next 20-years. The [currently adopted TMP](#) was last updated in 2015.

The TMP will ensure that growth throughout the City accommodates all modes of travel to create a welcoming, connected, multimodal and pedestrian-friendly environment. The TMP update will evaluate Kirkland's transportation system's existing conditions (i.e. sidewalks, bike lanes, transit service, travel patterns and volumes, areas with traffic delay, pavement conditions, intersection level of service, existing land use, and more). The update also includes an extensive public engagement process to identify community priorities and inform the policies and project list of the TMP. The update also analyzes future conditions such as projected travel patterns, planned transportation projects, future growth, and land use. These elements will help the city prioritize projects and programs, develop work programs, guide code and ordinances, and more.

#### Relationship Between the TMP and the Comprehensive Plan Transportation Element

While the TMP is a stand-alone planning document, the major elements of the TMP will become the Transportation Element of the Comprehensive Plan. The goals, policies, and prioritized project list of the TMP, will be carried over into the Transportation Element (chapter) of the Comprehensive Plan.

While the TMP will provide more detail, context and background to the various elements in the Comprehensive Plan, the Comprehensive Plan also helps to inform the development of the TMP. For example, the land use forecasts from the Land Use Element in the Comprehensive Plan are used in the TMP to predict traffic volumes and inform future conditions.

### GUIDING PRINCIPLES

Kirkland's 2015 Transportation Master Plan includes four guiding principles that served as the foundation for the development of the 2015 plan.

- **Safely Move People** - Support a transportation system and related government and private actions that promote all viable forms of transportation.
- **Link to Land Use** - Ensure consistency between land use, transportation planning and implementation.
- **Be Sustainable** - Support a transportation system that can be sustained over the next 50 years.
- **Be an Active Partner** - Actively build and maintain partnerships locally, regionally and nationally, to further our transportation goals.

As part of the public outreach process, working with focus groups, the Transportation Commission and City Council, these guiding principles will be updated to ensure that the direction for the TMP update includes emerging trends and addresses the needs and challenges that may have changed since 2015. The updated guiding principles will be used to inform the update to the goals and policies in the TMP.

## CURRENTLY ADOPTED GOALS AND POLICIES

The following table outlines the currently adopted goals and policies in the Transportation Plan that is now adopted from 2015. This update will be looking at which of these may need to be updated in this plan update.

2015 Goals and Policies		
Goal	Policy	
<b>Goal T-0.</b> By 2035 eliminate all transportation related fatal and serious injury crashes in Kirkland.	<i>Policy T-0.1.</i>	Develop a vision zero safety plan that is multi- disciplinary and focuses on innovative approaches to safety.
<b>Goal T-1.</b> Complete a safe network of sidewalks, trails and improved crossings where walking is comfortable and the first choice for many trips.	<i>Policy T-1.1.</i>	Improve the safety of walking in Kirkland.
	<i>Policy T-1.2.</i>	Identify and remove barriers to walking
	<i>Policy T-1.3.</i>	Make getting around Kirkland on foot intuitive.
	<i>Policy T-1.4.</i>	Prioritize, design and construct pedestrian facilities in a manner that supports the pedestrian goal and other goals in the TMP.
	<i>Policy T-1.5.</i>	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.
	<i>Policy T-1.6.</i>	Make it safe and easy for children to walk to school and other destinations.
	<i>Policy T-1.7.</i>	Improve street crossings
<b>Goal T-2</b> Interconnect bicycle facilities that are safe, nearby, easy to use and popular with people of all ages and abilities.	<i>Policy T-2.1.</i>	Make bicycling safer.
	<i>Policy T-2.2.</i>	Create new and improve existing on-street bike facilities.
	<i>Policy T-2.3.</i>	Build a network of greenways
	<i>Policy T-2.4.</i>	Implement elements and programs that make cycling easier.
	<i>Policy T-2.5.</i>	Make it easy to navigate the bicycle network.
	<i>Policy T-2.6.</i>	Make the Cross Kirkland Corridor an integral part of the bicycle network and connect it to the region.
<b>Goal T-3</b> Support and promote a transit system that is recognized as a high value option for many trips.	<i>Policy T-3.1.</i>	Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.
	<i>Policy T-3.2.</i>	Support safe and comfortable passenger facilities.
	<i>Policy T-3.3.</i>	Integrate transit facilities with pedestrian and bicycle networks.
	<i>Policy T-3.4.</i>	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
	<i>Policy T-3.5.</i>	Require new developments to establish appropriate Transportation Demand Management Plans.
	<i>Policy T-3.6.</i>	Pursue transit on the Cross Kirkland Corridor.
	<i>Policy T-3.7.</i>	Work with Sound Transit to incorporate investments in Kirkland. (see coordination policy T-7.1)
	<i>Policy T-3.8.</i>	Partner with transit providers to coordinate land use and transit service (see Partner policy T-7.2)

<b>Goal T-4</b> Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.	Policy T-4.1.	Make strategic investments in intersections and street capacity to support existing and proposed land use.
	Policy T-4.2.	Use Intelligent Transportation Systems (ITS) to support optimization of roadway network operations.
	Policy T-4.3.	Position Kirkland to respond to technological innovations, such as electric vehicles and autonomous vehicles.
	Policy T-4.4.	Take an active approach to managing on-street and off-street parking.
	Policy T-4.5.	Work with the Washington State Department of Transportation and the State Legislature to improve the way I-405 and SR 520 meet Kirkland's transportation interests. (see Partnership Policy T-7.3)
	Policy T-4.6.	Reduce crash rates for motor vehicles.
	Policy T-4.7.	Mitigate negative impacts of motor vehicles on neighborhood streets
<b>Goal T-5</b> Create a transportation system that is united with Kirkland's land use plan.	Policy T-5.1.	Focus on transportation system developments that expand and improve walkable neighborhoods.
	Policy T-5.2.	Design Streets in a manner that supports the land use plan and that supports the other goals and policies of the transportation plan.
	Policy T-5.3.	Create a transportation network that supports economic development goals.
	Policy T-5.4.	Develop transportation improvements tailored to commercial land use districts such as Totem Lake, Downtown and neighborhood business areas.
	Policy T-5.5.	Require new development to mitigate site specific and system wide transportation impacts.
	Policy T-5.6.	Create a system of streets and trails that form an interconnected network.
<b>Goal T-6</b> As the transportation system is planned, designed, built, maintained and operated, provide mobility for all using reasonably assured revenue sources while minimizing environmental impacts.	Policy T-6.1.	Balance overall public capital expenditures and revenues for transportation.
	Policy T-6.2.	Place highest priority for funding on maintenance and operation of existing infrastructure rather than on construction of new facilities. Identify and perform maintenance to maximize the useful lifetime of the transportation network at optimum lifecycle cost.
	Policy T-6.3.	Support modes that are energy efficient and that improve system performance.
	Policy T-6.4.	Minimize the environmental impacts of transportation facilities, especially the contribution of transportation to air and water pollution. Comply with Federal and State air and water quality requirements.
	Policy T-6.5.	Safeguard the transportation system against disaster.
	Policy T-6.6.	Create an equitable system that provides mobility for all users.



	<i>Policy T-6.7.</i>	Implement transportation programs and projects in ways that prevent or minimize impacts to low-income, minority and special needs populations.
	<i>Policy T-6.8.</i>	Actively pursue grant funding and innovative funding sources
<b>Goal T-7</b> Coordinate with a broad range of groups; public and private, to help meet Kirkland's transportation Goals.	<i>Policy T-7.1.</i>	Play a major role in development of Sound Transit facilities in Kirkland.
	<i>Policy T-7.2.</i>	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.
	<i>Policy T-7.3.</i>	Work with Washington State Department of Transportation and the Washington State Legislature to achieve mutually beneficial decisions on freeway interchanges and other facilities.
	<i>Policy T-7.4.</i>	Participate in and provide leadership for regional transportation decision making.
	<i>Policy T-7.5.</i>	Work closely with the Lake Washington School District to encourage more children to walk and bike to school.
	<i>Policy T-7.6.</i>	Coordinate multi-modal transportation systems with neighboring jurisdictions.
	<i>Policy T-7.7.</i>	Partner with the private sector and other "new" partners.
<b>Goal T-8</b> Measure and report on progress toward achieving goals and actions.	<i>Policy T-8.1.</i>	Use a multi- modal plan based concurrency method to monitor the rate at which land use development and the transportation system are constructed.
	<i>Policy T-8.2.</i>	Establish acceptable level of service for all modes.
	<i>Policy T-8.3.</i>	Adopt a Mode split goal for the Totem Lake Urban Center.
	<i>Policy T-8.4.</i>	Ensure implementation of the Goals and Policies in the Transportation Element and monitor progress toward those goals.