



## **CITY OF KIRKLAND**

### **City Manager's Office**

123 Fifth Avenue, Kirkland, WA 98033 425.587.3001

[www.kirklandwa.gov](http://www.kirklandwa.gov)

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## **MEMORANDUM**

**To:** Planning Commission

**From:** Kim Scrivner, Transportation Planner – Public Works  
Julie Underwood, Director of Public Works

**Date:** June 14, 2023

**Subject:** TRANSPORTATION MASTER PLAN UPDATE

### **RECOMMENDATION:**

It is recommended that the Planning Commission receive a briefing on the Transportation Master Plan update process and progress.

### **BACKGROUND:**

#### **Kirkland 2044 Transportation Master Plan (TMP) Update Process Overview**

The City of Kirkland is in the process of updating the [Transportation Master Plan](#), in coordination with the State-mandated update of the [Kirkland Comprehensive Plan](#), for the next 20-year horizon. The target completion date will be mid-2024, prior to the adoption of the Comprehensive Plan, in order to have the Council adopted TMP inform the Transportation Element in the Comprehensive Plan (the State deadline for City Council adoption of the Comprehensive Plan is December 31, 2024). The TMP is its own 'stand-alone' comprehensive planning document for transportation that considers all the ways in which people travel (walking and rolling, bicycling, riding transit and driving – often referred to as 'modes of travel').

The TMP evaluates both existing and future conditions which includes current assets of the transportation system, the full transportation network including future projects, as well as data reflecting walk, bike, transit and automobile counts and volumes throughout the city. This information is combined with land use data and, through a variety of analytic tools, will assess future needs for the transportation system. In addition to this analysis, transportation staff has been working with planning staff on a coordinated community outreach effort. Feedback from the community, along with the analytic tools will be used to inform the plan update.

The updated TMP elements will include:

- Assessment of existing and future conditions;
- Updated goals and policies;
- A prioritized list of projects and programs for Kirkland's next 20-year capital program
- A financial strategy that will frame the implementation of the 20-year project list;
- A multimodal concurrency program that will define how to support the city's mode-split goals; and,

- An updated set of performance measures to better track progress and successes.

The prioritized 20-year project list from the TMP will be incorporated into the Capital Facilities Plan (CFP) in the Comprehensive Plan. This will become the transportation element of the CFP. This will be the basis for developing and updating the 6-year Capital Improvement Program (CIP).

### **Relationship between the TMP and the Transportation Element in the Comprehensive Plan**

As stated above, the TMP is a 'stand-alone' comprehensive planning document for transportation that includes detailed analysis and greater context to the various goals and policies. The existing conditions maps, goals and policies, 20-year project list and other relevant details will be summarized in the Transportation Element of 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.

### **TMP Plan Development Process**

The approach to updating the plan will begin with reaffirming our modal priorities which are already affirmed in the 2015 TMP where the focus is to prioritize: 1. Pedestrians, 2. Bicyclists, 3. Transit, 4. Motor Vehicles. This plan update will frame the plan around a [safe systems approach](#) noted in Kirkland's [Vision Zero Plan](#) and will also better incorporate Kirkland's [Complete Streets policy](#) which is an approach to ensure streets balance the needs of different modes and are safe for people of all ages and abilities.

In addition, this plan will integrate planning efforts that have been completed since 2015 including:

- Kirkland Transit Implementation Plan (KTIP)
- Active Transportation Plan (ATP)
- Vision Zero Action Plan
- Safer Routes to School Action Plans
- NE 85th St Station Area Plan
- Intelligent Transportation System Plan
- Sustainability Master Plan
- Citywide Transportation Connections
- External Plans (Sound Transit 3, King County Metro's MetroConnects, North Eastside Mobility Project)
- Other project and corridor studies

The plan will also incorporate or expand on topics such as equity and inclusiveness, better alignment with smart cities and technology needs, parking and curb management, micro-mobility and shared or on-demand transportation services, etc.

The 2015 TMP was developed based on guiding principles derived from a body of work called [Transportation Conversations](#) which was conducted prior to the development of the TMP. Those guiding principles are:

- 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.

Through the public engagement process, working with the focus groups and the Transportation Commission, these guiding principles will also be updated to ensure that as the goals and policies are revised, they reflect the current direction from the community. This will then be used as a guide to develop a prioritization process for identifying the 20-year project list.

Parametrix Consultants has been hired to manage the bulk of the work for the TMP update and analytic tasks as well as for the environmental review for the Comprehensive Plan which evaluates both the land use and transportation elements.

### **Community Outreach and 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, or in progress as of May 2023:

- [Community Engagement Plan](#), prepared by Broadview Planning consultants;
- [Equity Review Report](#) of existing Comprehensive Plan elements, prepared by EcoNorthwest;
- Project webpage updates and listserv email announcements;
- Surveys (503 responses have been received so far for the Transportation and Land Use survey; the survey closes June 30, 2023);
- 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, Transportation Commission, Youth Council, Senior Council;
- 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 and Juanita High Schools and student surveys; and,
- Community-wide visioning event (January 2023).

### **Next Steps:**

The [Transportation Commission](#) held a retreat style event to discuss the TMP update on May 24<sup>th</sup>, 2023. The next step is to summarize the TMP update process, progress to date and feedback from the engagement process and from the Transportation Commission to Council at their July 18<sup>th</sup>, 2023 study session. Staff will have several more check-ins with the Transportation Commission, as well as the Planning Commission if desired, prior to the joint Transportation Commission/ Planning Commission meeting scheduled for October 25<sup>th</sup>, 2023. At this meeting, staff will share the various alternatives that have been evaluated for feedback and will then bring that information to Council for further direction.

A draft plan will then be developed in early 2024 for further engagement and ultimately adoption anticipated by late summer or early fall 2024.

**Attachments:**

1. TMP Informational Handout
2. TMP Goals and Policies Summary

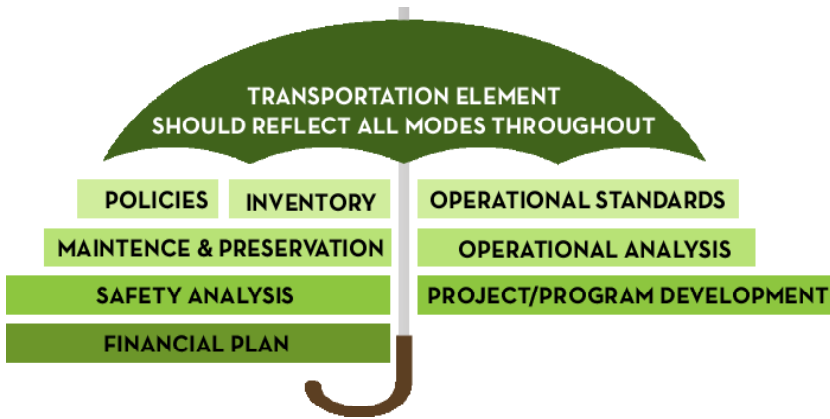
## KIRKLAND 2044

## TRANSPORTATION PLAN UPDATE



## YOU BELONG HERE

Safe • Connected • Multimodal



## Transportation Master Plan Update

Transportation is an integral part of everyone's lives whether that is getting to and from work or school, running errands, or meeting friends and family. As Kirkland continues to grow in population, there is increased pressure on the transportation system to safely and efficiently connect people to where they need to go. With limited roadway space, increasing traffic, changing travel patterns, and renewed focus on safety; Kirkland's transportation system must accommodate people walking and rolling, bicycling, riding transit, and driving for all types of trips throughout the day.

As we look to the future, our vision of Kirkland's transportation system is safe, connected, and multimodal. The update to the Transportation Master Plan (TMP) will look for the best approach to improving the transportation system to achieve this objective. This includes examining policies, priorities and projects for the next twenty years.

## This update will...

- Focus comprehensively on safety
- Ensure maintenance and preservation of existing facilities (roads, bikelanes, sidewalks, etc.)
- Emphasize investment in bicycle and pedestrian modes
- Support the regional transit system with projects that connect people to transit and improve transit operations
- Coordinate multi-modal transportation projects with population and job growth for system capacity
- Integrate technology improvements that help make the system more efficient and intuitive
- Plan for multi-modal network connectivity to reduce travel times and increase transportation choices
- Prioritize projects and policies that achieve or advance these objectives

## TRANSPORTATION SURVEY





# KIRKLAND 2044 COMPREHENSIVE PLAN



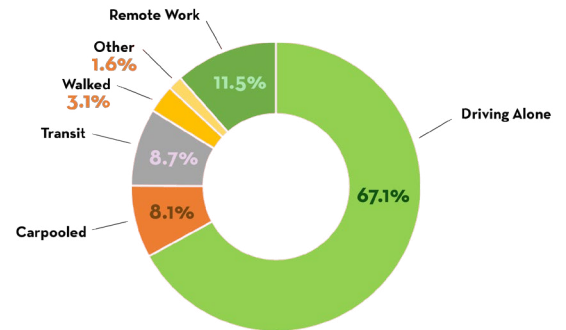
**YOU BELONG HERE**  
Safe • Connected • Multimodal



Kirkland has very limited space to expand transportation facilities and is faced with the trade-offs for how to allocate the space we have to accommodate all modes and increased travel demand. Moreover, when more people take active modes (i.e., biking, walking, etc.), it leads to a healthier population and gets us closer to our climate goals. How can the City encourage more people to walk, bike, take transit or carpool for more trips so that when people need to drive or for those that must drive, the system remains efficient?

## HOW DOES KIRKLAND GET TO WORK?

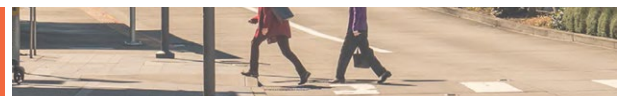
*Puget Sound Regional Council, 2020*



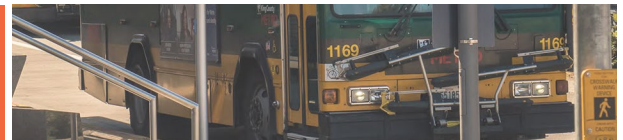
**What challenges do you face in getting around your neighborhood and the city?**



**What would encourage you to reduce your drive-alone car trips?**



**How do you see your transportation trips changing in the future? How do you see transportation changing in general in the future?**



## TRANSPORTATION SURVEY



Tell us your thoughts! Email us at  
[2044ComprehensivePlan@kirklandwa.gov](mailto:2044ComprehensivePlan@kirklandwa.gov)  
or take this brief survey



## KIRKLAND 2044

## TRANSPORTATION PLAN UPDATE



### TRANSPORTATION MASTER PLAN (TMP) SUMMARY:

The purpose of the TMP is to address current and future conditions of Kirkland's transportation system that considers all the ways in which people travel (walking and rolling, bicycling, riding transit and driving – often referred to as 'modes of travel'). This will include goals and policies that guide what Kirkland will focus on over the next 20-years and will also include specific projects and programs that outline what is next for Kirkland's Capital Improvement Program.

To get there, the plan will evaluate existing conditions (our existing sidewalks, bike lanes, transit service, travel patterns and volumes, areas where we may see traffic delay, pavement conditions, etc.). We also reach out to the public to ask what the community wants to see and what their priorities are. Then, the plan will look at future conditions (projected travel patterns, future growth and land use, etc.) This information put together forms the goals and policies that will help the city prioritize which projects and programs to focus on. We look at how to accommodate all modes of travel and to make sure that this aligns with where and how the city is growing.

### RELATIONSHIP BETWEEN THE TMP AND THE COMPREHENSIVE PLAN

The TMP is its own 'stand-alone' planning document that looks at the broad, 20-year vision for the future of transportation but also gives more detail, context and background to the goals and policies in the plan. This includes detailed analysis, maps, etc. Then, the TMP's goals and policies used as the primary content in the TMP will be carried over into the Transportation Element of 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 are used in the TMP to predict traffic volumes.

### 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 and working with focus groups, the city will evaluate if these are still the guiding principles that should be used to help inform any potential changes to the existing goals and policies. More information about these can be found on page 9 of the [2015 TMP document](#).

### 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.
	<i>Policy T-1.1.</i>	Improve the safety of walking in Kirkland.
<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-1.2.</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
	<i>Policy T-2.1.</i>	Make bicycling safer.
<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-2.2.</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.
	<i>Policy T-3.1.</i>	Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.
<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-3.2.</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.