

# PSRC's 2023 Transportation Alternatives Program Application

## Application Type

TAP Project Category - Pedestrian and Bicycle Project

## General Project Information

<b>Project Title</b>	<b>RTP ID#</b>	<b>Sponsor</b>
NE 124th Street Pedestrian Facilities (120th Ave NE to 116th Ave NE)	N/A	Kirkland
<b>Co-Sponsor</b>	<b>Certification Acceptance?</b>	<b>CA Sponsor</b>
	Yes	

## Project Contact Information

<b>Name</b>	<b>Phone</b>	<b>Email</b>
Jessica Clem	425-587-3824	jcclem@kirklandwa.gov

## Project Description

**Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.**

This project consists of approximately 1250 feet of concrete curb, gutter and sidewalk, enhanced pedestrian crossings with rectangular rapid flashing beacons (RRFBs), and related surface water facilities along the north side of NE 124th Street in proximity of the I-405 on and off ramps. This proposed sidewalk connection and associated improvements are located in the Totem Lake Urban Center.

**Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?**

The improvements will complete the only missing segments of this pedestrian connection across I-405 and will connect the eastern and western portions of the Totem Lake Business District, Kirkland's largest employment center generating more than 30% of Kirkland's revenue. NE 124th Street is a principal arterial with inadequate pedestrian facilities within the project limits. Pedestrians are currently forced to use an unprotected shoulder and must navigate both I-405 northbound and southbound on-ramps without crosswalks or traffic control. WSDOT does not have plans for these pedestrian improvements nor improvements to the interchange, but the improvements remain a high priority for the City.

## Project Location

<b>Location</b>	<b>County/Counties</b>
North side of NE 124th Street between approximately 120th Ave NE and 116th Ave	King
<b>Beginning Landmark</b>	<b>Ending Landmark</b>

## Map and Graphics

f-132-552-18614338\_UbcJMEc6\_NE\_124th\_Street\_Sidewalk\_-\_Vicinity\_Map\_Existing\_Conditions.docx, f-132-552-18614338\_YT0pMsTL\_NE\_124th\_ST\_Improvement\_Map.pdf

## Plan Consistency

### Is the project specifically identified in a local comprehensive plan?

Yes

### If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

- Comprehensive Plan IX. Transportation Element, Section 2. Walking, Policy T-1.2: Identify and remove barriers to walking
  - Kirkland's Active Transportation Plan (ATP) is a means for coordinating pedestrian needs on a more detailed level than is done [in the Transportation Element] and the ATP should be updated regularly, ideally at least every five years.
  - Because it bisects the City from north to south, I-405 is an effective barrier to pedestrian travel. This barrier should be made more permeable wherever feasible. This could include new bridges and improved pedestrian facilities at interchanges.
- Comprehensive Plan XV. I. Totem Lake Business District, Section 8. Transportation, Policy TL-17.1: Develop a safe, integrated on- and off-street nonmotorized system emphasizing connections to schools, parks, transit the Cross Kirkland Corridor and other parts of Kirkland (Figures TL-7 and TL-8)
  - The Totem Lake Business District needs many nonmotorized improvements, as identified in the City's Active Transportation Plan.
- 2015 Transportation Master Plan Goal T-1, page 22
  - Goal T-1. - Complete a safe network of sidewalks, trails and improved crossings where walking is comfortable and the first choice for many trips.
  - Policy T-1.2 Identify and remove barriers to walking
  - Action T-1.2.4: Engage Washington State Department of Transportation and other agencies in discussions in order to advance improvement of existing interchanges with the intention of securing funding to design and construct new interchanges at NE 124th Street, NE 85th Street and NE 70th Street. (See policy T-7.3).
  - Policy T-7.3 Work with the Washington State Department of Transportation and the Washington State Legislature to achieve mutually beneficial decisions on freeway interchanges and other facilities
- 2022 Active transportation Plan Goals and Objectives, page 8
  - 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
- 2022 Active Transportation Plan Section 4, page 38 and Appendix D, Pedestrian Network Recommendations,

Top 20 prioritized sidewalk segment: NE 124th St from 116th Ave NE to 120th Ave NE

**If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.**

## Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Principal Arterial

## Support for Centers

**Describe how the project will support the existing and planned housing/employment densities in the center.**

The project fills critical sidewalk gaps on NE 124th St at the I-405 overpass where pedestrians must navigate on an unprotected shoulder and cross both the northbound and southbound on-ramps to I-405 with no crosswalk or traffic control. Filling these sidewalk gaps will provide a connected pedestrian walkway between the eastern and western portions of the Totem Lake Urban Center.

The Totem Lake Urban Center has been designated a regional growth center since 2003 and has grown tremendously over the last 20 years. Totem Lake hosts 32% of Kirkland's current employment including Kirkland's largest employer, Evergreen Hospital and Medical Center, and is expected to receive an additional 26% share of Kirkland's of new employment growth by 2040. Totem Lake is also expected to receive 30% of Kirkland's share of new homes by 2040. Current growth targets for 2035 are 8,678 residents and 20,602 employees. From current 2022 PSRC data, it is estimated there are 6,173 residents and 14,403 employees.

The Totem Lake Urban Center also has ambitious mode split goals to increase the amount of walking and bicycling in the area to 10% of all peak hour trips by walking and biking modes by 2035. This goal is achievable through both increased density of transit and pedestrian supportive land uses, and improved mobility of non-motorized transportation through the provision of safe and convenient network connections. This sidewalk connection will provide a safe walking connection across a major barrier to walking through the Totem Lake business district: I-405.

**Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center**

Recently, the Totem Lake mall was redeveloped into the Village at Totem Lake, which has catalyzed development within the Totem Lake area.

Kirkland's Land Use policies include a goal (Goal LU-3) to provide a land use pattern and transportation network that promotes mobility, transportation choices, and convenient access to goods and services. Likewise, the goals for the Totem Lake Urban Center include striving to achieve a mode share of 60% peak period of non-single occupancy trips (TL-12), to support transportation demand management and improve transit facilities and

services (TL-14) and to support and promote and improved transit system and access to transit hubs (TL-15).

Ensuring a safe and connected network of pedestrian facilities across this major freeway interchange will provide the supportive infrastructure connecting the east and west portions of the Totem Lake Urban Center. This allows for pedestrians needing to access transit, amenities, grocery, Totem Lake Park, the Cross Kirkland Corridor and to critical services such as the hospital and several local urgent care centers on both sides of I-405 to have a safe and connected pedestrian trip.

## Category-Specific Criteria: Pedestrian and Bicycle Projects

**Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.**

The project fills in a critical gap in the pedestrian network across I-405 on one of the highest volume streets in Kirkland, NE 124th Street. Currently, people that need to cross I-405 east or west are faced with walking on the unprotected shoulder for a significant portion of the overpass expansion and crossing at the freeway on and off ramps with absent or inadequate crossings.

This project is less than a quarter mile from Kirkland's Cross Kirkland Corridor (CKC) and the new Totem Lake Connector bridge which provides an all-ages and abilities facility crossing over Kirkland's busiest intersection, 124th Ave NE and NE 124th Street. It's also less than a quarter mile from access to the Village at Totem Lake area. This builds upon an additional gap currently funded by Kirkland's Transportation Benefit District to fill a pedestrian gap connecting NE 124th Street to Totem Lake Boulevard in the vicinity of the east end of this project.

**Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.**

There are significant issues with the level of comfort walking across the I-405 overpass as a pedestrian, or even people on bikes using the shoulder or the sidewalk. This is a four-lane roadway but in some places, this can have as much as a seven-lane cross section with the various turn lanes and exit lanes from the freeway ramps. Existing sidewalks just end and turn into a gravel pathway or a narrow shoulder making walking or bicycling over the freeway extremely uncomfortable. This project will make this a seamless connection to other pedestrian facilities and facilitate safe and comfortable crossings of the four freeway ramps that pedestrians must cross at this overpass.

**Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.**

Completion of this sidewalk gap would allow east-west walking access to reach the bus stops on 116th Ave NE, currently served by the route 255 which links Totem Lake to Downtown Kirkland and the University District in Seattle. This is on the west side of the freeway. On the east side of the freeway, a continuous sidewalk would reach the bus stop at 124th Ave NE, currently served by routes 239 and 225 which respectively connect to Bothell and Redmond.

**Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

Currently, Totem Lake houses 24.1% of Kirkland's foreign-born residences and of the four census tracts that touch the Totem Lake Urban Center, the average minority population is 28%. The Totem Lake Urban Center serves as a significant employment hub for Kirkland, accounting for 32% of the city's current jobs. Notably, it

houses Evergreen Hospital and Medical Center, which is Kirkland's largest employer. Looking ahead, the Urban Center is projected to accommodate an additional 26% of the city's new employment opportunities by the year 2040. Additionally, Totem Lake is expected to see considerable residential growth, with a 30% share of Kirkland's new housing developments by 2040.

With the level of jobs, housing and amenities on both sides of I-405, coupled with the different bus routes on each side of I-405, the anticipated level of public usage is very high. From current 2022 PSRC data, it is estimated there are 6,173 residents and 14,403 employees.

**Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

One loss of opportunity is that many people may choose not to walk as their first choice of travel. This project presents an opportunity to not only reduce the number of vehicle trips within the urban center by encouraging more walking trips but also to foster a culture where walking to amenities and public transit becomes the preferred choice. This aligns with Kirkland's Transportation Master Plan, which aims to make walking a primary and feasible mode of transportation. These gaps not only discourage voluntary walking but also make necessary walk trips highly stressful for those who have no other viable option.

Additionally, lack of safe pedestrian access to the Totem Lake Village may impact decisions about development on the west side of I-405.

## Category-Specific Criteria: Equity

### Section 1

**Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.**

According to the Washington State Department of Health Tracking network data, the project area resides between 28 to 38% non-white populations. For people of color, the two census tracts that cover the project area ranked 7 and 8 out of 10, respectively, for their score on race/ ethnicity (with 10 being high). This area also ranked 5 and 6 respectively on the category of people with no access to a private vehicle.

According to PSRC's Project-Selection-Resource-Map, the population groups to be served by the project which are above the regional average include:

- Older adults: This population group comprises individuals who are in their later stages of life, typically aged 65 and above. They may have unique needs related to healthcare, social support, and accessibility.
- People with Limited English Proficiency (LEP): These are individuals who have a primary language other than English and may face challenges in understanding and communicating in English. Providing language assistance and culturally appropriate services is crucial for this population.

**Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.**

Older Adult population: A street without proper sidewalks and/or crosswalks pose significant safety risks for older

adults. Walking alongside or across busy roads without designated pedestrian pathways increases the likelihood of accidents and injuries, particularly for individuals with mobility challenges or impaired vision. It can deter older adults from being physically active or venturing outside their homes. If they rely on walking as their primary mode of transportation, they can face difficulties when sidewalks or crosswalks are absent. This limits their ability to access essential services, such as healthcare facilities, grocery stores, or community centers, located along streets lacking proper infrastructure. Consequently, older adults may become more isolated and dependent on others for transportation. They often face age-related mobility challenges, such as reduced balance, slower walking pace, or difficulties navigating uneven surfaces. Streets without sidewalks or crosswalks exacerbate these challenges, making it even more challenging for older adults to move safely and comfortably in their neighborhoods.

People with Limited English Proficiency (LEP): LEP populations may have limited access to information regarding road safety, pedestrian rights, and regulations due to language barriers. This lack of information can hinder their ability to understand and navigate the road environment safely. LEP populations may have limited familiarity with traffic rules and norms in their new environment. They may lack knowledge about pedestrian right-of-way, crossing procedures, or safe walking practices, making them more vulnerable to accidents or near misses. LEP populations who rely on walking or public transportation face greater challenges in areas without sidewalks or crosswalks. The absence of pedestrian infrastructure can limit their transportation options, forcing them to take longer routes or depend on private vehicles, which may not be feasible or affordable for everyone. They may also face inequitable access to essential services and amenities and hinder their ability to access schools, healthcare facilities, grocery stores, public parks, or other community resources, negatively impacting their quality of life and integration into the community. Kirkland has translation services available, and our website is linked to google translate to support resident engagement in their preferred language.

People of Color: Lack of pedestrian infrastructure can significantly restrict transportation choices for people of color, leading to longer and less convenient routes or reliance on private vehicles, which may not be accessible due to cost or other barriers. This situation can result in unequal access to critical services and amenities, making it difficult for them to reach schools, healthcare facilities, grocery stores, public parks, and community resources. People of color populations, especially those living in urban or low-income neighborhoods, often rely heavily on public transportation. The absence of sidewalks and crosswalks can make it challenging for them to access bus stops safely, increasing the risk of accidents while commuting. Insufficient pedestrian infrastructure can also hinder access to job centers and employment opportunities for people of color populations. The lack of safe walking routes to workplaces or transportation hubs may limit their ability to find and maintain employment.

Kirkland, as an organization, is focusing on advancing Diversity, Equity, Inclusion and belonging principles. We have developed a DEI Roadmap and are committed to advancing this work.

**Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.**

This project completes sidewalk gaps and will enhance the pedestrian crossings at several freeway on and off ramps including using RRFB's. This directly addresses disparities in infrastructure and provides numerous benefits to older adults, LEP and people of color populations. Some specific benefits this project provides are:

- By completing these sidewalk gaps and enhanced pedestrian crossings, this project creates a more accessible urban environment. Pedestrians will be able to safely and easily walk to various essential services such as healthcare facilities, pharmacies, grocery stores, and banks. This increased physical access can reduce their

reliance on private transportation and help maintain independence.

- This project has a central focus on connecting the urban center and enhancing access to public transportation hubs, making it easier for all individuals to reach vital services, even if they are located farther away. Access to reliable public transportation has a significant impact on one's ability to access essential resources such as medical appointments, social services, and other necessary amenities.
- Navigating busy intersections and road crossings without sufficient signage or pedestrian facilities can be particularly challenging for individuals facing language or cultural barriers. Enhanced pedestrian crossings with RRFB's or pedestrian signals and designated crosswalks play a vital role in ensuring pedestrian safety as they move through the urban center.
- This project will play a crucial role in ensuring equitable access to a diverse range of job opportunities across various sectors for people of color and individuals with limited English proficiency (LEP). By enhancing pedestrian infrastructure and connectivity, it increases their chances of finding employment that aligns with their unique skills and interests.
- This project aligns with the City's core principles of creating a welcoming and inclusive community that embraces everyone. By prioritizing the needs of older adults and diverse communities, the urban center becomes a place where all individuals feel a sense of belonging and are encouraged to actively engage in community life.

## Section 2

**Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.**

This project is identified as a high priority project in Kirkland's Active Transportation Plan. This plan went through significant outreach and a project prioritization process which included access to transit, activity centers, level of comfort, safety, access to parks and the Cross Kirkland Corridor. This project is one of the highest scoring projects in this plan.

**Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.**

Engagement efforts included neighborhood association meetings, interest group meetings, in-person and virtual community meetings, City Hall for All event (2021), an online public comment form as well as a story and interactive web map. Additionally, this included a public survey that garnered over 1,200 responses. One of the key findings from this outreach process was that we greater pedestrian connectivity is needed to overcome the lack of or disconnected sidewalks in some areas. Being exposed to traffic and congestion was another key finding in that this made people feel unsafe and were less likely to walk.

## Section 3

**Is the project in an area of low, medium, or high displacement risk?**

East side of 405: Low

West side of 405: Moderate

**If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.**

Effective community engagement is essential to identify pertinent issues and potential solutions during the early stages of project planning. Engaging with the community allows stakeholders, residents, and local organizations to voice their concerns, share their perspectives, and contribute valuable insights. By involving the community from the outset, the City can better understand the specific needs and priorities of the area, fostering collaboration and ensuring that the project aligns with the community's values. Effective project planning also requires proactive and transparent communication with affected communities. By anticipating concerns, providing project updates, and sharing relevant information, trust is built, leading to more inclusive and informed project outcomes that align with the community's needs.

The City of Kirkland's Human Services Division serves as coordinator, collaborator, facilitator, and funder for support systems that help people through economic and personal crises and provide low-and moderate-income persons with opportunities to succeed. Our Human Services Resource page provides a list of organizations that can assist individuals with human service needs.

## Category-Specific Criteria: Safety and Security

### **Describe how the project addresses safety and security.**

The project provides sidewalk facilities that are grade separated at the curb level. This prevents people from walking on an unprotected shoulder or in narrow gravel paths. The project also improves crossings at the four freeway ramps by adding RRFB's and other safety measures. The two on-ramps currently have no traffic control so improving this for pedestrians will essentially keep them from having to 'jay-walk' across the ramp sections. While there is not a history of pedestrian crashes here, these treatments will prevent future crashes and encourage more people to choose to walk.

### **Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.**

People that are walking and bicycling are the most vulnerable users of the transportation system because they are less protected in any collision that may occur. Pedestrians currently must cross the I-405 Interstate using unprotected shoulders for a long distance across the freeway span where in some places, the span across the overpass is seven lanes due to the various turn lanes and freeway access points. In addition, pedestrians must cross several freeway ramp locations that are uncontrolled and several of which do not have a crosswalk. This project is critical for creating a connected and curb separated pedestrian network across the largest barrier within this urban center.

### **Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?**

The City adopted a Vision Zero Action Plan in July, 2022. NE 124th St is identified as a high crash corridor for the city. The Vision Zero Action Plan has two strategies to support the objective of prioritizing safe street design that apply to this project: Evaluate high crash corridors and intersections to identify potential engineering improvements and countermeasures; and grow a system of separated bicycle and pedestrian facilities.

### **Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.**

This project will reduce speeds at access ramp points by installing RRFBs for both pedestrian crossings. The



RRFBs will prompt vehicles to yield to pedestrians when crossing, enhancing pedestrian safety.

## PSRC Funding Request

<b>Has this project received PSRC funds previously?</b>	<b>Please provide the project's PSRC TIP ID.</b>
No	

## PSRC Funding Request (cont.)

Phase	Year	Amount
PE/Design	2024	\$600000
		\$
		\$

**Total PSRC Funding Request: \$600000**

## Total Estimated Project Cost and Schedule

### Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Planning Phase Cost: \$0**

**Expected year of completion for this phase:**

### Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$600000
Local	Local	Secured	\$95000
			\$
			\$
			\$

**Total Preliminary Engineering/Design Phase Cost: \$695000**

**Expected year of completion for this phase: 2025**

### Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
			\$

			\$
			\$
			\$
			\$

**Total Right of Way Phase Cost: \$0**

**Expected year of completion for this phase:**

### Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$2185000
			\$
			\$
			\$
			\$

**Total Construction Phase Cost: \$2185000**

**Expected year of completion for this phase: 2027**

### Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Other Phase Cost: \$0**

**Expected year of completion for this phase:**

### Project Summary

<b>Total Estimated Project Cost:</b>	<b>Estimated Project Completion Date (month and year):</b>
\$2880000	, 2027

### Financial Documentation

**Please enter a description of your financial documentation in the text box below.**

-2023-2028 Capital Improvement Program, adopted 12-13-2022. Project NMC13300 includes funding for over 50 project scopes, including the scope of work for the project described in this application. No additional approvals are required to access this funding.

-12-13-2022 Council memo establishing a vehicle license fee to fund top bicycle & pedestrian safety projects identified in our Safer Routes to School Action Plans and Active Transportation Plan.

-11-16-2022 Council memo: study session on funding top priority projects from the TBD.

-There are approximately 150 project scopes that did not make the list for this first round of improvements under the TBD, but are still a high priority to the City to complete. If TAP funding was awarded to this project, the budget for this scope could fund additional project scope(s) that are currently unfunded.

**Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.**

f-132-346-18614338\_hHNPSlwa\_2023-2028\_CIP\_Adopted.pdf, f-132-346-18614338\_TPx9O9AT\_TBD\_-\_Establish\_Fee\_12.13.22\_Council\_Meeting.pdf, f-132-346-18614338\_W52T0qui\_TBD\_Funding\_for\_SRTS\_\_ATP\_11-16-21\_Council\_Mtg.pdf

## Project Readiness

### Preliminary Engineering/Design

**Are you requesting funds for ONLY a planning study or preliminary engineering?**

Yes

**What is the actual or estimated start date for preliminary engineering/design?**

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**Is preliminary engineering/design complete?**

**What was the date of completion (month and year)?**

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**Have preliminary plans been submitted to WSDOT for approval?**

**Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

**When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.**

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## Environmental Documentation

**What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).**

**Has NEPA documentation been approved?**

**Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

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## Right of Way

**Will Right of Way be required for this project?**

What is the actual or estimated start date for right of way (month and year)?

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What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

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Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

## Construction

Are funds being requested for construction?

Do you have an engineer's estimate?

Please attach the engineer's estimate.

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Are Plans, Specifications & Estimates (PS&E) approved?

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

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When is the project scheduled to go to bid (month and year)?

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## Other Considerations

**Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

WSDOT does not have plans for these pedestrian improvements nor improvements to the interchange, but the improvements remain a high priority for the City. WSDOT has expressed support of this project and will be engaged in the development, review and approval of the project.

**Describe the public review process for the project and actions taken to involve stakeholders in the project's development.**

This project is one of the top priorities in the City's most recently adopted document identified as "The Active Transportation Plan" (ATP). It began in 2019 with initial engagement activities such as community meetings and an on-line survey. The timeline for this update was extended due to COVID-19 pandemic related delays. In 2021, staff restarted an extensive public outreach schedule that included over 20 meetings with various groups throughout the year.

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

Additionally, the Kirkland Transportation Commission was briefed nine times over the course of the Plan development, and the Kirkland City Council was briefed/updated at three of their meetings with two of the meetings being study sessions devoted solely to the plan. The virtual community meetings, survey, and opportunities to comment on the webpage were advertised using social media, email lists and through This Week in Kirkland publication.

**Please upload any relevant documents here, if they have not been uploaded previously in this application.**

f-132-480-18614338\_apax3nac\_NE\_124th\_Street\_Sidewalk\_-\_Attachments.docx, f-132-480-

18614338\_EVI3Xz43\_WSDOT\_Letter\_of\_Support.pdf, f-132-480-

18614338\_NuyKHrUf\_ATP\_Public\_Engagement.pdf, f-132-480-18614338\_9S2pqKKJ\_COK\_DEIB\_Roadmap.pdf

## End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at [njohnson@psrc.org](mailto:njohnson@psrc.org) to have it returned to you.

City of Kirkland  
2023-2028 Capital Improvement Program

TRANSPORTATION PROJECTS

Funded Projects:

Project Number - Project Title	2023	2024	2025	2026	2027	2028	2023-28 TOTAL	CURRENT REVENUE	STREET LEVY	RESERVES / SINKING FUND	IMPACT FEES	DEBT	SECURED EXTERNAL	UNSECURED / OTHER EXTERNAL	FUNDED THROUGH SAP MECHANISMS*
DEVELOPER PROVIDED (CITY ESTIMATED COST)	-	-	14,326,852	-	2,509,471	-	16,836,324	-	-	-	-	-	-	-	16,836,324
NMC 14300 - 85TH ST ENHANCED SIDEWALKS AND MULTIUSE PATHS: I-405 TO 120TH AVE NE (SAP SCOPE 18A)	-	-	3,148,759	-	-	-	3,148,759	-	-	-	-	-	-	-	3,148,759
NMC 14700 - I-405 / NE 85TH ST SHARED USE TRAILS (SE CORNER) TO NE 80TH ST (SAP SCOPE 13C)	-	-	3,644,397	-	-	-	3,644,397	-	-	-	-	-	-	-	3,644,397
NMC 14800 - NE 80TH ST/118TH AVE NE (SAP SCOPE 2)	-	-	2,271,188	-	-	-	2,271,188	-	-	-	-	-	-	-	2,271,188
TRC 13100+ - NE 80TH STREET/120TH AVENUE NE INTERSECTION IMPROVEMENTS (SAP SCOPE 3)	-	-	-	-	2,509,471	-	2,509,471	-	-	-	-	-	-	-	2,509,471
TRC 14400 - MODIFICATIONS TO 85TH/120TH INTERSECTION (SAP SCOPE 5A)	-	-	2,565,655	-	-	-	2,565,655	-	-	-	-	-	-	-	2,565,655
TRC 14500 - LEE JOHNSON EAST: NE 83RD ST/120TH AVE NE SIGNALIZED ACCESS (SAP SCOPE 1)	-	-	2,696,854	-	-	-	2,696,854	-	-	-	-	-	-	-	2,696,854
<b>PW TRANSPORTATION</b>	<b>31,197,800</b>	<b>22,706,995</b>	<b>19,029,376</b>	<b>22,199,448</b>	<b>20,360,138</b>	<b>22,578,375</b>	<b>138,072,131</b>	<b>40,196,989</b>	<b>17,808,000</b>	<b>11,001,800</b>	<b>4,000,000</b>	<b>21,000,000</b>	<b>10,197,820</b>	<b>12,566,500</b>	<b>21,301,022</b>
NMC 00621 - STREET LEVY - NEIGHBORHOOD SAFETY PROGRAM IMPROVEMENTS	175,000	150,000	150,000	150,000	150,000	150,000	925,000	25,000	900,000	-	-	-	-	-	-
NMC 05700 - ANNUAL SIDEWALK MAINTENANCE PROGRAM	100,000	100,000	100,000	100,000	100,000	100,000	600,000	600,000	-	-	-	-	-	-	-
NMC 08700 - SAFER ROUTES TO SCHOOL ACTION PLANS IMPLEMENTATION	2,050,000	2,050,000	550,000	550,000	550,000	550,000	6,300,000	2,400,000	900,000	3,000,000	-	-	-	-	-
NMC 08720 - NE 131ST WAY/90TH AVE NE NONMTRZD IMPR. (97TH AVE NE TO NE 134TH ST) SCOPE & DESIGN	330,000	-	-	-	-	-	330,000	330,000	-	-	-	-	-	-	-
NMC 10100 - 7TH AVE/NE 87TH ST COMPLETE STREET IMPROVEMENTS (SAP SCOPES 10, P1, P3)	-	-	1,794,501	-	-	7,788,676	9,583,177	-	-	-	-	-	-	-	9,583,177
NMC 11010 - CITYWIDE ACCESSIBILITY IMPROVEMENTS	50,000	100,000	50,000	100,000	50,000	100,000	450,000	450,000	-	-	-	-	-	-	-
NMC 11300 - STORES TO SHORES	2,242,500	-	-	-	-	-	2,242,500	-	90,920	400,000	-	-	1,600,000	-	-
NMC 13100 - 116TH AVENUE NE CROSSWALK IMPROVEMENTS AT KINGSGATE PARK AND RIDE	-	200,000	-	-	-	-	200,000	35,000	-	-	-	-	165,000	-	-
NMC 13200 - TRAIL CONNECTION AT JUANITA DRIVE AND NE 132ND ST	-	-	-	855,000	-	-	855,000	855,000	-	-	-	-	-	-	-
<b>NMC 13300 - SAFER ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION PLAN IMPLEMENTATION</b>	<b>-</b>	<b>4,200,000</b>	<b>5,600,000</b>	<b>5,600,000</b>	<b>5,600,000</b>	<b>-</b>	<b>21,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>21,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>
NMC 13400 - NE 128TH STREET NONMOTORIZED IMPROVEMENTS - 116TH AVE TO 120TH AVE	-	-	1,035,000	-	-	-	1,035,000	1,035,000	-	-	-	-	-	-	-
NMC 13500 - NE 124TH STREET SLATER AVENUE CROSSING IMPROVEMENTS	150,000	-	-	-	-	-	150,000	-	150,000	-	-	-	-	-	-
NMC 13600 - NE 132ND STREET SLATER AVENUE CROSSING IMPROVEMENTS	1,050,000	2,067,000	-	-	-	-	3,117,000	642,000	975,000	-	-	-	-	1,500,000	-
NMC 13700 - WILLOWS ROAD AT EAST TRAIL NONMOTORIZED IMPROVEMENTS	230,000	-	-	-	-	-	230,000	30,180	-	-	-	-	199,820	-	-
NMC 13800 - STATE STREET AT 7TH AVENUE CROSSWALK IMPROVEMENTS	-	165,000	-	-	-	-	165,000	165,000	-	-	-	-	-	-	-
NMC 13900 - 116TH AVENUE NE SIDEWALK IMPROVEMENTS - 73RD STREET TO 75TH PLACE	-	-	646,875	-	-	-	646,875	646,875	-	-	-	-	-	-	-
NMC 14200 - I-405/NE 85TH ST SHARED USE TRAILS TO 116TH AVE NE (SAP SCOPE 13A)	-	-	-	-	3,997,664	-	3,997,664	-	-	-	-	-	-	-	3,997,664
NMC 14400 - 85TH MULTIMODAL IMPROVEMENTS (SAP SCOPES 18B, 18C, P2)	-	-	-	-	-	7,253,699	7,253,699	-	-	-	-	-	-	-	7,253,699
NMC 14500 - 116TH PED/BIKE ACCESS TO I-405 OVERCROSSING (SAP SCOPE 19)	-	-	466,483	-	-	-	466,483	-	-	-	-	-	-	-	466,483
PTC 00400 - 108TH AVENUE NE TRANSIT QUEUE JUMP - PHASE I	100,000	919,000	105,000	3,000,000	-	-	4,124,000	324,000	-	100,000	-	-	-	3,700,000	-
PTC 00500 - 108TH AVENUE NE TRANSIT QUEUE JUMP - PHASE II	100,000	919,000	105,000	4,000,000	-	-	5,124,000	324,000	-	-	-	-	-	4,800,000	-
STC 00600 - ANNUAL STREET PRESERVATION PROGRAM	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	10,200,000	10,200,000	-	-	-	-	-	-	-
STC 00603 - STREET LEVY STREET PRESERVATION	2,488,000	2,558,000	2,629,000	2,702,000	2,777,000	2,854,000	16,008,000	-	16,008,000	-	-	-	-	-	-
STC 00608 - LOCAL ROAD MAINTENANCE	50,000	50,000	50,000	50,000	50,000	50,000	300,000	300,000	-	-	-	-	-	-	-
STC 05913 - 124TH AVENUE NE ROADWAY IMPROVEMENTS (NORTH SECTION) CONSTRUCTION	2,250,000	-	-	-	-	-	2,250,000	650,000	-	-	1,600,000	-	-	-	-
STC 08000 - ANNUAL STRIPING PROGRAM	750,000	750,000	750,000	750,000	750,000	750,000	4,500,000	4,500,000	-	-	-	-	-	-	-
STC 08313 - 100TH AVENUE NE ROADWAY IMPROVEMENTS - NORTH SECTION	1,740,000	-	-	-	-	-	1,740,000	-	-	1,740,000	-	-	-	-	-
STC 08314 - 100TH AVENUE NE ROADWAY IMPROVEMENTS - MID-NORTH SECTION	2,610,000	-	-	-	-	-	2,610,000	-	-	2,610,000	-	-	-	-	-
STC 08900 - JUANITA DRIVE INTERSECTION AND SAFETY IMPROVEMENTS	1,525,880	2,150,540	-	-	-	-	3,676,420	1,200,540	-	475,880	2,000,000	-	-	-	-
STC 10700 - NE 85TH STREET PED/BIKE CONNECTION 114TH AVE NE TO 6TH ST	5,870,000	-	-	-	-	-	5,870,000	-	-	-	-	-	5,870,000	-	-
STC 10800 - NE 85TH ST & 6TH ST WESTBOUND TRANSIT QUEUE JUMP	380,000	-	-	-	-	-	380,000	-	-	-	-	-	-	380,000	-
STC 10900 - NE 85TH ST EASTBOUND THIRD LANE 120TH AVE NE TO 122ND AVE NE	1,110,000	-	-	-	-	-	1,110,000	-	-	-	-	-	1,110,000	-	-
STC 11100 - PRESERVATION 124TH AVE 132ND ST TO 144TH ST	-	-	2,915,517	-	-	-	2,915,517	1,915,517	-	-	-	-	-	1,000,000	-
STC 11300 - NE 85TH ST STATION AREA TRANSPORTATION IMPLEMENTATION PLAN (DESIGN)	-	300,000	-	-	-	-	300,000	-	-	300,000	-	-	-	-	-
STC 99990 - REGIONAL INTER-AGENCY COORDINATION	682,000	82,000	82,000	82,000	82,000	82,000	1,092,000	492,000	-	600,000	-	-	-	-	-
TRC 09800 - NE 132ND STREET / 116TH WAY NE (I-405) INTERSECTION IMPROVEMENTS	810,000	-	-	-	-	-	810,000	450,000	-	360,000	-	-	-	-	-
TRC 11600 - ANNUAL SIGNAL MAINTENANCE PROGRAM	100,000	100,000	100,000	100,000	100,000	100,000	600,000	600,000	-	-	-	-	-	-	-
TRC 11700 - CITYWIDE TRAFFIC MANAGEMENT SAFETY IMPROVEMENTS	100,000	-	100,000	-	100,000	-	300,000	300,000	-	-	-	-	-	-	-
TRC 11702 - VISION ZERO SAFETY IMPROVEMENT	550,000	100,000	50,000	50,000	50,000	50,000	850,000	-	-	-	-	-	500,000	-	-
TRC 11703 - NEIGHBORHOOD TRAFFIC CONTROL	50,000	50,000	50,000	50,000	50,000	50,000	300,000	300,000	-	-	-	-	-	-	-
TRC 12000 - KIRKLAND INTELLIGENT TRANSPORTATION SYSTEM PHASE 3	244,100	455,900	-	1,320,448	389,552	-	2,410,000	2,410,000	-	-	-	-	-	-	-
TRC 13000 - NE 145TH STREET/JUANITA-WOODINVILLE WAY INTERSECTION IMPROVEMENTS	-	-	-	1,040,000	1,911,961	-	2,951,961	2,951,961	-	-	-	-	-	-	-
TRC 13700 - KIRKLAND AVE/LAKE ST INTERSECTION	637,320	-	-	-	-	-	637,320	637,320	-	-	-	-	-	-	-
TRC 13800 - NE 100TH STREET/132ND AVENUE NE INTERSECTION IMPROVEMENTS	600,000	2,533,000	-	-	-	-	3,133,000	966,500	-	600,000	-	-	-	1,566,500	-
TRC 13900 - NE 85TH ST/132ND AVE NE DUAL LEFT TURN LANES-DESIGN	-	1,007,555	-	-	-	-	1,007,555	1,007,555	-	-	-	-	-	-	-
TRC 14200 - 122ND AVENUE NE AT NE 70TH STREET INTERSECTION IMPROVEMENTS	-	-	-	-	1,951,961	1,000,000	2,951,961	2,951,961	-	-	-	-	-	-	-
TRC 14300 - NE 85TH STREET (I-405) INTERSECTION IMPROVEMENTS	373,000	-	-	-	-	-	373,000	-	-	-	-	-	373,000	-	-
<b>Total Funded Transportation Projects</b>	<b>31,197,800</b>	<b>22,706,995</b>	<b>33,356,228</b>	<b>22,199,448</b>	<b>22,869,609</b>	<b>22,578,375</b>	<b>154,908,455</b>	<b>40,196,989</b>	<b>17,808,000</b>	<b>11,001,800</b>	<b>4,000,000</b>	<b>21,000,000</b>	<b>10,197,820</b>	<b>12,566,500</b>	<b>38,137,346</b>

Notes

\*Transportation project costs noted as 'Funded Through SAP Mechanisms' may include revenue from developers, TIF, or grants.

Italics = Modification in timing and/or project cost

**Bold** = New projects

+ = moved from unfunded status to funded status

APPENDIX A.

PUBLIC

ENGAGEMENT

## Appendix A. Public Engagement

### Engagement Summary

The update to the Active Transportation Plan (ATP) began in 2019 with some initial engagement activities such as community meetings and an on-line survey. Timeline for this update was extended due to COVID-19 pandemic related delays. In 2021, staff restarted an extensive public outreach schedule that included over 20 meetings with various groups throughout the year. 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 virtual community meetings, survey and opportunities to comment on the webpage were advertised using social media, email lists and through This Week in Kirkland publication. Individual comments received through the public comment form are all noted below.

The Transportation Commission was briefed nine times throughout the process. Those discussions helped to shape the plan as it was being developed. In addition, Kirkland City Council was briefed at their [April 20, 2021](#) study session, at their [March 15, 2022](#) study session and at their [May 3<sup>rd</sup>, 2022](#) regular meeting.

### Key take-aways

The City heard the most from the public regarding concerns about safety. These comments were varied but many of them included concerns related to:

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

The City also received many project / location specific comments and quite a few questions. Some questions/ general comments included:

- appropriate use 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 in lieu of bike lanes, others expressed concern about parking availability)
- need to ensure bike lanes and sidewalks are not blocked by cars, trash bins or debris

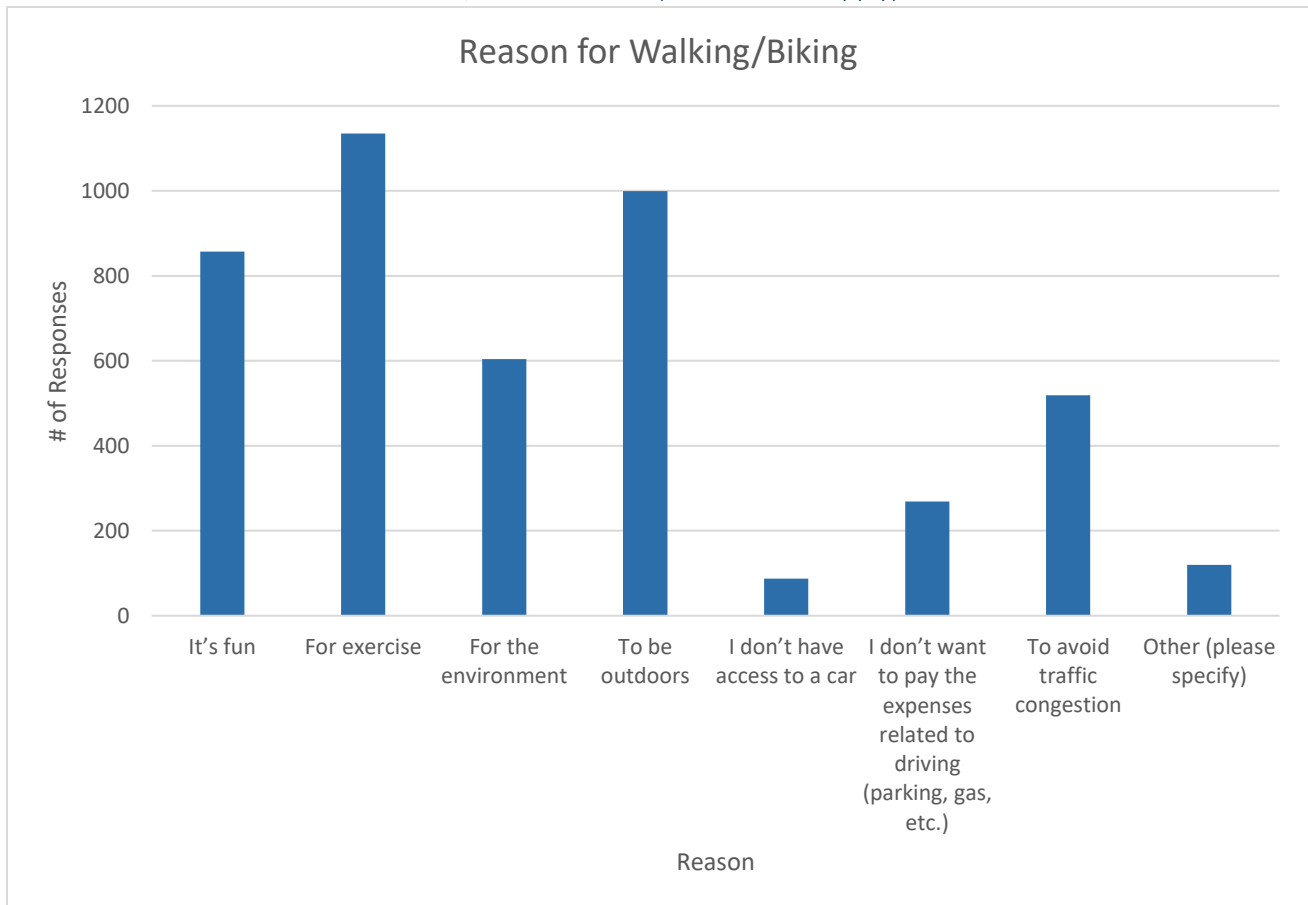


## Safe and Active Transportation Survey

Between November 2019 and January 2020, the city conducted a Safe and Active Transportation survey to inform both the Active Transportation Plan and the Safer Routes to School Action Plans. This survey received 1,278 responses. The graphs and charts below show each question and responses (questions 1-24) and then includes some focused cross comparisons. Those cross comparisons look at specific responses from people who expressed an interest in walking more, bicycling more and also pulled out some questions based on specific demographics.

### Survey Questions

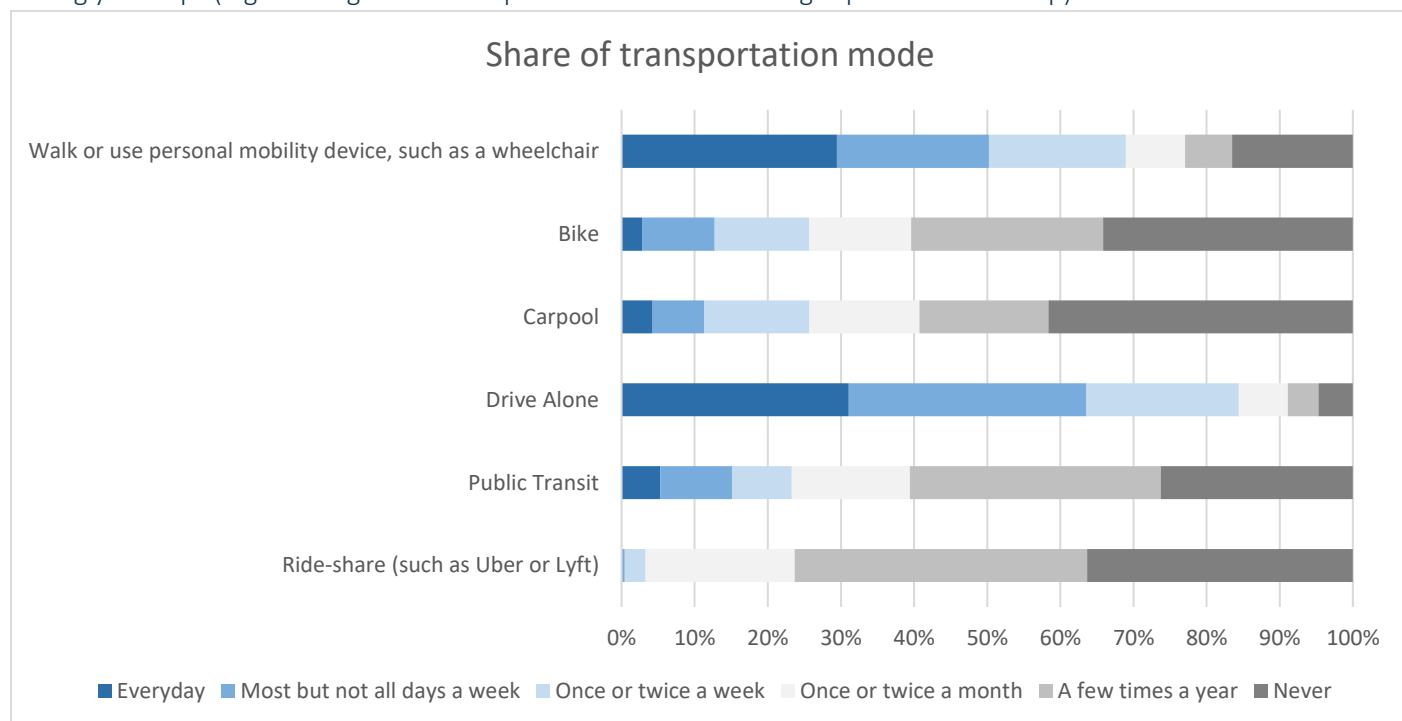
Q1. When I choose to walk and/or bike, I do it because (check all that apply)



Answer	Responses	# of Responses
It's fun	67.48%	857
For exercise	89.37%	1,135
For the environment	47.56%	604
To be outdoors	78.66%	999
I don't have access to a car	6.85%	87
I don't want to pay the expenses related to driving (parking, gas, etc.)	21.18%	269
To avoid traffic congestion	40.87%	519

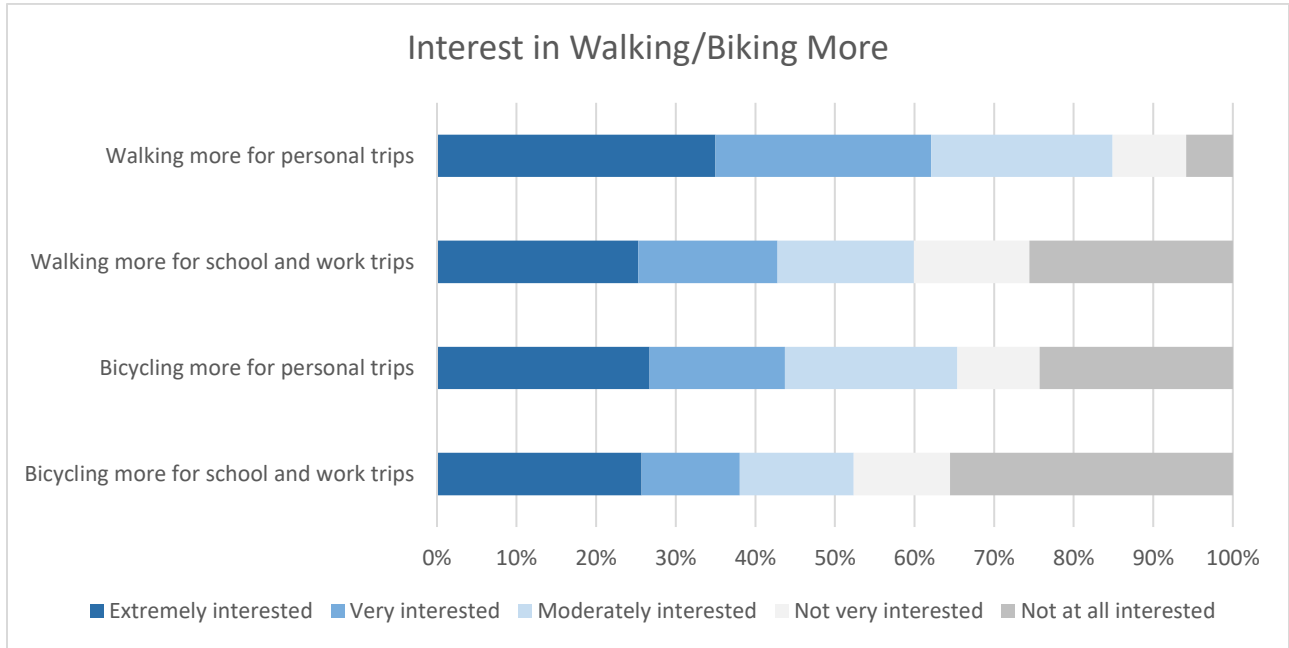
Other (please specify)	9.45%	120
<b>Total</b>		<b>1,270</b>

Q2. In a typical month, which of the following transportation options do you use? Include all types used during your trips (e.g. walking to a bus stop would be both a walking trip and a transit trip).



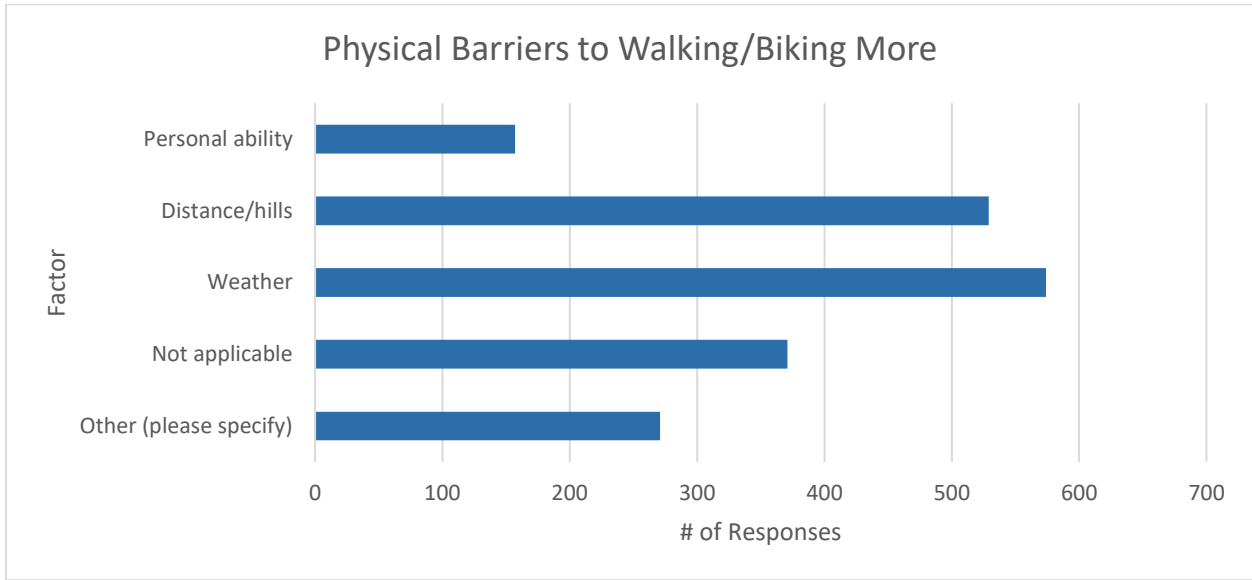
	Everyday	Most but not all days a week	Once or twice a week	Once or twice a month	A few times a year	Never	Total
<b>Walk or use personal mobility device, such as a wheelchair</b>	29.44% 348	20.81% 246	18.70% 221	8.12% 96	6.43% 76	16.50% 195	<b>1,182</b>
<b>Bike</b>	2.82% 33	9.92% 116	12.92% 151	13.94% 163	26.26% 307	34.13% 399	<b>1,169</b>
<b>Public Transit</b>	5.29% 62	9.81% 115	8.19% 96	16.13% 189	34.30% 402	26.28% 308	<b>1,172</b>
<b>Carpool</b>	4.25% 48	7.09% 80	14.35% 162	15.06% 170	17.63% 199	41.63% 470	<b>1,129</b>
<b>Drive Alone</b>	31.07% 385	32.53% 403	20.82% 258	6.70% 83	4.20% 52	4.68% 58	<b>1,239</b>
<b>Ride-share (such as Uber or Lyft)</b>	0.00% 0	0.45% 5	2.86% 32	20.36% 228	40.00% 448	36.34% 407	<b>1,120</b>

Q3. How interested are you in \_\_\_\_\_?



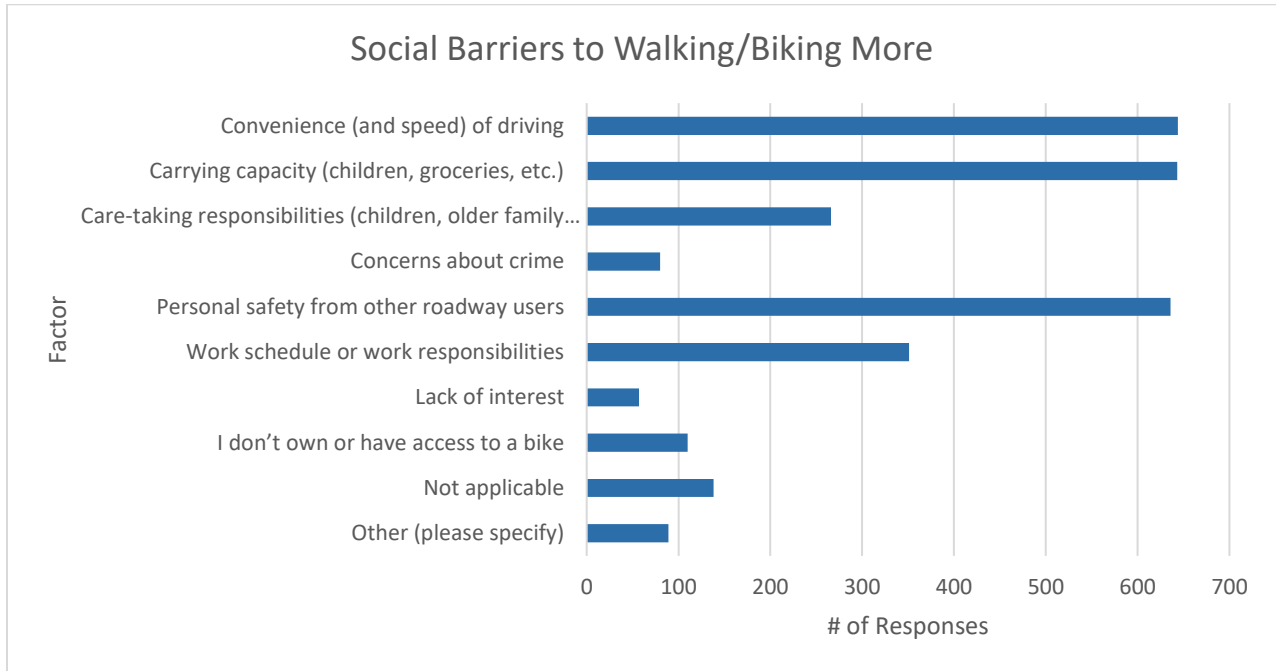
	Extremely interested	Very interested	Moderately interested	Not very interested	Not at all interested	Total
<b>Walking more for personal trips</b>	35.00% 435	27.11% 337	22.77% 283	9.25% 115	5.87% 73	<b>1,243</b>
<b>Walking more for school and work trips</b>	25.32% 300	17.47% 207	17.13% 203	14.51% 172	25.57% 303	<b>1,185</b>
<b>Bicycling more for personal trips</b>	26.73% 329	16.98% 209	21.69% 267	10.32% 127	24.29% 299	<b>1,231</b>
<b>Bicycling more for school and work trips</b>	25.69% 308	12.34% 148	14.35% 172	12.09% 145	35.53% 426	<b>1,199</b>

Q4. If physical factors keep you from walking or biking more, which of the following best describes the reason? (check all that apply)



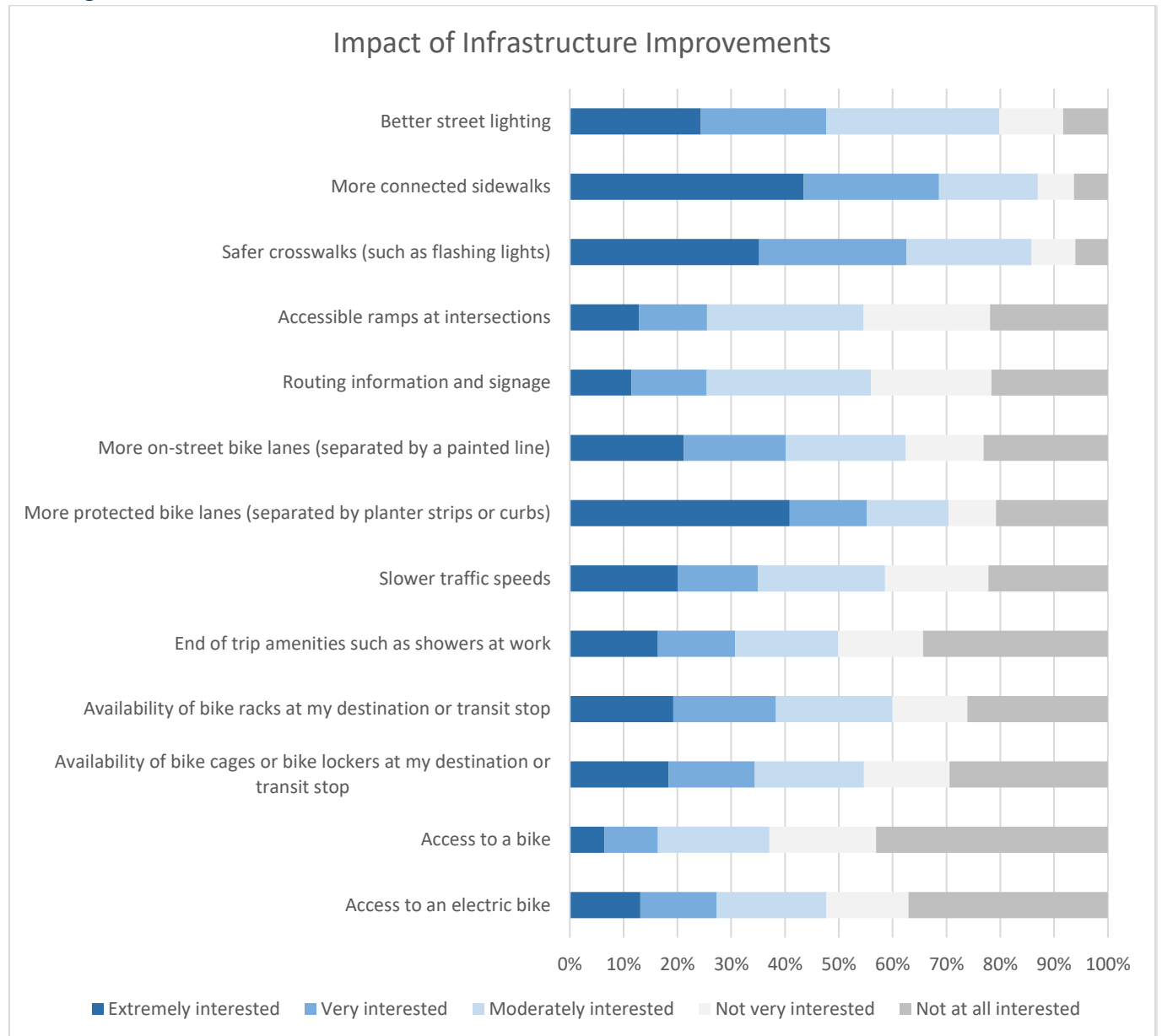
Answer	Responses	# of Responses
Personal ability	12.45%	157
Distance/hills	41.95%	529
Weather	45.52%	574
Not applicable	29.42%	371
Other (please specify)	21.49%	271
<b>Total</b>		<b>1,261</b>

Q5. If social reasons keep you from walking or biking more, which of the following best describes the reason? (check all that apply)



Answer	Responses	# of Responses
Convenience (and speed) of driving	50.99%	644
Carrying capacity (children, groceries, etc.)	50.91%	643
Care-taking responsibilities (children, older family members, etc.)	21.06%	266
Concerns about crime	6.33%	80
Personal safety from other roadway users	50.36%	636
Work schedule or work responsibilities	27.79%	351
Lack of interest	4.51%	57
I don't own or have access to a bike	8.71%	110
Not applicable	10.93%	138
Other (please specify)	7.05%	89
<b>Total</b>		<b>1,263</b>

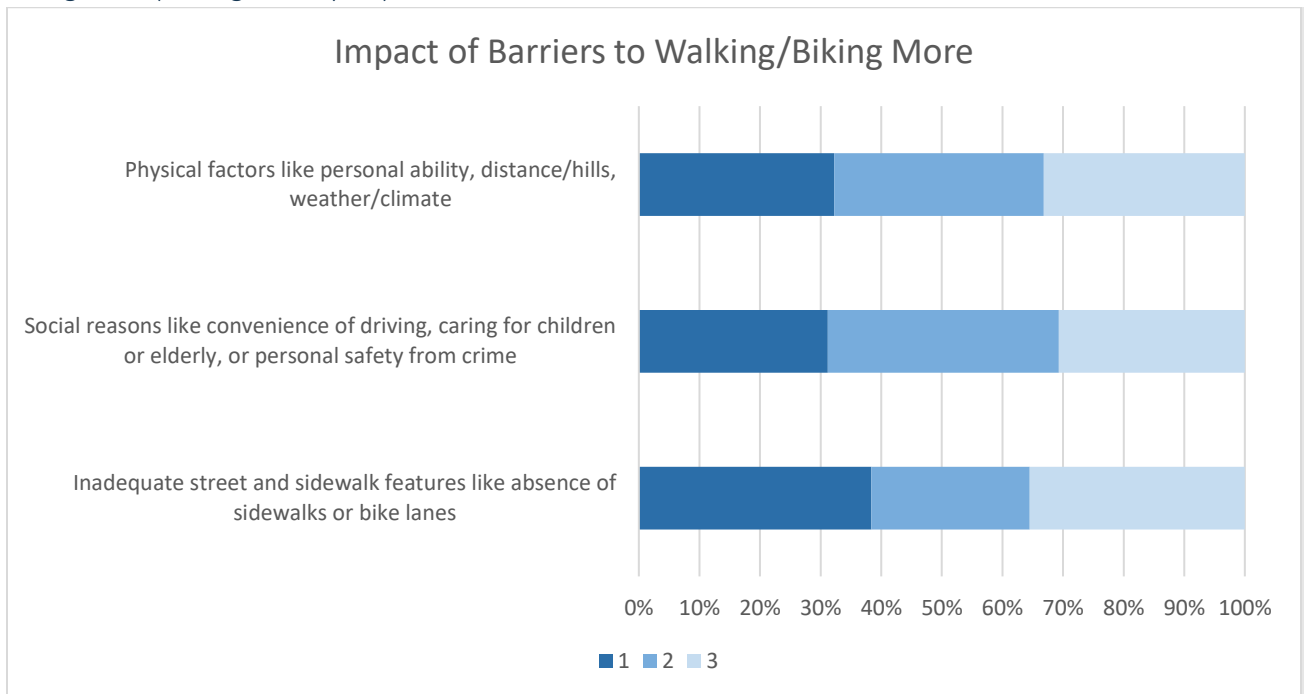
Q6. If the following street and sidewalk features were improved, how interested would you be in walking or biking more?



	Extremely interested	Very interested	Moderately interested	Not very interested	Not at all interested	Total
<b>Better street lighting</b>	24.36%	23.28%	32.17%	11.89%	8.31%	<b>1,203</b>
<b>More connected sidewalks</b>	43.50%	25.10%	18.40%	6.70%	6.30%	<b>1,223</b>
<b>Safer crosswalks (such as</b>	35.21%	27.38%	23.23%	8.15%	6.03%	<b>1,227</b>
	293	280	387	143	100	
	532	307	225	82	77	
	432	336	285	100	74	

<b>flashing lights)</b>						
<b>Accessible ramps at intersections</b>	12.85% 151	12.68% 149	29.11% 342	23.49% 276	21.87% 257	<b>1,175</b>
<b>Routing information and signage</b>	11.45% 135	13.99% 165	30.53% 360	22.39% 264	21.63% 255	<b>1,179</b>
<b>More on-street bike lanes (separated by a painted line)</b>	21.20% 257	18.89% 229	22.36% 271	14.44% 175	23.10% 280	<b>1,212</b>
<b>More protected bike lanes (separated by planter strips or curbs)</b>	40.88% 500	14.31% 175	15.21% 186	8.83% 108	20.77% 254	<b>1,223</b>
<b>Slower traffic speeds</b>	20.05% 241	14.89% 179	23.63% 284	19.22% 231	22.21% 267	<b>1,202</b>
<b>End of trip amenities such as showers at work</b>	16.35% 190	14.37% 167	19.10% 222	15.83% 184	34.34% 399	<b>1,162</b>
<b>Availability of bike racks at my destination or transit stop</b>	19.24% 227	19.07% 225	21.61% 255	13.98% 165	26.10% 308	<b>1,180</b>
<b>Availability of bike cages or bike lockers at my destination or transit stop</b>	18.39% 215	16.00% 187	20.27% 237	15.91% 186	29.43% 344	<b>1,169</b>
<b>Access to a bike</b>	6.43% 72	9.92% 111	20.73% 232	19.84% 222	43.07% 482	<b>1,119</b>
<b>Access to an electric bike</b>	13.12% 149	14.17% 161	20.33% 231	15.32% 174	37.06% 421	<b>1,136</b>

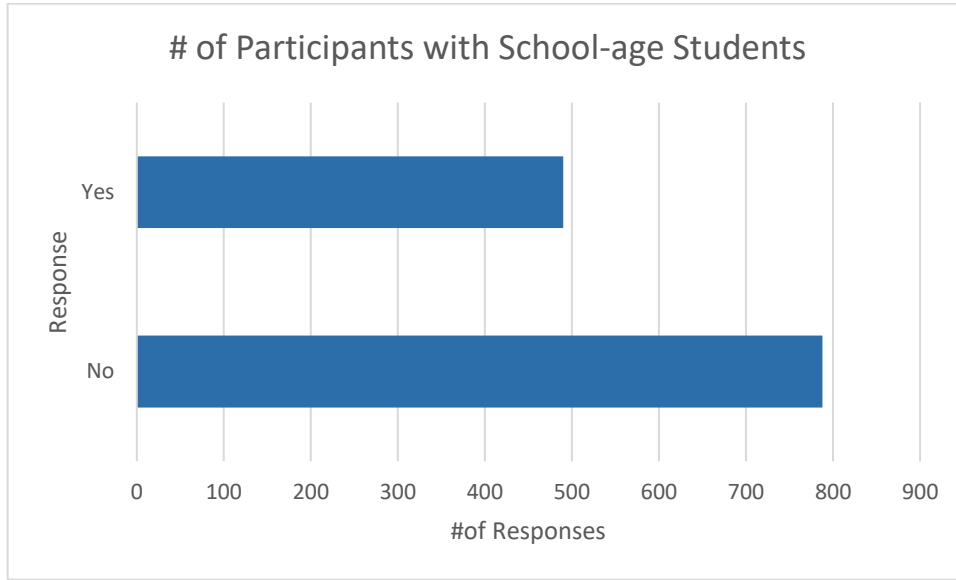
Q7. Rank the following factors from highest to lowest impact on what is keeping you from walking or biking more (1 is highest impact).



	<b>1</b>	<b>2</b>	<b>3</b>	<b>Total</b>	<b>Score</b>
<b>Physical factors like personal ability, distance/hills, weather/climate</b>	32.22% 375	34.62% 403	33.16% 386	<b>1,164</b>	<b>1.99</b>
<b>Social reasons like convenience of driving, caring for children or elderly, or personal safety from crime</b>	31.20% 365	38.12% 446	30.68% 359	<b>1,170</b>	<b>2.01</b>
<b>Inadequate street and sidewalk features like absence of sidewalks or bike lanes</b>	38.37% 465	26.16% 317	35.48% 430	<b>1,212</b>	<b>2.03</b>

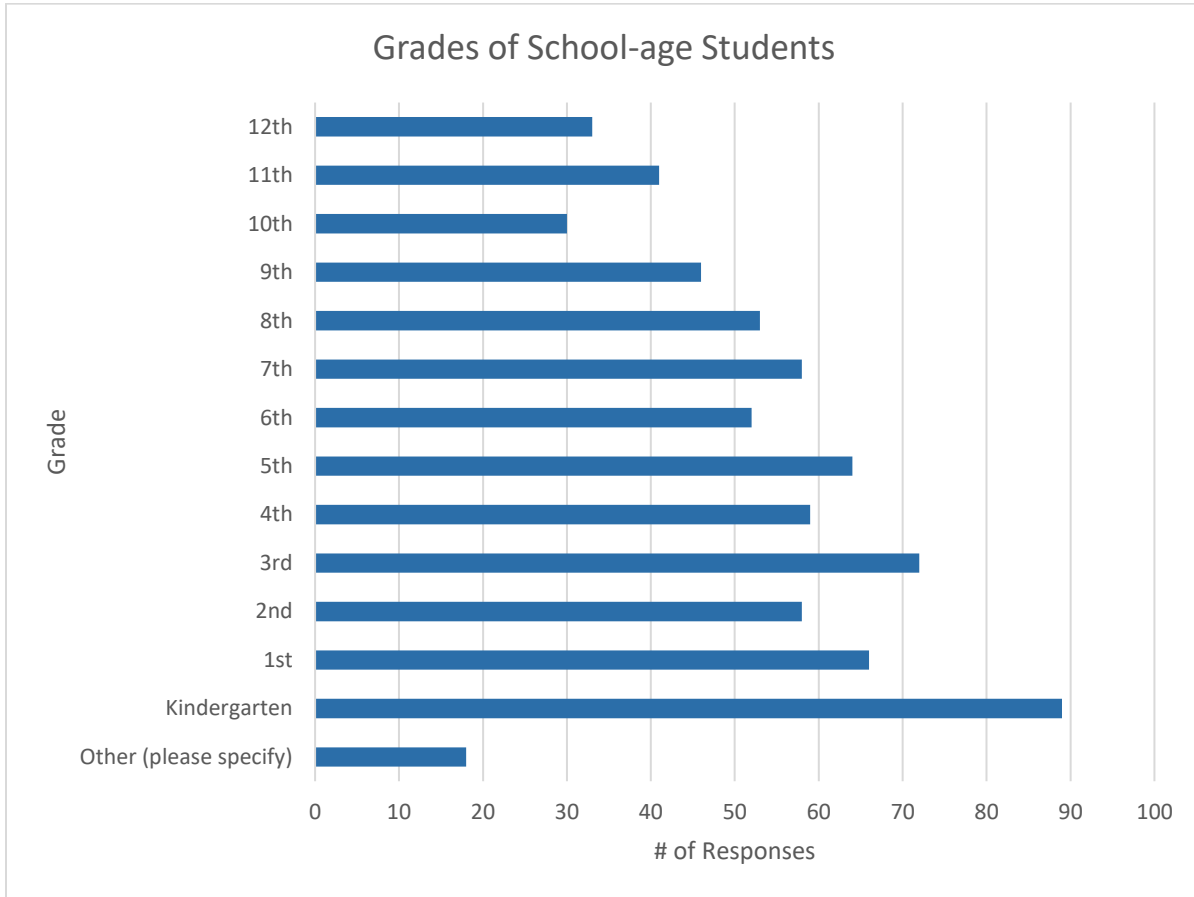


Q8. Do you have or currently care for school-age (Kindergarten – Grade 12) students?



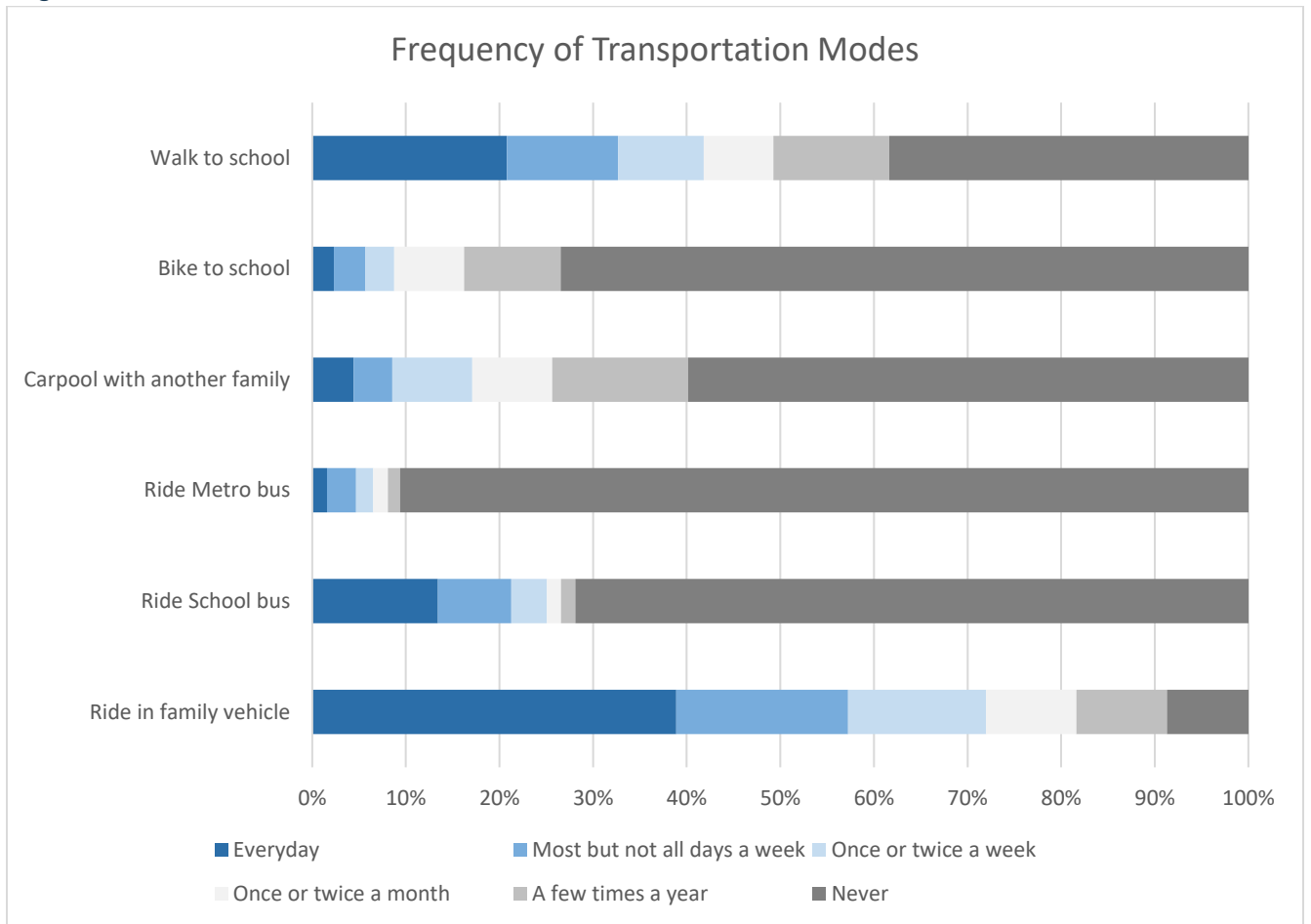
Answer	Responses	# of Responses
Yes	38.34%	490
No	61.66%	788
Other (please specify)	0.00%	0
<b>Total</b>		<b>1,278</b>

Q9. What are the grades of your school-age students? (check all that apply)



Answer	Responses	# of Responses
Kindergarten	20.32%	89
1 <sup>st</sup>	15.07%	66
2 <sup>nd</sup>	13.24%	58
3 <sup>rd</sup>	16.44%	72
4 <sup>th</sup>	13.47%	59
5 <sup>th</sup>	14.61%	64
6 <sup>th</sup>	11.87%	52
7 <sup>th</sup>	13.24%	58
8 <sup>th</sup>	12.10%	53
9 <sup>th</sup>	10.50%	46
10 <sup>th</sup>	6.85%	30
11 <sup>th</sup>	9.36%	41
12 <sup>th</sup>	7.53%	33
Other (please specify)	4.11%	18
<b>Total</b>		<b>438</b>

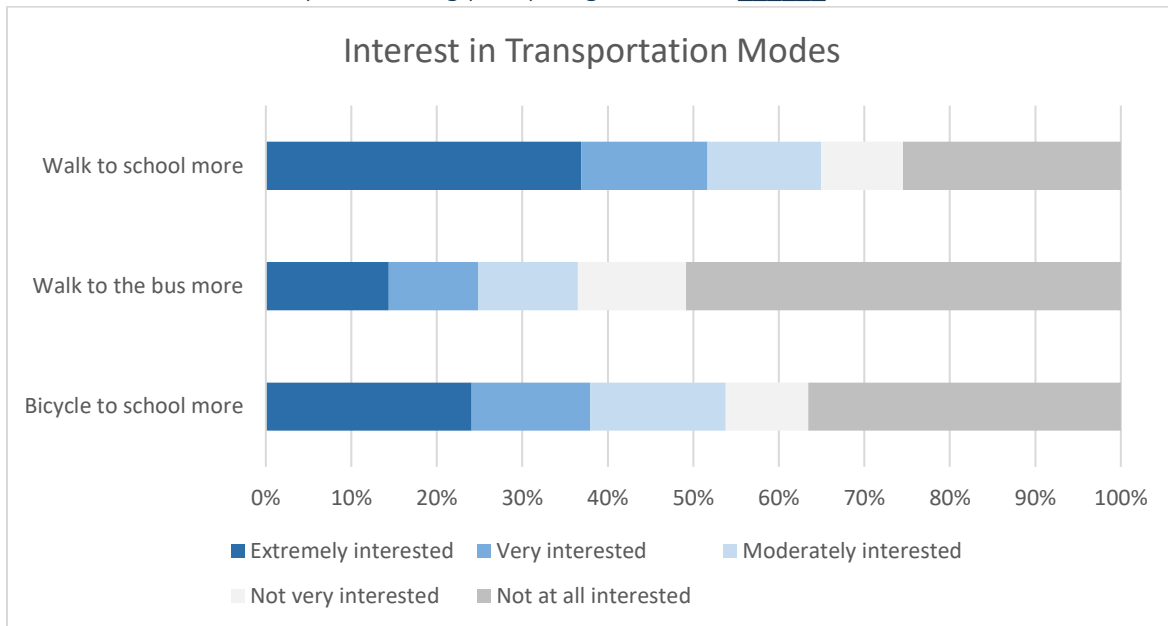
Q10. In a typical month, how often does your youngest student use the following transportation options to get to/from school?



	Everyday	Most but not all days a week	Once or twice a week	Once or twice a month	A few times a year	Never	Total
<b>Walk to school</b>	20.79%	11.88%	9.16%	7.43%	12.38%	38.37%	<b>404</b>
<b>Bike to school</b>	2.32%	3.35%	3.09%	7.47%	10.31%	73.45%	<b>388</b>
<b>Carpool with another family</b>	4.40%	4.15%	8.55%	8.55%	14.51%	59.84%	<b>386</b>
<b>Ride Metro bus</b>	1.56%	3.13%	1.82%	1.56%	1.30%	90.63%	<b>384</b>
<b>Ride School bus</b>	13.42%	7.85%	3.80%	1.52%	1.52%	71.90%	<b>395</b>

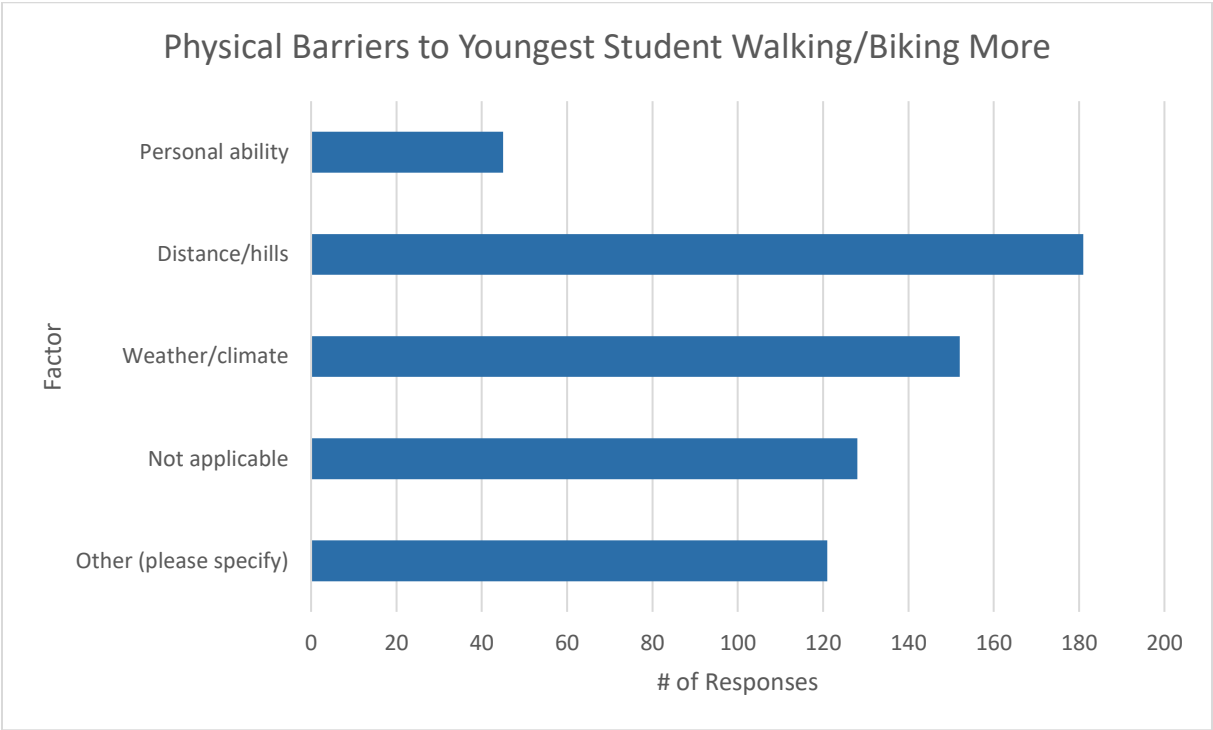
<b>Ride in family vehicle</b>	38.89%	18.36%	14.73%	9.66%	9.66%	8.70%	<b>414</b>
	161	76	61	40	40	36	

Q11. How interested are you in having your youngest student \_\_\_\_\_?



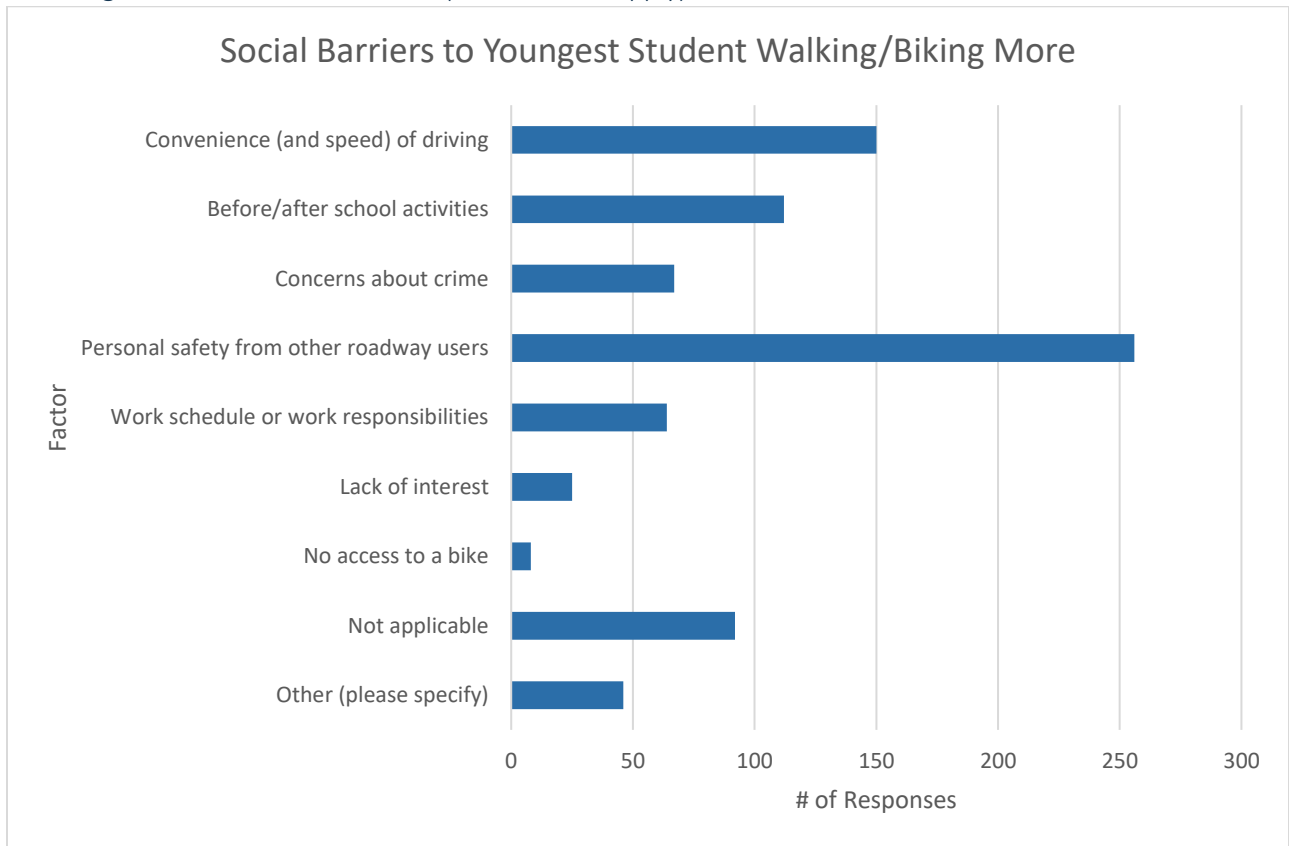
	<b>Extremely interested</b>	<b>Very interested</b>	<b>Moderately interested</b>	<b>Not very interested</b>	<b>Not at all interested</b>	<b>Total</b>
<b>Walk to school more</b>	36.92%	14.72%	13.32%	9.58%	25.47%	<b>428</b>
	158	63	57	41	109	
<b>Walk to the bus more</b>	14.39%	10.42%	11.66%	12.66%	50.87%	<b>403</b>
	58	42	47	51	205	
<b>Bicycle to school more</b>	24.06%	13.92%	15.80%	9.67%	36.56%	<b>424</b>
	102	59	67	41	155	

Q12. If physical factors keep your youngest student from walking or biking to/from school, which of the following best describes the reason? (check all that apply)



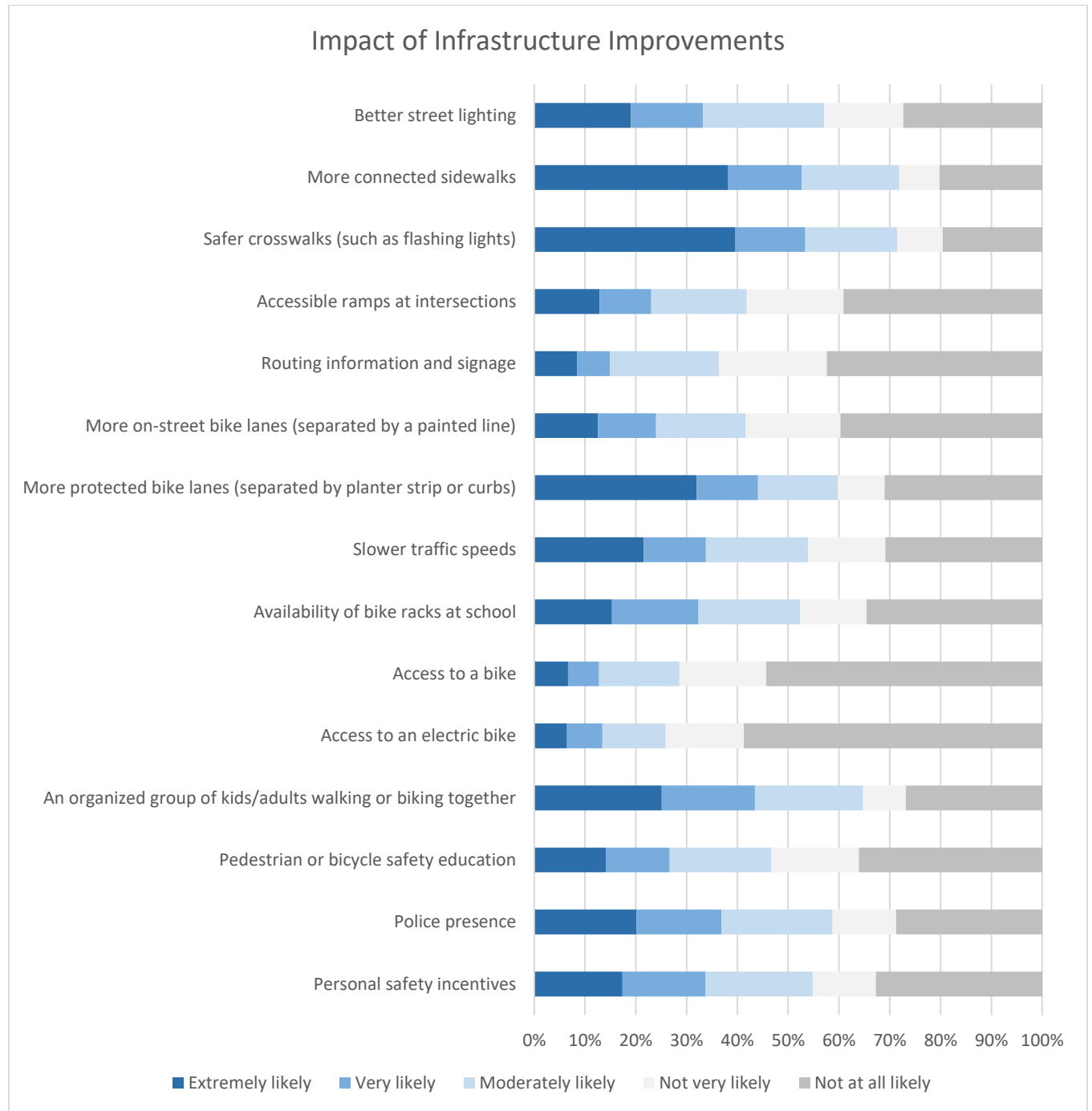
Answer	Responses	# of Responses
Personal ability	10.32%	45
Distance/hills	41.51%	181
Weather/climate	34.86%	152
Not applicable	29.36%	128
Other (please specify)	27.75%	121
<b>Total</b>		<b>436</b>

Q13. If social reasons keep your youngest student from walking or biking to/from school, which of the following best describes the reason? (check all that apply)



Answer	Responses	# of Responses
Convenience (and speed) of driving	34.32%	150
Before/after school activities	25.63%	112
Concerns about crime	15.33%	67
Personal safety from other roadway users	58.58%	256
Work schedule or work responsibilities	14.65%	64
Lack of interest	5.72%	25
No access to a bike	1.83%	8
Not applicable	21.05%	92
Other (please specify)	10.53%	46
<b>Total</b>		<b>437</b>

Q14. If the following street and sidewalk features were improved, how likely would your youngest student walk or bike to/ from school more?



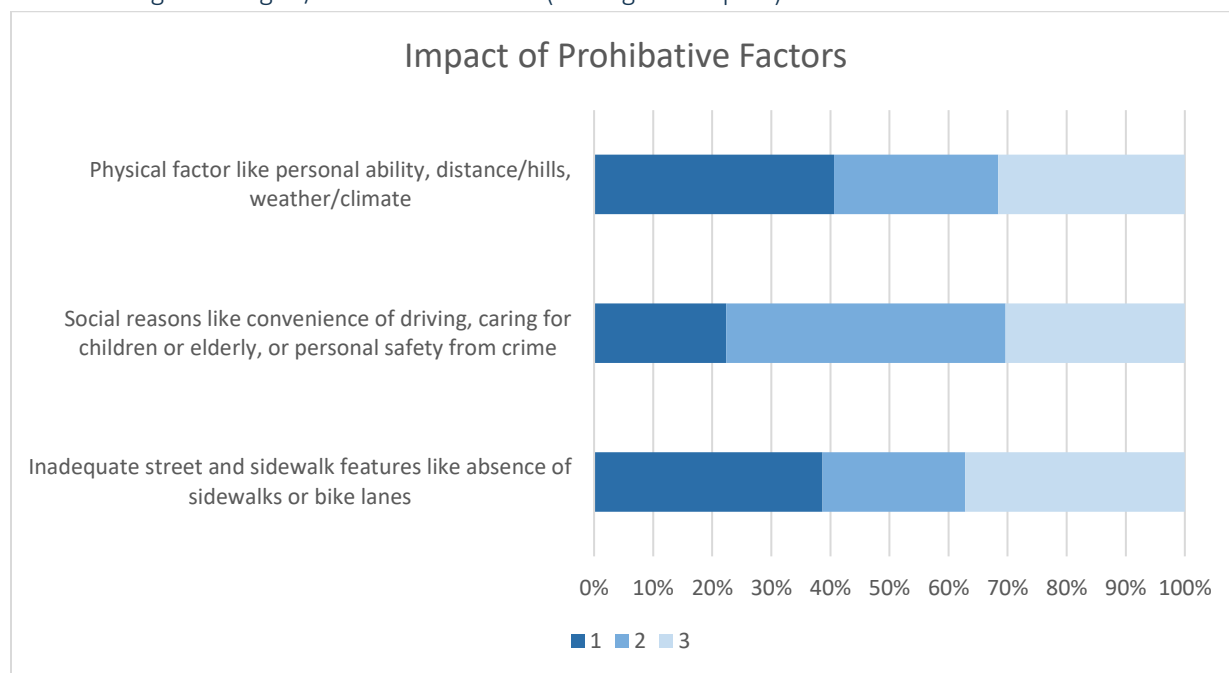
	Extremely likely	Very likely	Moderately likely	Not very likely	Not at all likely	Total
<b>Better street lighting</b>	19.02%	14.15%	23.90%	15.61%	27.32%	<b>410</b>
	78	58	98	64	112	

<b>More connected sidewalks</b>	38.22% 159	14.42% 60	19.23% 80	7.93% 33	20.19% 84	<b>416</b>
<b>Safer crosswalks (such as flashing lights)</b>	39.61% 164	13.77% 57	18.12% 75	8.94% 37	19.57% 81	<b>414</b>
<b>Accessible ramps at intersections</b>	12.87% 52	10.15% 41	18.81% 76	19.06% 77	39.11% 158	<b>404</b>
<b>Routing information and signage</b>	8.48% 34	6.48% 26	21.45% 86	21.20% 85	42.39% 170	<b>401</b>
<b>More on-street bike lanes (separated by a painted line)</b>	12.59% 52	11.38% 47	17.68% 73	18.64% 77	39.71% 164	<b>413</b>
<b>More protected bike lanes (separated by planter strip or curbs)</b>	31.96% 132	12.11% 50	15.74% 65	9.20% 38	30.99% 128	<b>413</b>
<b>Slower traffic speeds</b>	21.57% 88	12.25% 50	20.10% 82	15.20% 62	30.88% 126	<b>408</b>
<b>Availability of bike racks at school</b>	15.31% 62	17.04% 69	20.00% 81	13.09% 53	34.57% 140	<b>405</b>
<b>Access to a bike</b>	6.63% 26	6.12% 24	15.82% 62	17.09% 67	54.34% 213	<b>392</b>
<b>Access to an electric bike</b>	6.47% 26	6.97% 28	12.44% 50	15.42% 62	58.71% 236	<b>402</b>
<b>An organized group of kids/adults walking or biking together</b>	25.12% 104	18.36% 76	21.26% 88	8.45% 35	26.81% 111	<b>414</b>
<b>Pedestrian or bicycle</b>	14.07% 57	12.59% 51	20.00% 81	17.28% 70	36.05% 146	<b>405</b>



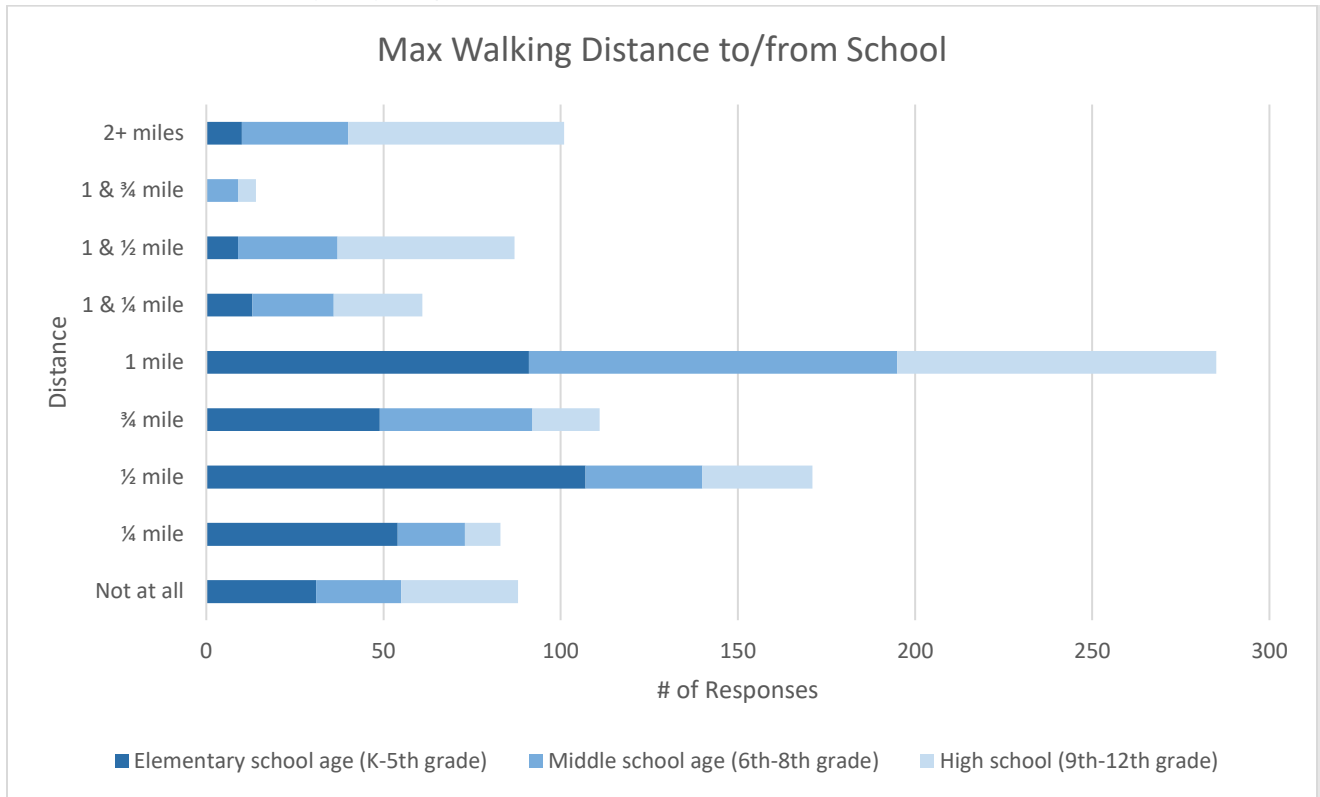
<b>safety education</b>						
<b>Police presence</b>	20.15%	16.71%	21.87%	12.53%	28.75%	<b>407</b>
	82	68	89	51	117	
<b>Personal safety incentives</b>	17.37%	16.38%	21.09%	12.41%	32.75%	<b>403</b>
	70	66	85	50	132	

Q15. Rank the following factors from highest to lowest impact on what is keeping your youngest student from walking or biking to/from school more? (1 is highest impact)



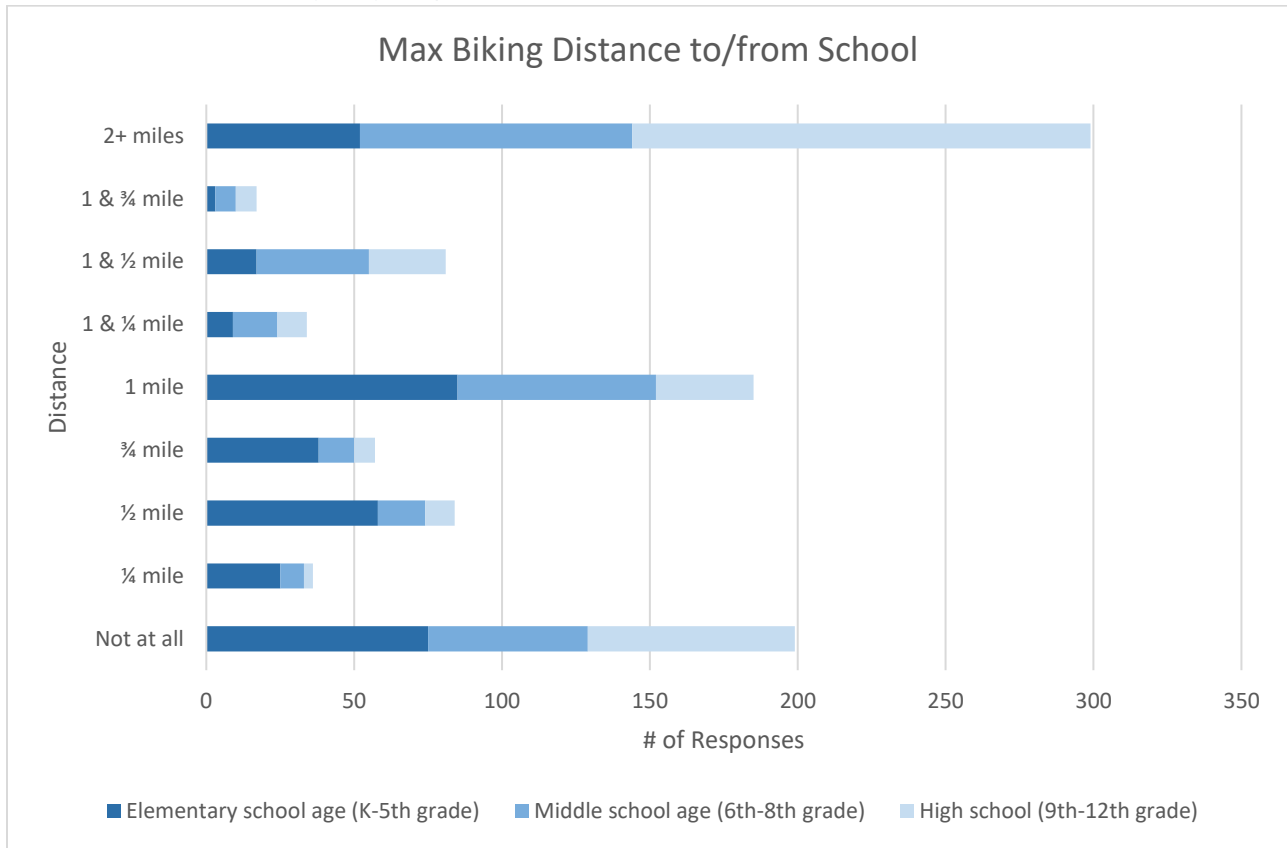
	<b>1</b>	<b>2</b>	<b>3</b>	<b>Total</b>	<b>Score</b>
<b>Physical factor like personal ability, distance/hills, weather/climate</b>	40.60% 162	27.82% 111	31.58% 126	<b>399</b>	<b>2.09</b>
<b>Social reasons like convenience of driving, caring for children or elderly, or personal safety from crime</b>	22.39% 90	47.26% 190	30.35% 122	<b>402</b>	<b>1.92</b>
<b>Inadequate street and sidewalk features like absence of sidewalks or bike lanes</b>	38.65% 160	24.15% 100	37.20% 154	<b>414</b>	<b>2.01</b>

Q16. What is the farthest your youngest student would walk to/from school?



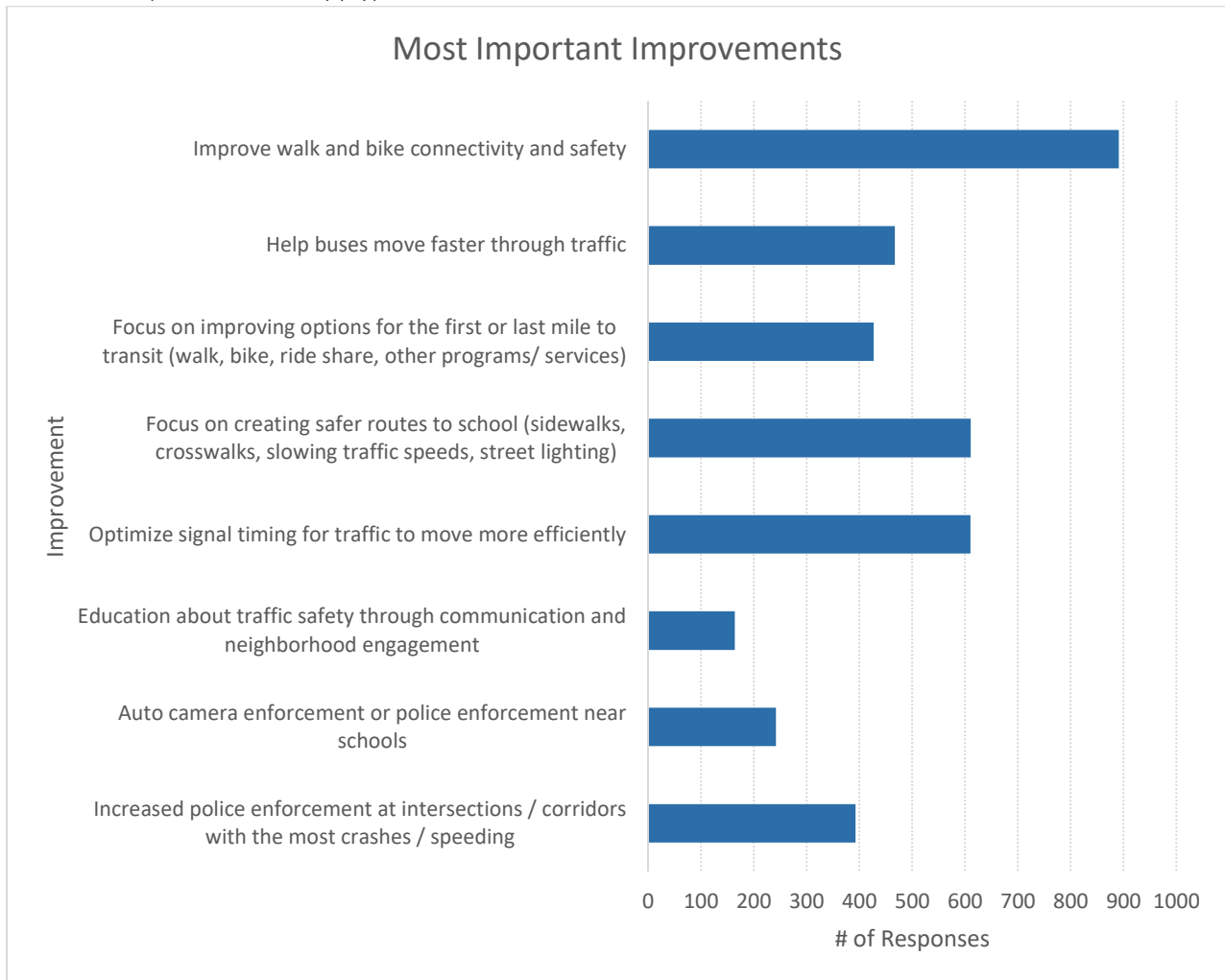
	Not at all	1/4 mile	1/2 mile	3/4 mile	1 mile	1 & 1/4 mile	1 & 1/2 mile	1 & 3/4 mile	2+ miles	Total
<b>Elementary school age (K-5<sup>th</sup> grade)</b>	8.52%	14.84%	29.40%	13.46%	25.00%	3.57%	2.47%	0.00%	2.75%	<b>364</b>
	31	54	107	49	91	13	9	0	10	
<b>Middle school age (6<sup>th</sup>-8<sup>th</sup> grade)</b>	7.67%	6.07%	10.54%	13.74%	33.23%	7.35%	8.95%	2.88%	9.58%	<b>313</b>
	24	19	33	43	104	23	28	9	30	
<b>High school (9<sup>th</sup>-12<sup>th</sup> grade)</b>	10.19%	3.09%	9.57%	5.86%	27.78%	7.72%	15.43%	1.54%	18.83%	<b>324</b>
	33	10	31	19	90	25	50	5	61	

Q17. What is the farthest your youngest student would bike to/from school?



	Not at all	¼ mile	½ mile	¾ mile	1 mile	1 & ¼ mile	1 & ½ mile	1 & ¾ mile	2+ miles	Total
<b>Elementary school age (K-5<sup>th</sup> grade)</b>	20.72%	6.91%	16.02%	10.50%	23.48%	2.49%	4.70%	0.83%	14.36%	<b>362</b>
	75	25	58	38	85	9	17	3	52	
<b>Middle school age (6<sup>th</sup>-8<sup>th</sup> grade)</b>	17.48%	2.59%	5.18%	3.88%	21.68%	4.85%	12.30%	2.27%	29.77%	<b>309</b>
	54	8	16	12	67	15	38	7	92	
<b>High school (9<sup>th</sup>-12<sup>th</sup> grade)</b>	21.81%	0.93%	3.12%	2.18%	10.28%	3.12%	8.10%	2.18%	48.29%	<b>321</b>
	70	3	10	7	33	10	26	7	155	

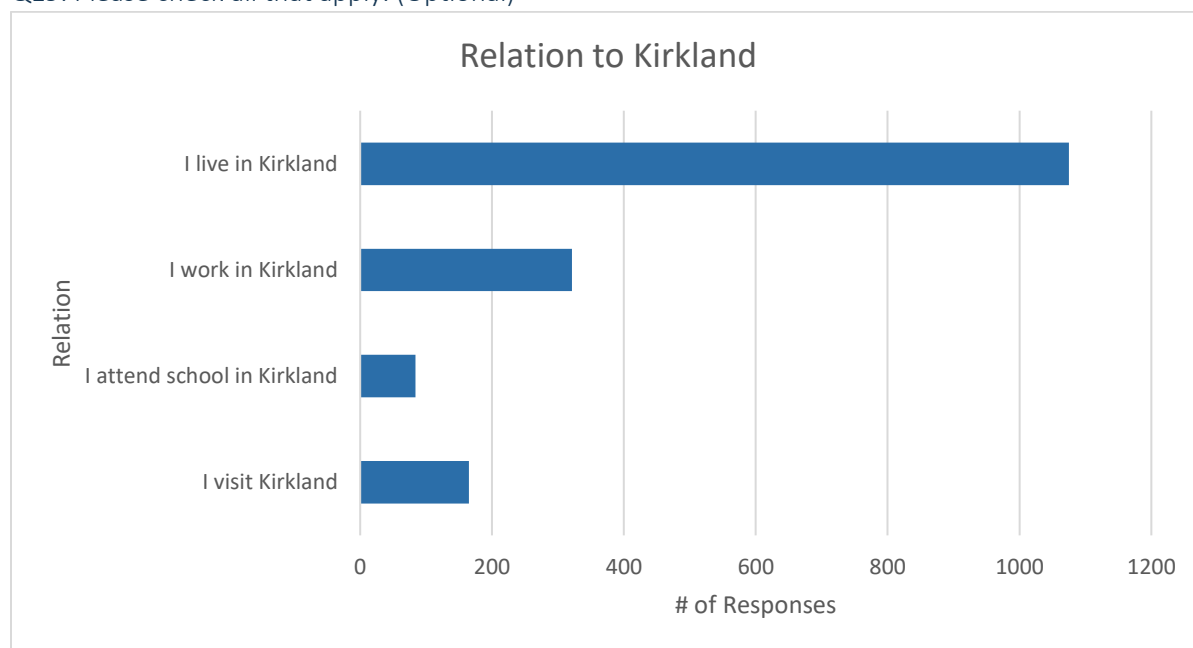
Q18. Please identify the following transportation improvements you think are most important for the City to focus on. (check all that apply)



Answer	Responses	# of Responses
Improve walk and bike connectivity and safety	74.56%	891
Help buses move faster through traffic	39.08%	467
Focus on improving options for the first or last mile to transit (walk, bike, ride share, other programs/ services)	35.73%	427
Focus on creating safer routes to school (sidewalks, crosswalks, slowing traffic speeds, street lighting)	51.13%	611
Optimize signal timing for traffic to move more efficiently	51.05%	610
Education about traffic safety through communication and neighborhood engagement	13.72%	164

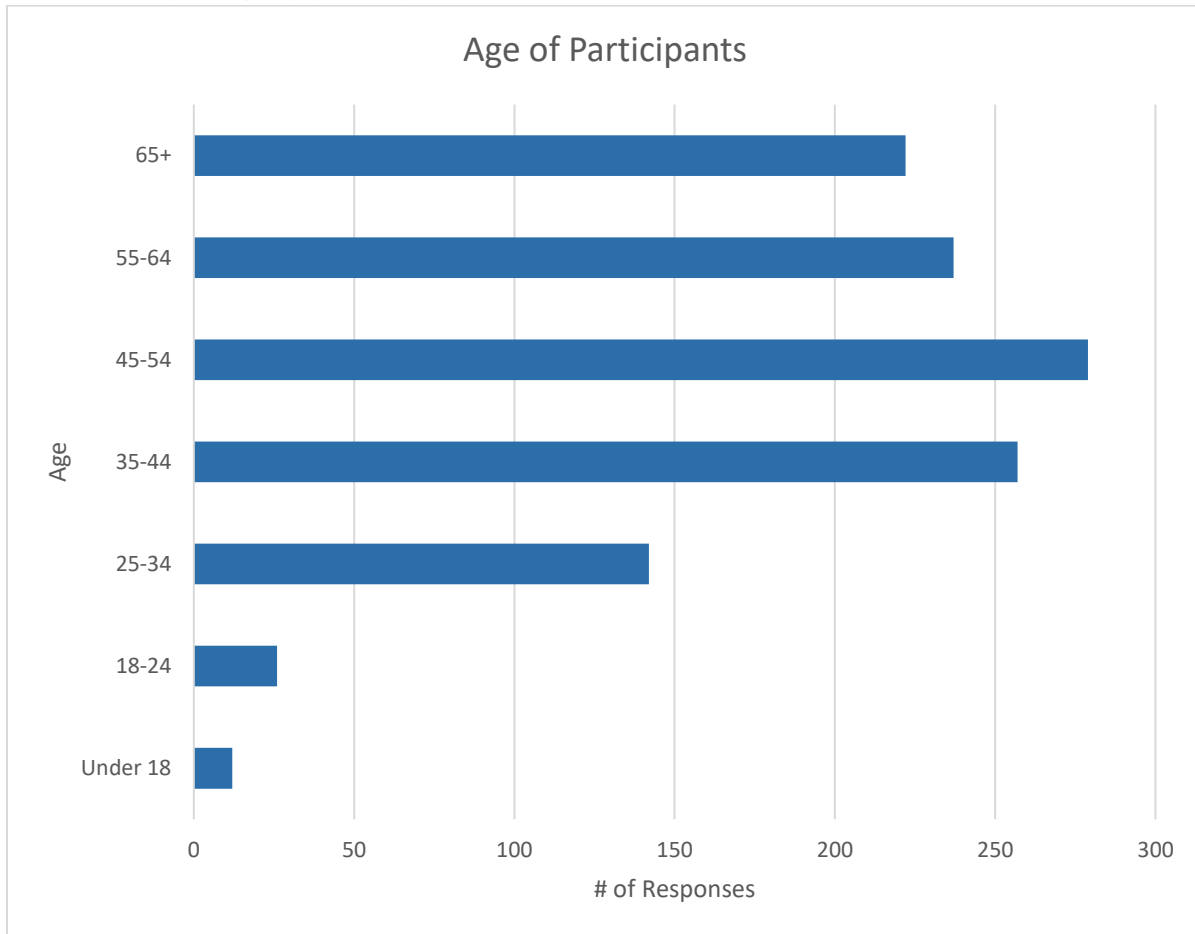
Auto camera enforcement or police enforcement near schools	20.25%	242
Increased police enforcement at intersections / corridors with the most crashes / speeding	32.89%	393
<b>Total</b>		<b>1,195</b>

Q19. Please check all that apply. (Optional)



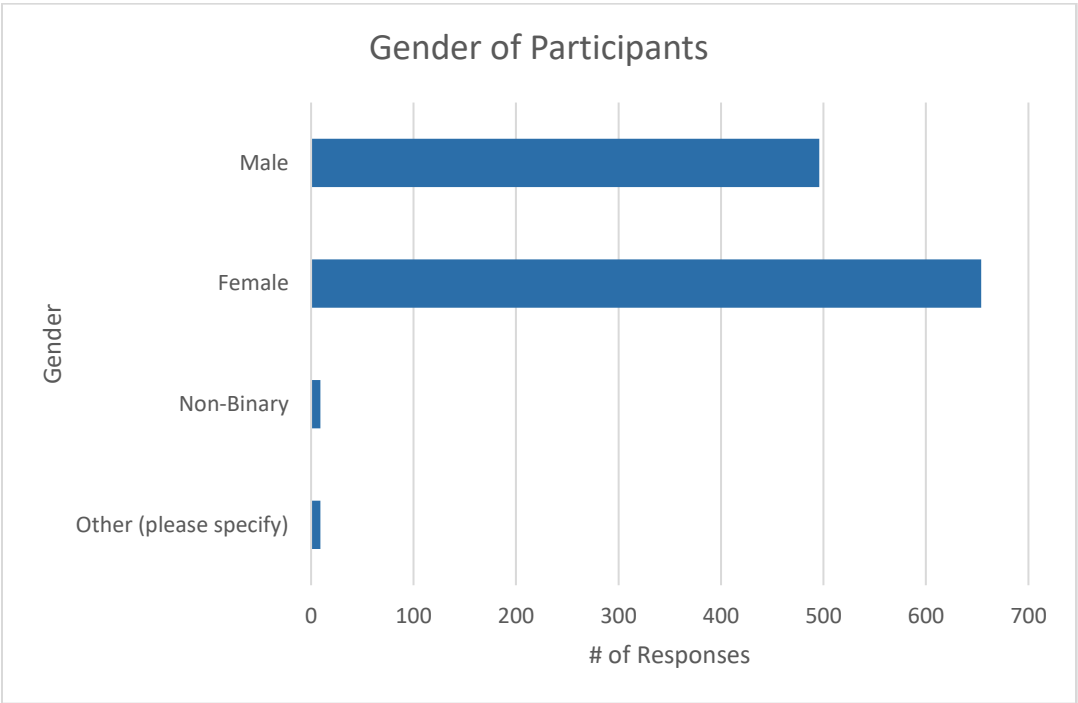
Answer	Responses	# of Responses
I live in Kirkland	89.58%	1,075
I work in Kirkland	26.75%	321
I attend school in Kirkland	7.00%	84
I visit Kirkland	13.75%	165
<b>Total</b>		<b>1,200</b>

Q20. What is your age? (Optional)



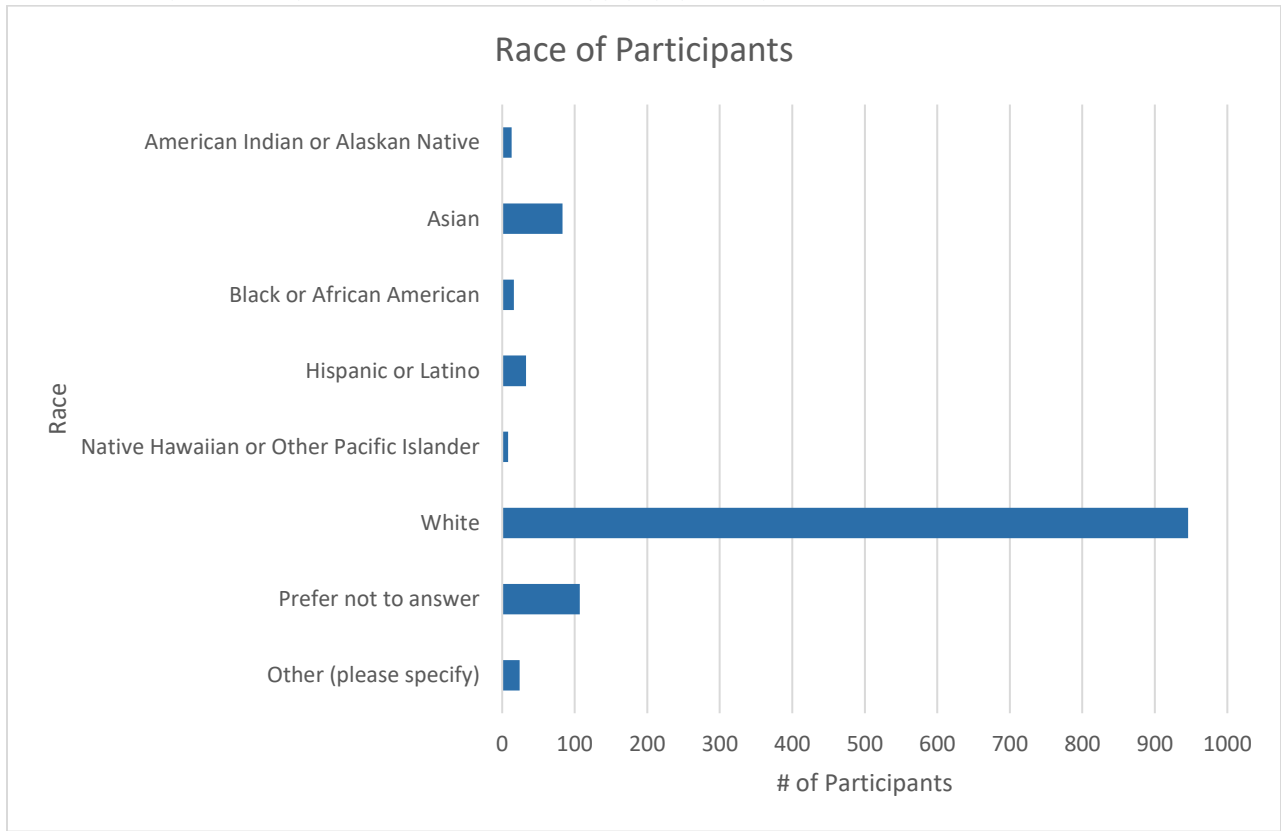
Answer	Responses	# of Responses
Under 18	1.02%	12
18-24	2.21%	26
25-34	12.09%	142
35-44	21.87%	257
45-54	23.74%	279
55-64	20.17%	237
65+	18.89%	222
<b>Total</b>		<b>1,175</b>

Q21. Which gender do you identify with? (Optional)



Answer	Responses	# of Responses
Male	42.47%	496
Female	55.99%	654
Non-Binary	0.77%	9
Other (please specify)	0.77%	9
<b>Total</b>		<b>1,168</b>

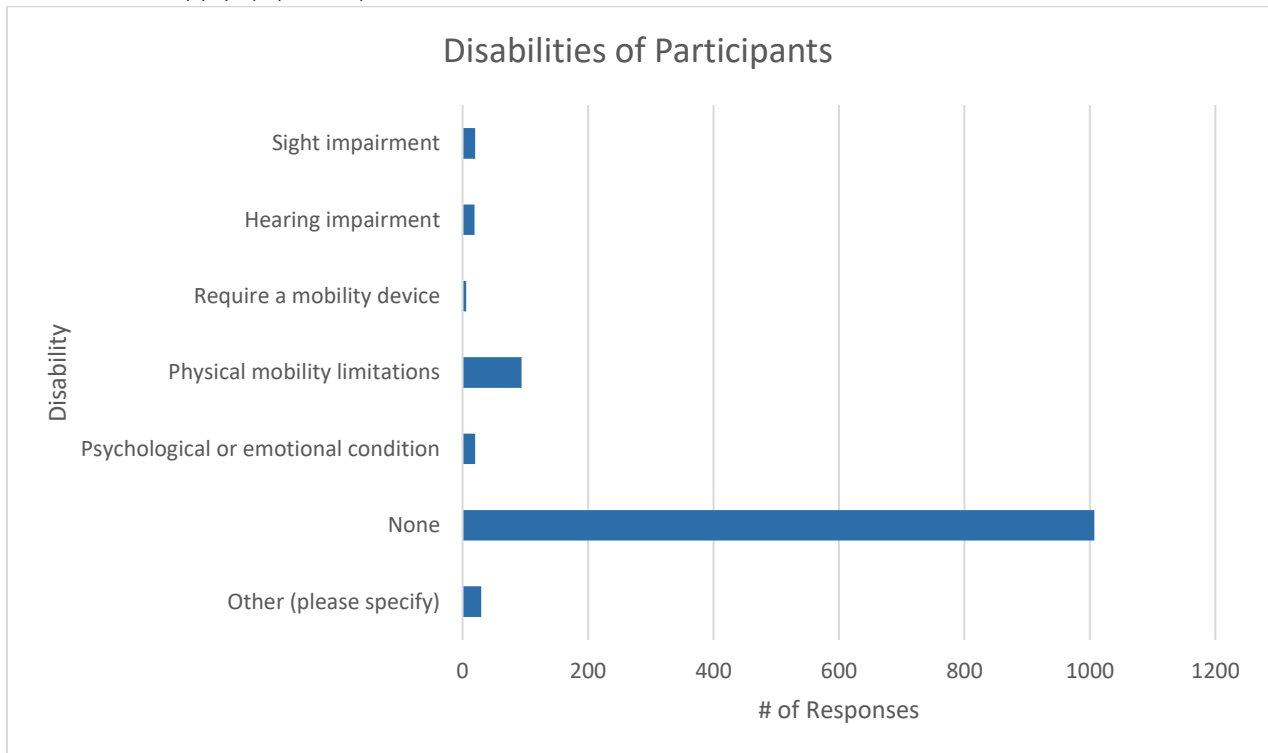
Q22. How do you identify? Please select all that apply. (Optional)



Answer	Responses	# of Responses
American Indian or Alaskan Native	1.11%	13
Asian	7.12%	83
Black or African American	1.37%	16
Hispanic or Latino	2.83%	33
Native Hawaiian or Other Pacific Islander	0.69%	8
White	81.13%	946
Prefer not to answer	9.18%	107
Other (please specify)	2.06%	24
<b>Total</b>		<b>1,166</b>

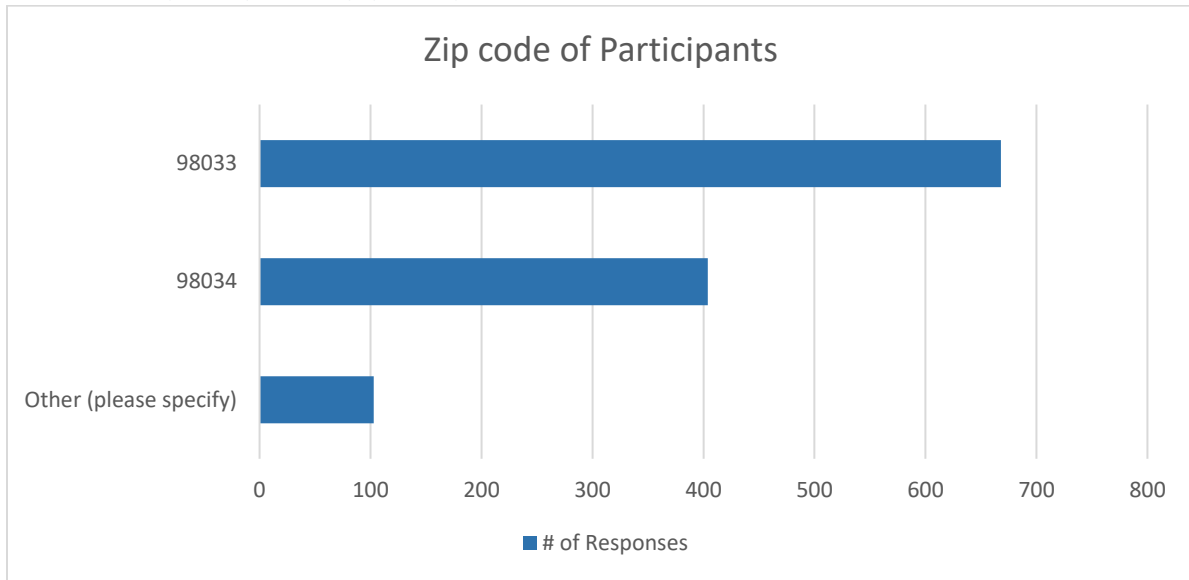


Q23. Do you experience a disability or other condition that affects your choice to walk or bike? Please select all that apply. (Optional)



Answer	Responses	# of Responses
Sight impairment	1.72%	20
Hearing impairment	1.63%	19
Require a mobility device	0.52%	6
Physical mobility limitations	8.08%	94
Psychological or emotional condition	1.72%	20
None	86.51%	1007
Other (please specify)	2.58%	30
<b>Total</b>		<b>1,164</b>

Q24. What is your zip code? (Optional)

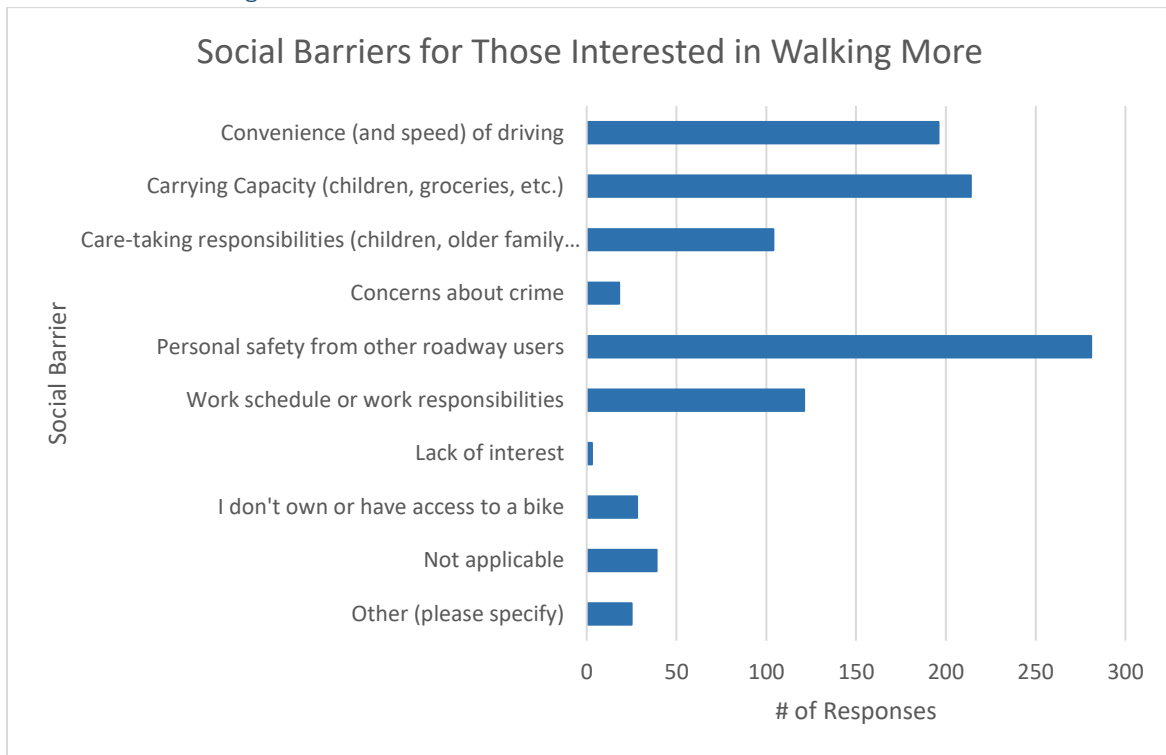


Answer	Responses	# of Responses
98033	57.09%	668
98034	34.53%	404
Other (please specify)	8.80%	103
<b>Total</b>		<b>1,170</b>

Cross-Question Analysis

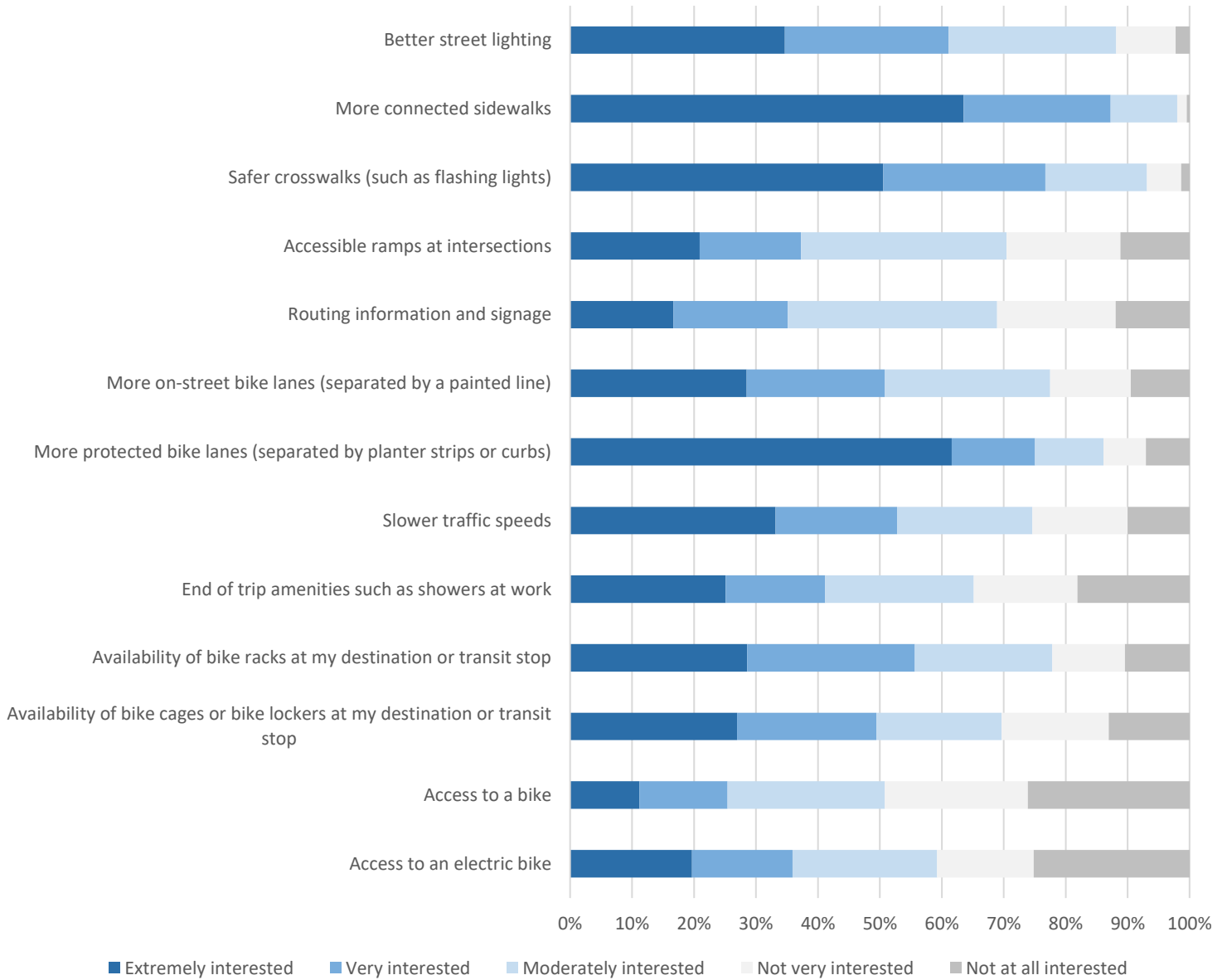
## Barriers to Walking and/or Biking

### Interested in Walking More



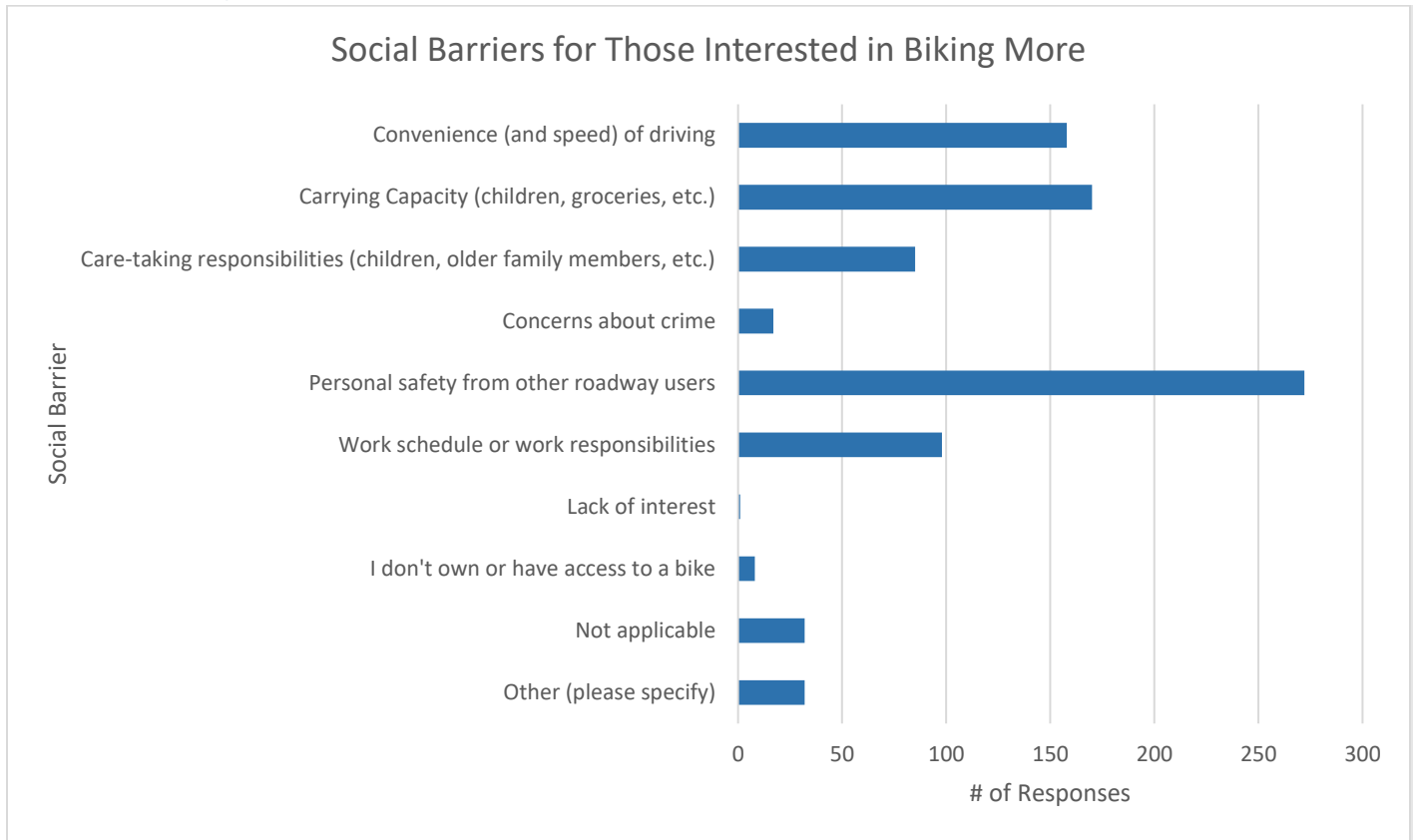
1. Crosstab of Q3 answers: extremely and very interested in walking more for personal, school, and work trips and Q5.

## Infrastructure Barriers for Those Interested in Walking More



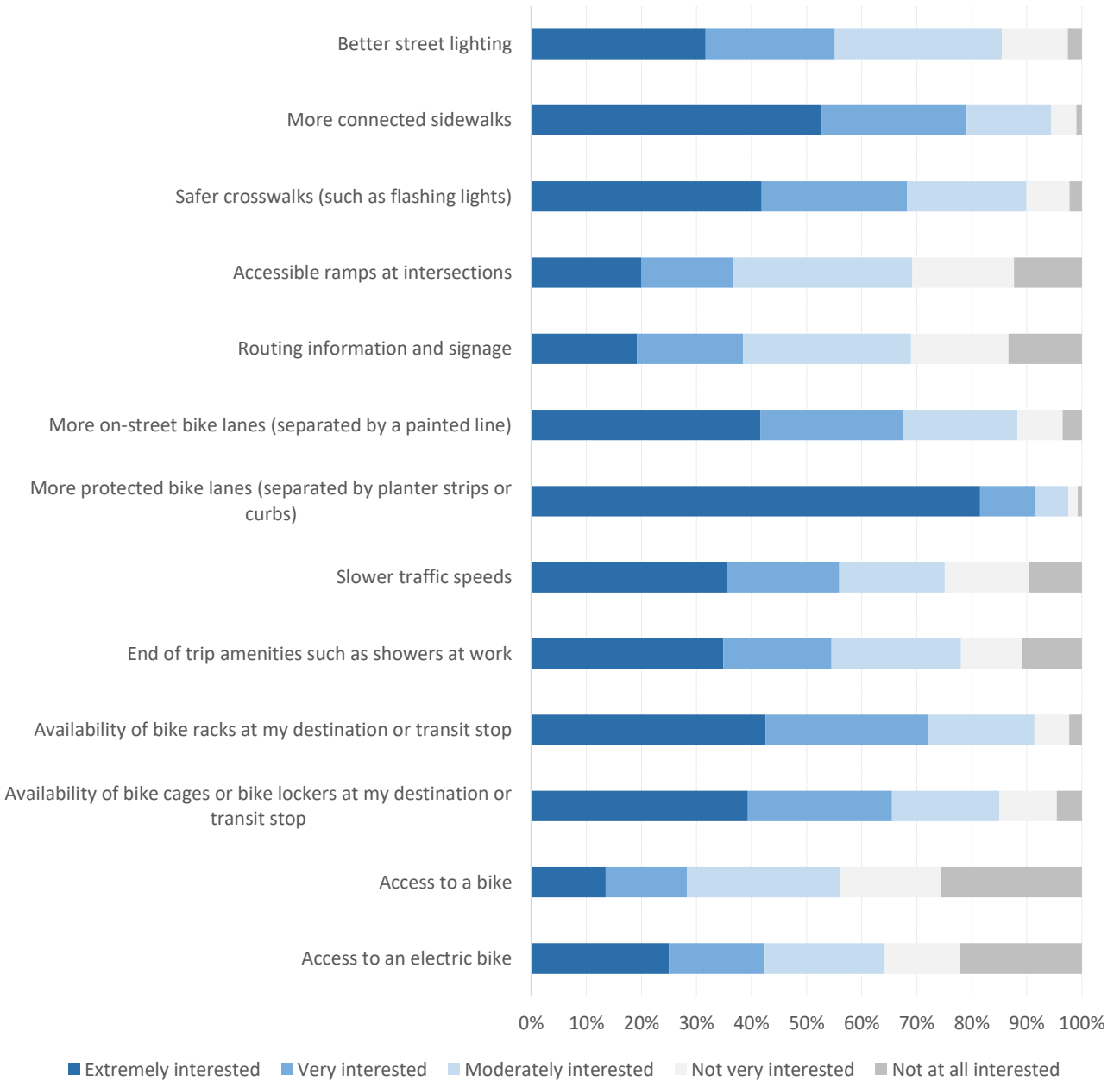
2. Crosstab of Q3 answers: extremely and very interested in walking more for personal, school, and work trips and Q6.

Interested in Biking More



3. Crosstab of Q3 answers: extremely and very interested in biking more for personal, school, and work trips and Q5.

## Infrastructure Barriers for Those Interested in Biking More

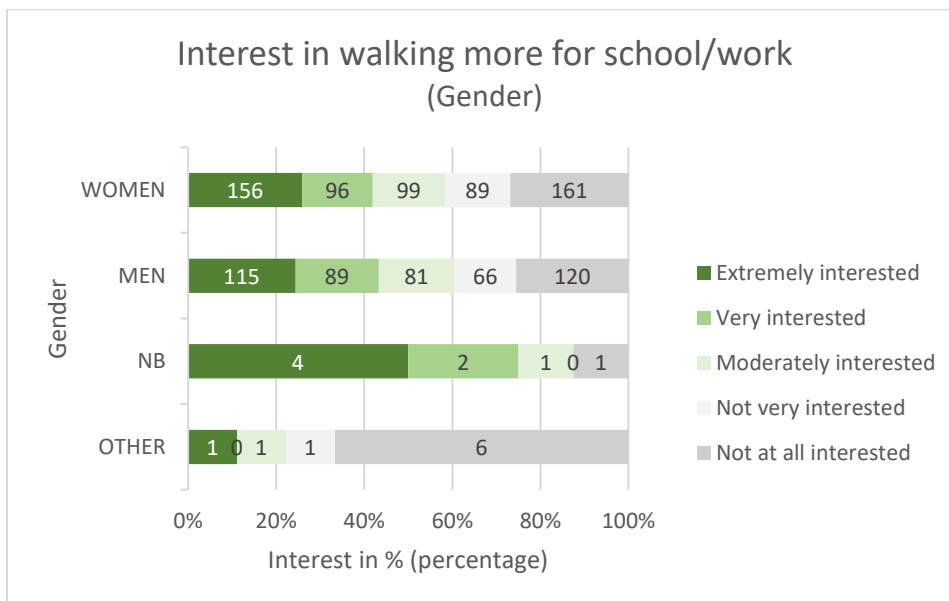
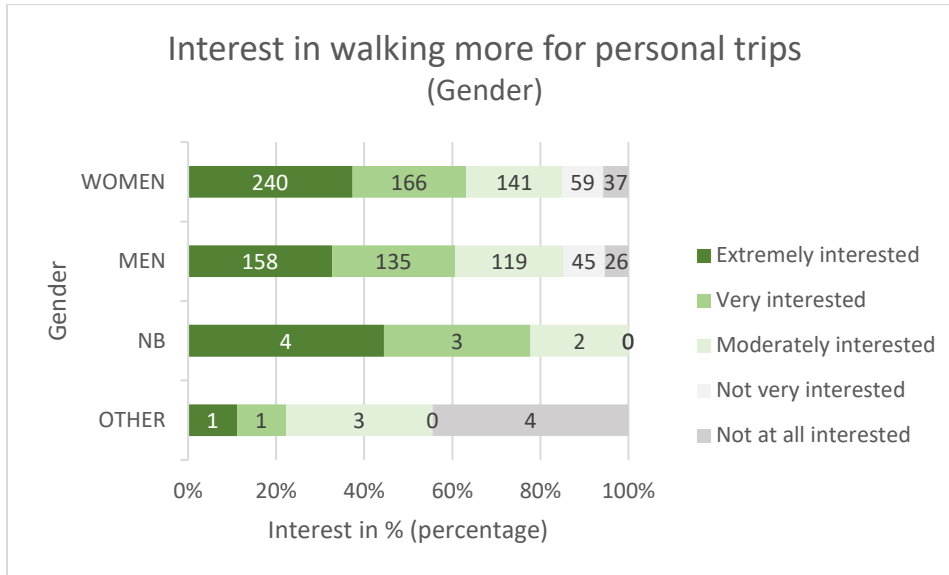


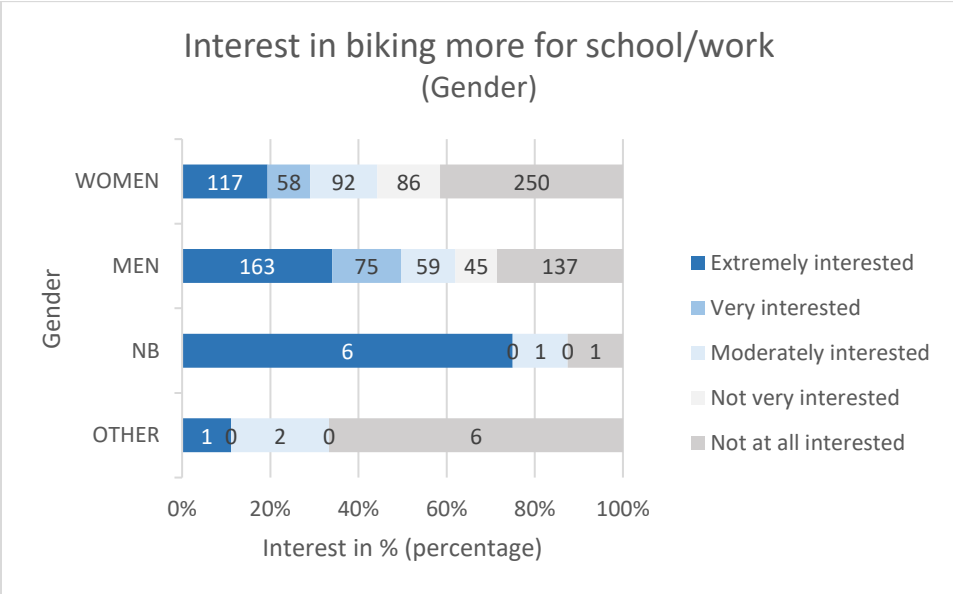
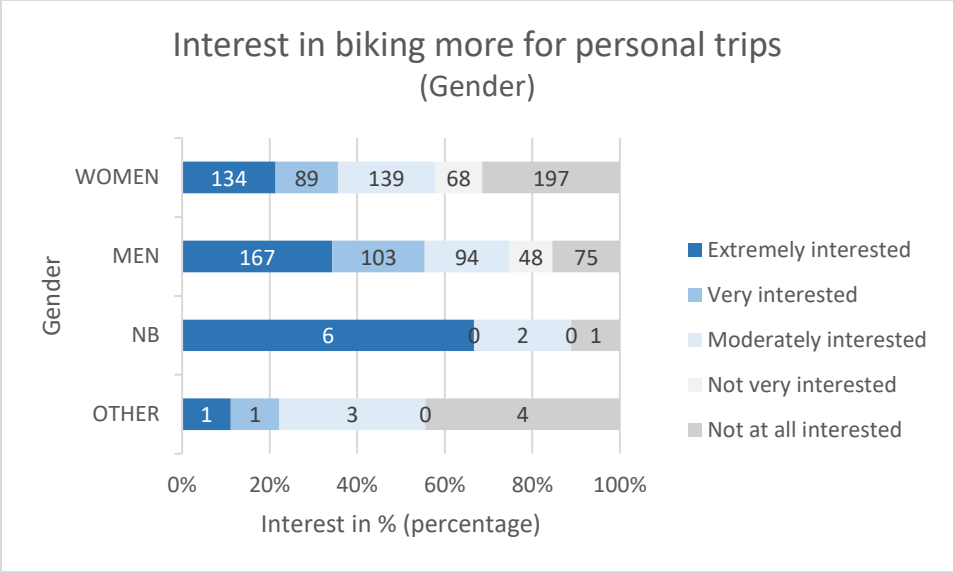
4 Crosstab of Q3 answers: extremely and very interested in biking more for personal, school, and work trips and Q6.

The following analyses were parsed out by demographics including gender, relation to Kirkland (live/work/etc.), race, age, and zip code.

## Interest in Walking and/or Biking

### Gender

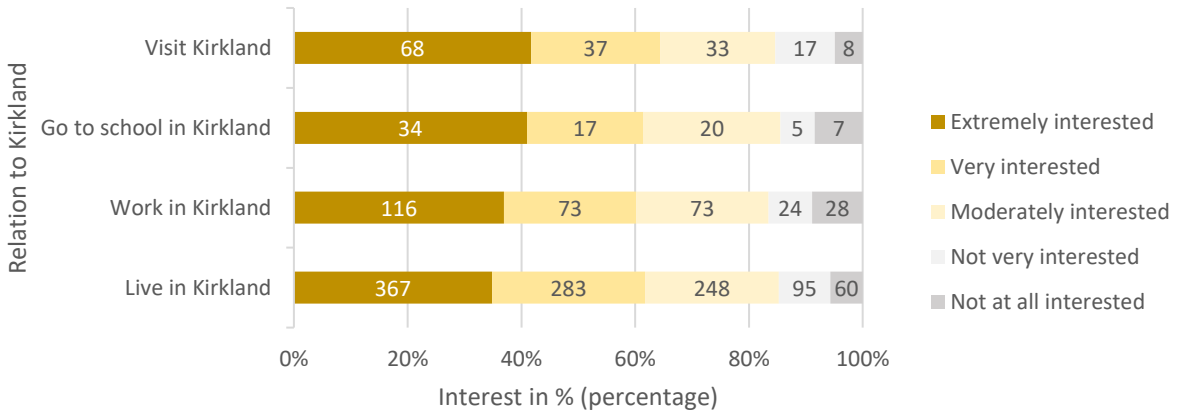




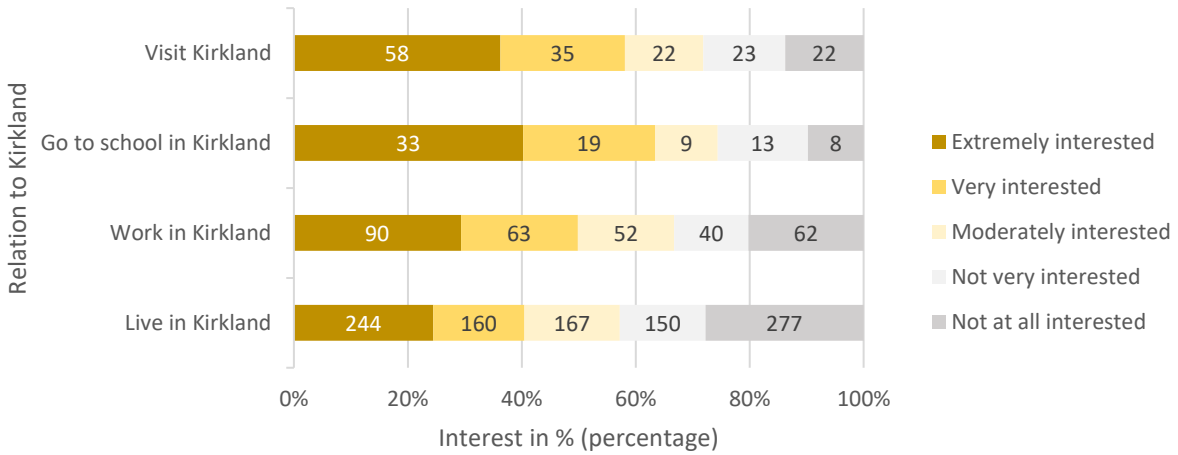
*Relation to Kirkland*

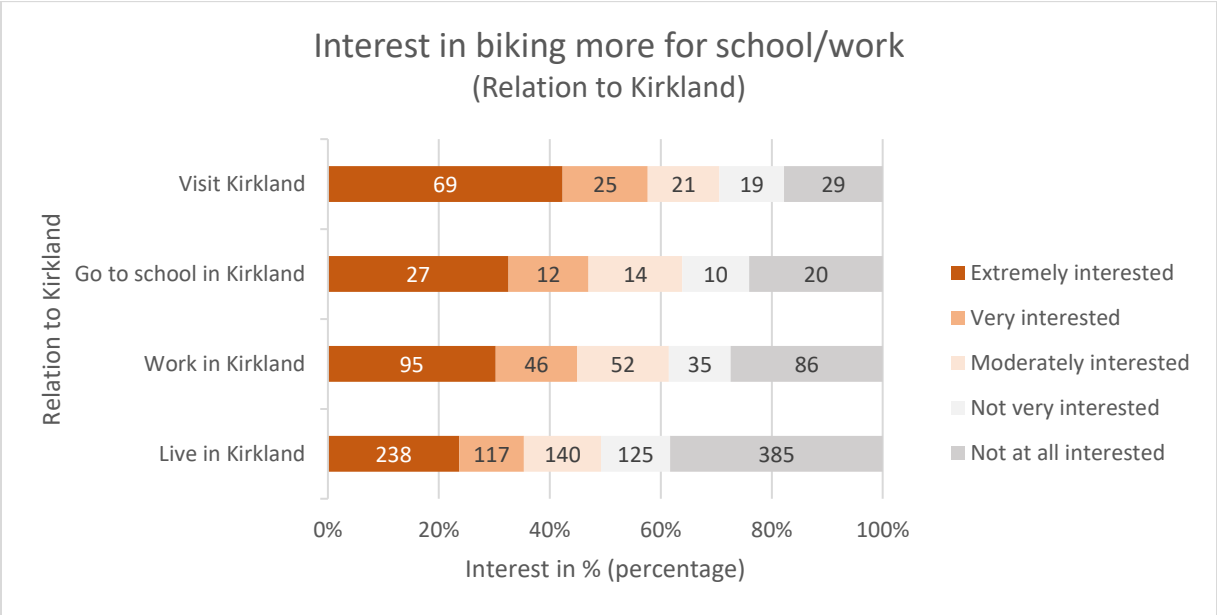
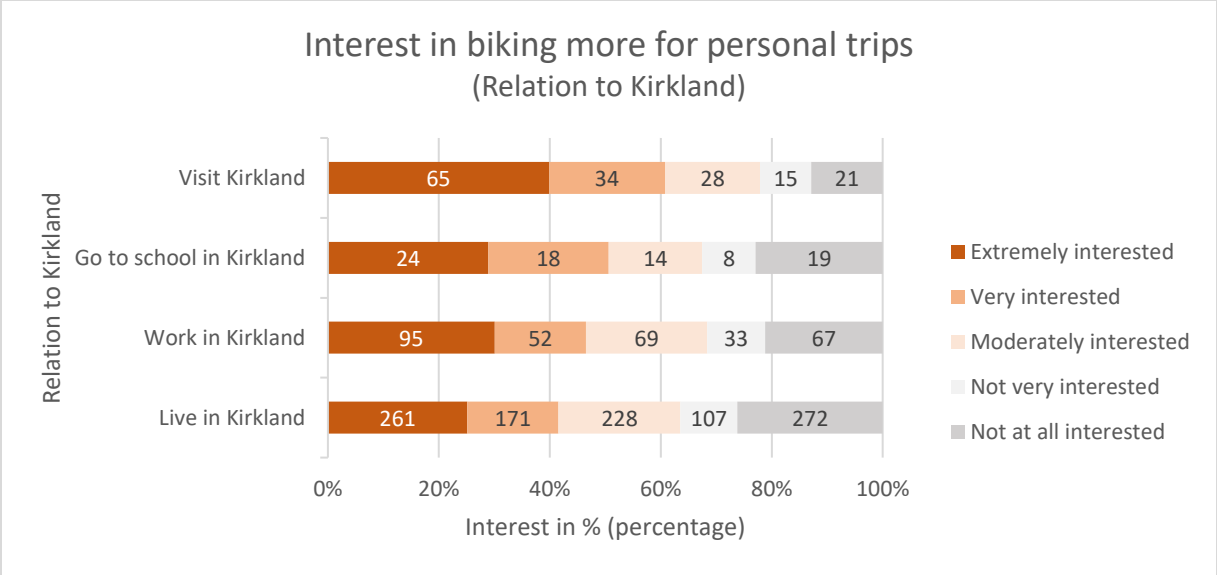


### Interest in walking more for personal trips (Relation to Kirkland)

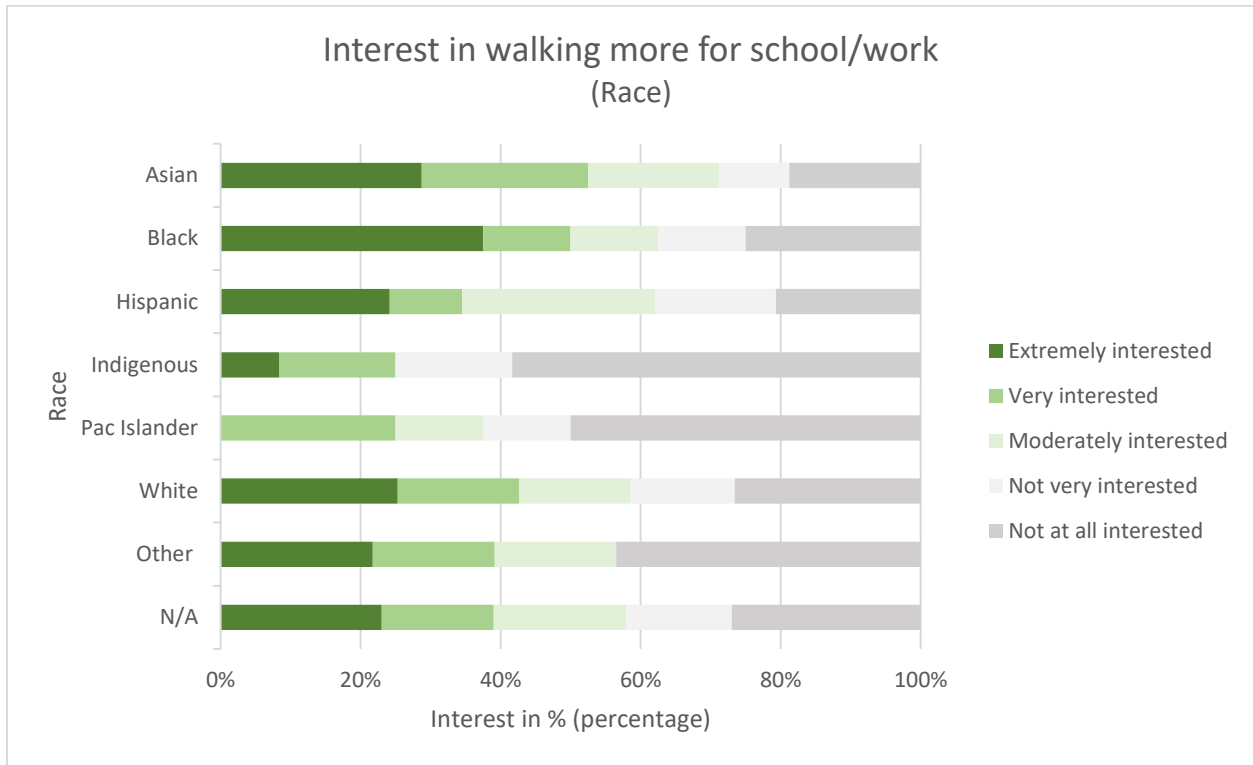


### Interest in walking more for school/work (Relation to Kirkland)

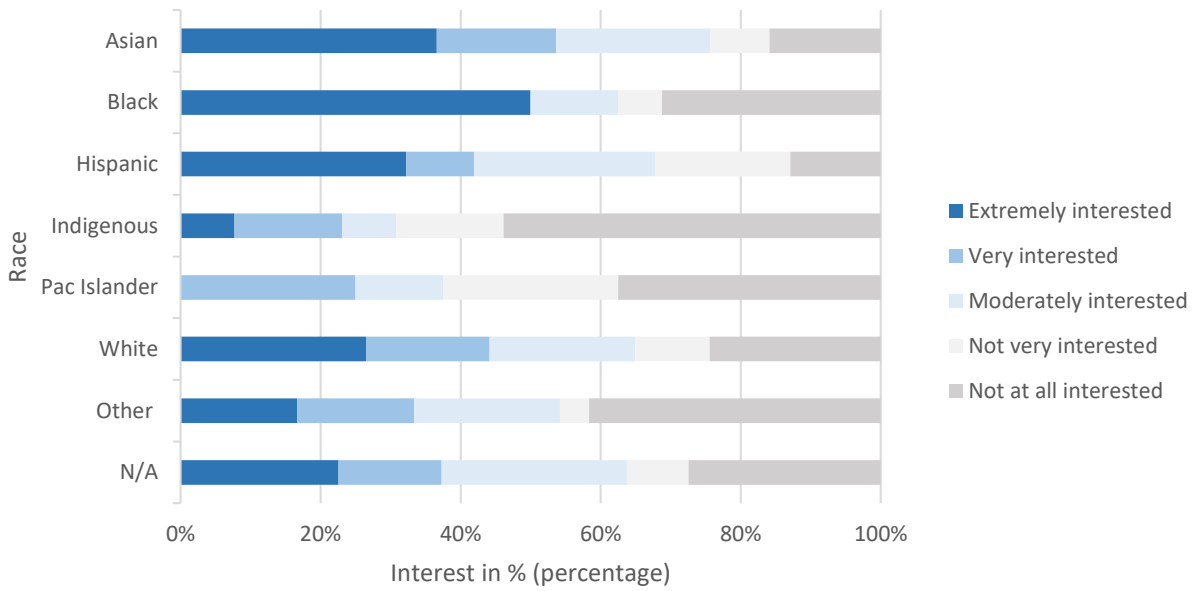




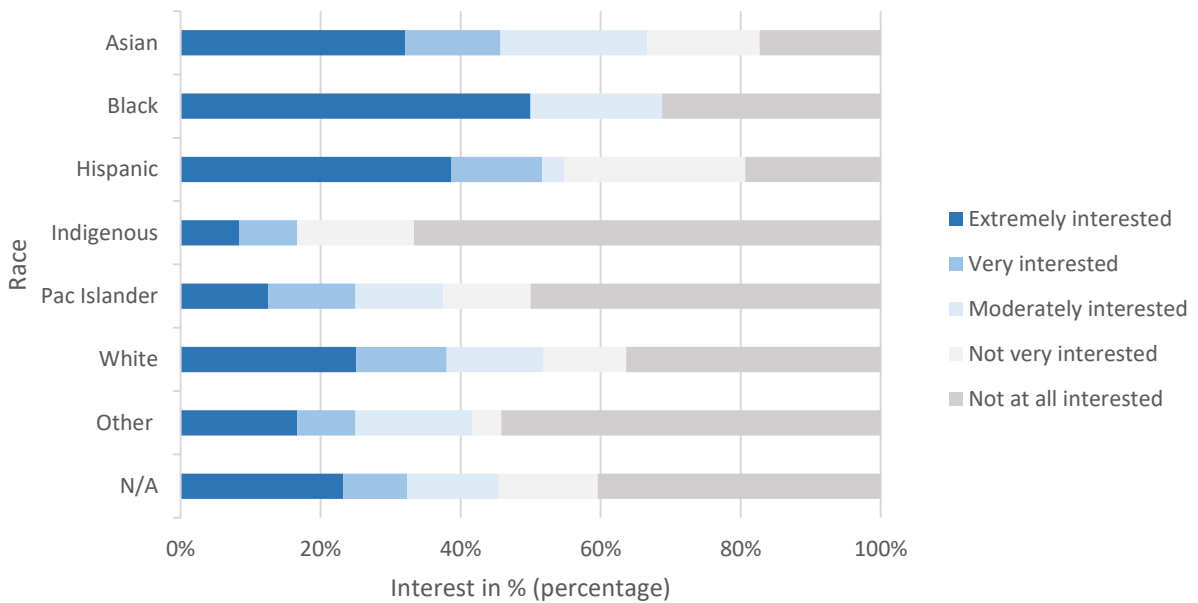
Race



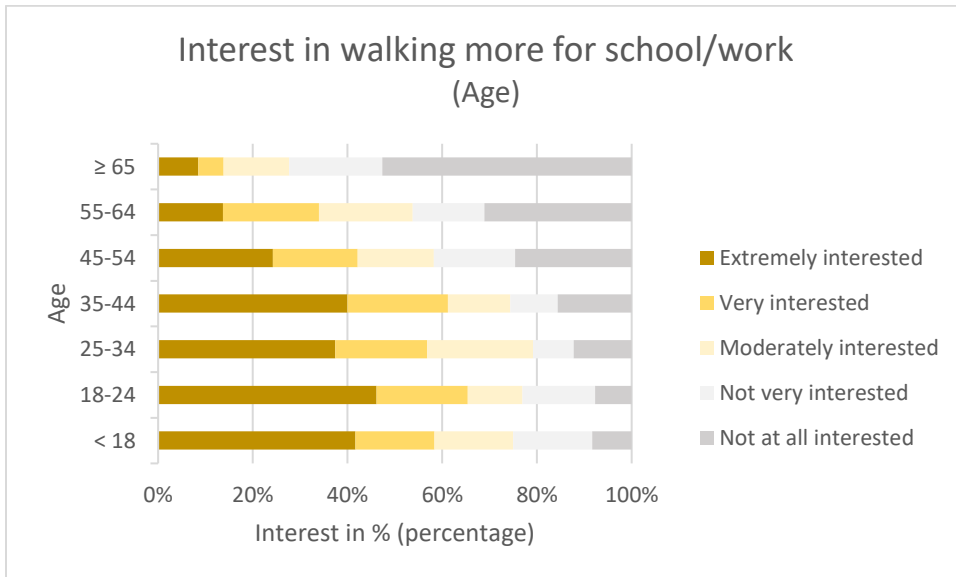
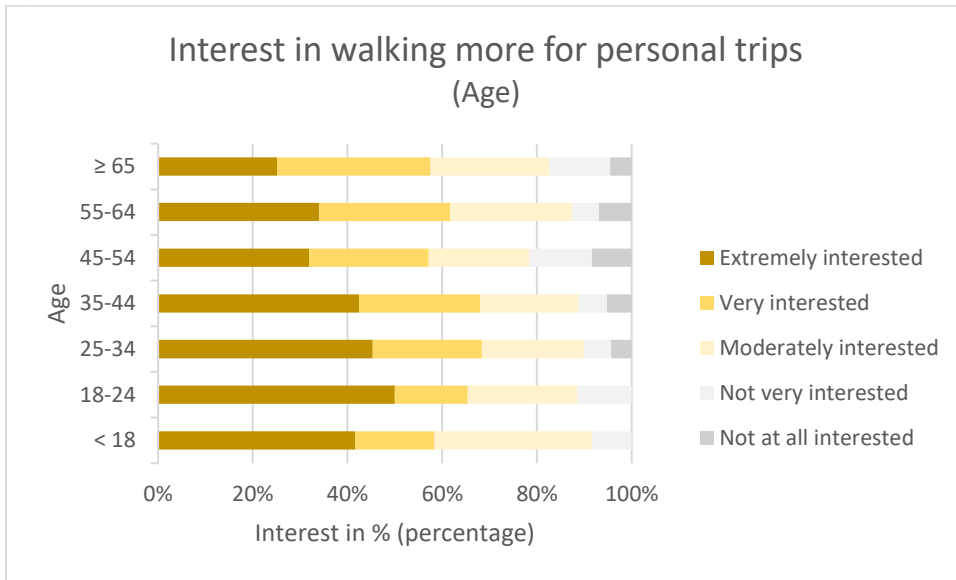
### Interest in biking more for personal trips (Race)



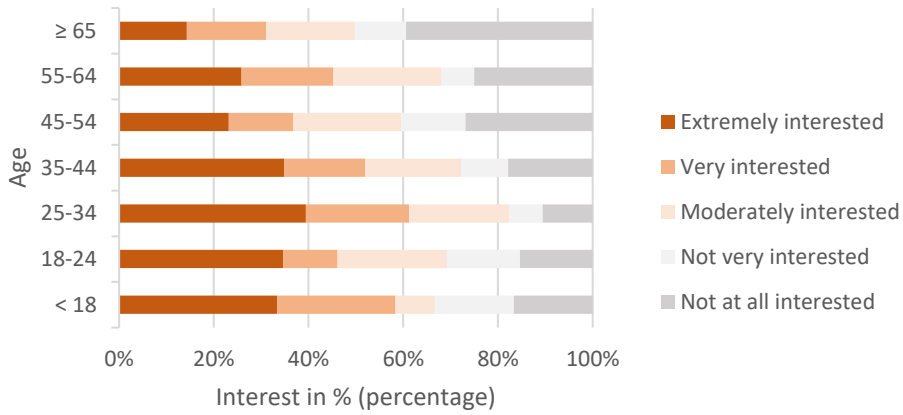
### Interest in biking more for school/work (Race)



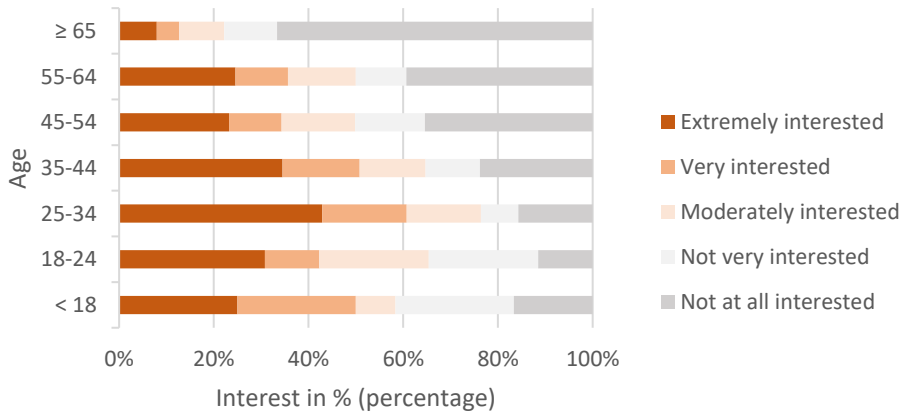
Age



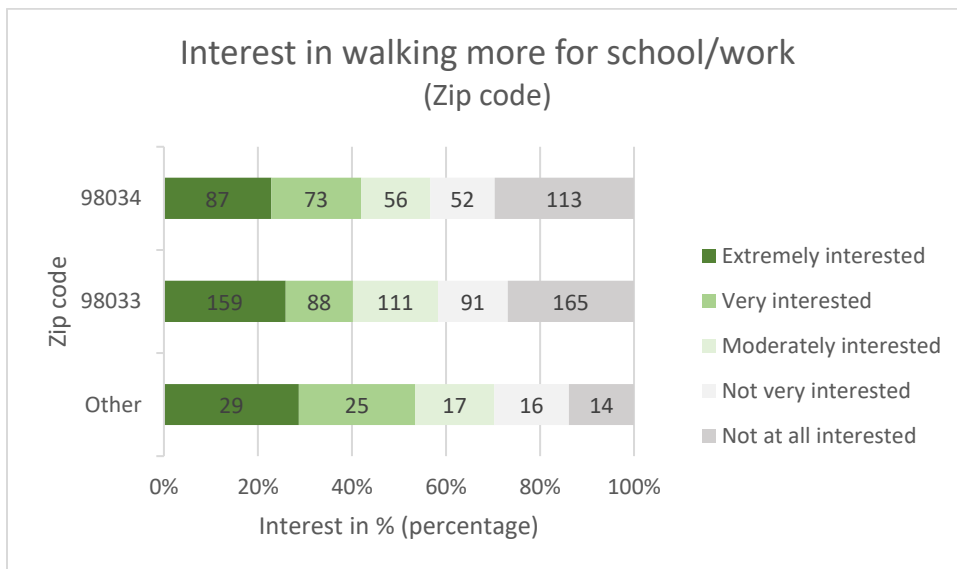
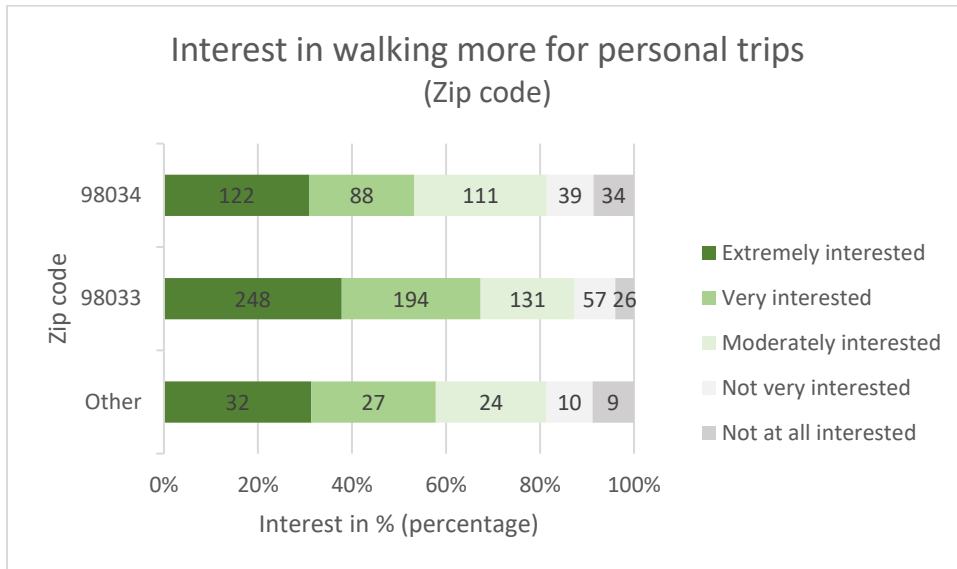
### Interest in biking more for personal trips (Age)

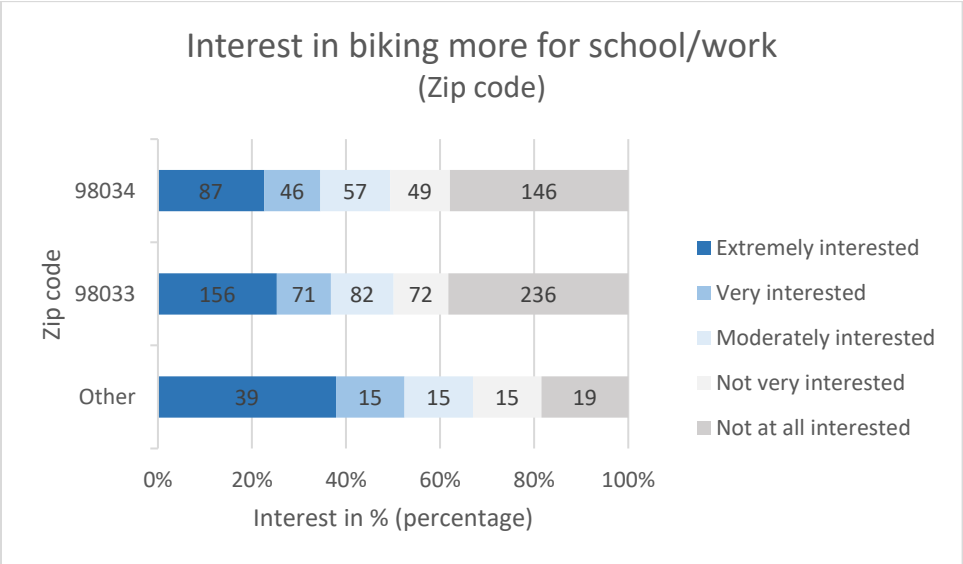
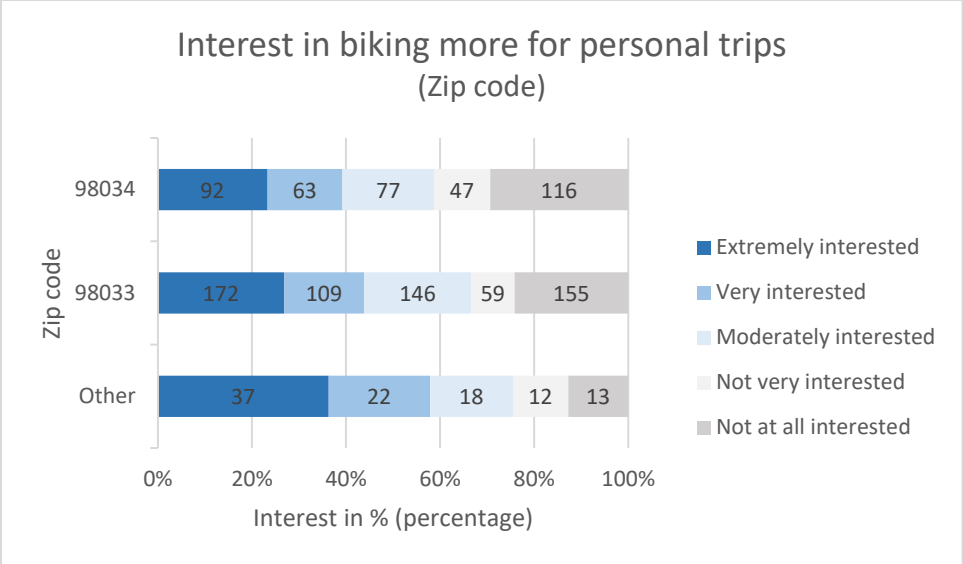


### Interest in biking more for school/work (Age)



Zip Code





Comments received through the on-line public comment portal –  
November 2021 – March 2022:



Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 10	<p>I just saw some of the updates to the neighborhood safety program and ATP posted on the transportation commission web page - it's great to see these coming together!</p> <p>Regarding the Market Street example, I was wondering if there has ever been any consideration to removing the parking lane(s). In my experience, aside from the first 2-3 blocks from downtown, the parking is incredibly underutilized. Moreover, there are side streets every 100 feet, almost all of which have open parking on both sides as far as the eye can see. Has there been historical opposition or some other context I'm not aware of?</p> <p>Granted, I'm not sure if protected bike lanes are the best use of the space (a northbound bus lane may be more valuable, IMO).</p>	Project Comment/ Suggestion	Market St	There is a NB Bus Lane planned north of 18th Ave. The ATP recommends evaluating parking utilization along the corridor to correspond to the design of the transit only lane project.
Comment 11.1	1. Getting people to drive slower is the real goal. One tool might be lowering the speed limit and enforcement, but I think it's critically important to keep the goal in mind and not to think that lowering the speed limit will necessarily cause people to drive slower. The driving environment is the real key.	General Comment	Speeds	Comment noted
Comment 11.2	2. All day speed limits at schools are a bad idea. It's worse to have flashers going all the time. I don't know if there are studies to support this, but I believe that having flashers for a small amount of time gets people's attention better than something that is always flashing. After all, if it's always a school speed limit, then it's just a speed limit.	General Comment	School Zones	Comment noted
Comment 11.3	3. Traffic stops with armed officers are dangerous and a prime source of use of excessive force with people of color. If you change speed limits so that they require high amounts of enforcement (eg 15 MPH), you'll increase the necessity for these stops. Something to think about where equity is concerned. 4. A way around #3 is automated enforcement cameras.	General Comment	Enforcement	Comment noted
Comment 11.4	5. Experience tells me that the idea of candles and other less-than-nice traffic control devices is a loser. It sets up the notion of "why can't we have good ones too?"	General Comment	Protected Bike Lanes	Comment noted
Comment 11.5	6. Trying to get uniform signing at schools in Kirkland is a great idea that I found surprisingly difficult to implement. My two cents is to stay away from a rigid policy and focus on some principles then have lots of flexibility.	General Comment	School Zones	Comment noted
Comment 11.6	7. Your ideas about what target zero should mean for bikes and peds were interesting. I think including the serious injury crashes is a great idea to get enough data to work with, but just getting to no fatalities is a mighty tough goal in and of itself.	General Comment	Vision Zero	Comment noted
Comment 12.1	<p>I wanted to call attention to the Hermosa Vista Neighborhood and other communities along Juanita Drive west of Juanita Beach. We have no walking access and are trapped by the main thoroughfare that has become Juanita Drive. Kirkland continues to approve new, higher density homes/developments within our communities, but has not yet held to its commitment to add a sidewalk along Juanita Drive or provide neighborhood connecting trails to Finn Hill or the Juanita Beach area.</p> <p>Please prioritize this neglected section of your community for a curb-protected sidewalk along Juanita Drive from 120th St NE to 116th Pl NE for this growing and vibrant community. This includes protecting easements along the route from further planned development.</p> <p>Also, please explore adding walking connections from 86th Ave NE to 110th Pl NE, as well as connecting 117 St NE from 80th Ave NE to 82nd Ave NE by improving the existing powerline easement.</p> <p>Additionally, I believe you should update your map to highlight the intersection of Juanita Drive/Holmes Point/122nd Pl NE as an area of commercial interest to highlight the need for walking access to this area from our communities along Juanita Drive due to the presence of the food and personal care businesses.</p>	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials. The area around Juanita Drive/Holmes Point/122nd Pl NE is identified as an activity center and was included in the project prioritization process.
Comment 13	Hi, it is our understanding that a sidewalk along Juanita Drive is in the City's plan, but has not yet been scheduled. We are very interested in the City starting work on the sidewalk as it is currently very dangerous to walk along Juanita Drive and there is no other alternative from many of the nearby neighborhoods to walk down to Juanita Village. We would also like to encourage trail connections through existing land easements from the Hermosa Vista neighborhood for similar reasons. Thank you, Alise Fetsch, 8123 NE 115th Way.	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 14	<p>Please consider providing two trails in Juanita Woodlands to the east of Juanita Drive, one going north to south, and another going East to West. This would connect three neighborhoods and give pedestrians a safer alternative to the busy Juanita Drive, which does not have a sidewalk. This request addresses T-1.4, T-1.6, T-5.6.</p> <p>Please consider a traffic alteration on Juanita Drive at NE 112th St. It is difficult to safely enter onto Juanita drive from NE 112th St, from either direction, because the road bends and visibility is limited, and most cars travel in excess of the stated 35 mph. This request addresses T-4.6</p>	Project Comment/ Suggestion	Juanita Drive	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 15	<p>Hermosa Vista subdivision on Juanita Drive (approximately 114th St) has no walking/bike connections to the top of Finn Hill so is totally car dependent. Two or three easements are available offering 95 to 98% of the routes to the top, but the other 2 to 5% need assertive action by the city to ensure property owners don't block them and access is preserved in perpetuity.</p> <p>Juanita Drive needs a pedestrian sidewalk along at least one side of the road for the entire length, as is happening in Kenmore. Combining bike and pedestrian traffic makes a very dangerous situation.</p> <p>When King County controlled north Kirkland (such as Finn Hill), many subdivisions were made with connections for pedestrians and bikes. Examples would be the 81st PL NE connection to NW corner of Thoreau elementary, and many others. New Kirkland developments do not seem to be supporting connections to schools, parks, as well as ease of access for foot/bike traffic through complex cul de sac subdivisions. Expectations need to be changed so this is the first thing to identify. An upcoming example would be connection to Juanita Heights park from the south should be mandatory rather than "nice to have".</p> <p>Kirkland has allowed property owners to successfully petition for abandonment of right of ways/easements that would help connections for non-motorized traffic. These block the goals of connections for non-motorized traffic</p> <p>Kirkland can take advantage of decades of learning about bikes and pedestrian from European countries that have fantastic infrastructure (Denmark, the Netherlands etc) Notable is that bikes and pedestrians are separated, which increases safety for both and supports the goal of eliminating injury/fatal encounters in Kirkland</p>	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 16	<p>This summer my husband was riding in the bike lane on Lake Washington Blvd NE when a van turned in front of him very quickly almost as if a second thought which my husband then decided to lay his bike down and fall instead of getting run over. There were 2 witnesses walking that saw the accident. The car driver never stopped. 2 issues: with cars parked along the street next to the bike path it blocks the visual of rider and upcoming street. Also, cars still go too fast on the Blvd.</p> <p>As a daily walker on the blvd I see cars not stopping at crosswalks for walkers. It's as if they don't see you. The flashing signals at crosswalks seem to work but the flags unfortunately are sometimes ignored by drivers.</p>	Project Comment/ Suggestion	Lake Washington Blvd NE	The city is evaluating walk and bike improvements for Lake Washington Blvd as part of the Lake Washington Boulevard Promenade Study
Comment 17	I'd tell people to USE the sidewalks always. I see so many walking in the road. Wear a safety vest or white clothes when walking at night . In order to be seen .	General Comment	Pedestrian Safety	Comment noted
Comment 18	Walking on 108th Avenue in the morning is dangerous. My wife and I walk our dog every day and we witness traffic moving violations (speeding) everyday. The automobiles are traveling 50 to 70 MPH. I have videos from my iPhone 12 (.mov) which the Kirkland police website will not upload. I sent some videos to the City Council. A nice police officer called and then parked on the 108th Ave NE one morning and issues 2 citations while we walked our dog. What could happen? These excessive speeds, when matched with texting or talking or distraction will lead to fatalities for pedestrians. These law breakers go through the zebra crossings at these high speeds. Whatever else you are doing, this is rectified by policing the street and collecting large amounts of revenue.	General Comment	Speeding	Comment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 19	<p>I cannot attend meetings but I would like to ask that Kirkland consider wildlife when making walking and pedestrian paths. Wildlife, bee, birds, and butterflies are all the decline because people are destroying their habitat. We have a lot of green areas, but no wildlife preserves. Wildlife is instrumental to the ecosystem and the preservation of our planet. To the preservation of our natural open spaces. Also some green spaces should just be left alone to help the planet heal and combat global warming. We are burning up and it is because we are not leaving enough natural green areas for green spaces and wildlife to thrive. Instead we use fertilizers and pesticides and put trails everywhere through our green spaces turning them into nothing but invasive species and killing the trees.</p> <p>Please consider this when making these pathways. Keep them on sidewalks and already developed areas and stay out of the green spaces.</p>	General Comment	Wildlife and Greenspaces	Comment noted
Comment 20	How are the planned east-west bike paths (70th/68th St, 80th St/Kirkland Ave, 85th St, etc.) between 405 and the waterfront going to deal with the significant hill grade? The gondola idea was excellent, but unfortunately was not supported by some in the community. I hope there is a solution that can service a large segment of the community. Currently, the steepness of the hill is preventing many folks from using alternative transportation options (not cars) to move between the two commercial hubs (85th St and downtown Kirkland).	General Comment	Hills	There are some routes identified that take the 'path of least resistance' but not all connections have that option. A new separated pathway is planned between 6th St near Kirkland Urban to the new I-405 / 85th Area freeway station and bus routes. Electric bikes may be an option for some people.
Comment 21	Build a Trail/Sidewalk along the east side of 138th/72nd ave from Juanita Drive to 132nd. I have a site plan.	Project Comment/ Suggestion	138th/72nd ave	Comment noted
Comment 22	With the addition of about 40 new homes in this Finn hill neighborhood, the community would like to see a Trail/Sidewalk along the east side of 138th/72nd Ave from Juanita Drive to 132nd.	Project Comment/ Suggestion	138th/72nd ave	Comment noted
Comment 23	Adding a diverter at NE 100th St and 128 Ave NE is NOT the way to do it. This is a stupid idea. You are just re-routing traffic around the block adding MORE traffic in total to the neighborhood on other streets that also have people walking or riding bikes on them. Lengthening people's drives and/or diverting them onto already too busy 132nd Ave or 124th Ave does not improve safety and worsens carbon emissions (climate change, heard of it?). This does nothing to slow people down. Lowering the speed limit (when people follow it), speed bumps, bike lanes, bump outs, etc. will. Take the diverter OUT!	Project Comment/ Suggestion	128th Neighborhood Greenway	Comment noted
Comment 24	When will a sidewalk be completed on 19th Ave between Market Street and 3rd Street?	Project Comment/ Suggestion	19th Ave	Project is identified in both the ATP and the Safer Routes to School plans.
Comment 25	Thank you for Kirkland city staff who have worked tirelessly on the ATP. I wanted to share one aspect of pedestrian/cyclist safety and comfort that often does not get attention - and that is the extra, intrusive noise from motorists. It's clear that a significant portion of vehicles (both cars and motorcycles) are made louder by taking out the muffler/silencer. Almost every time I go outside for a walk in Kirkland, whether it be in the downtown area or on the outskirts, I am not able to safely and comfortably enjoy my walk without being interrupted and frightened by a deafeningly loud motorist zooming past right next to me. This is a huge deterrent for me to bike and walk in my neighborhood more frequently. I wish the City of Kirkland would enforce sound pollution laws for the protection of the city's children, elderly, wildlife, and everyone else. The sound pollution laws already exist, they just need to be enforced. Thank you once again for your continuous work in bettering our City.	General Comment	Motor Vehicle Noise	Comment noted
Comment 26	How do we reduce speed limit on streets in Kirkland to 25 mph to improve the safety for cyclist and pedestrians?	General Comment	Speeds	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 27	Need a maintenance plan and team for the soft trails in the natural parks. These trails are heavily used as connection points year round but they were not intentionally designed to handle this level of traffic and there is not currently a team or funding within Parks dedicated to trail maintenance, construction, and decommissioning.	General Comment	Trails in parks	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 28.1	We need more police officers on bikes and walking and not just on weekends in the summer. Kirkland's police are not approachable. They walk around like thugs.	General Comment	Enforcement	Comment noted
Comment 28.2	We need more crosswalks with flashing lights. Speed limits especially on Lake Washington Blvd need to be reduced. I'm afraid to stop for someone at a crosswalk that the cars behind me will not stop and hit me. People do not pay enough attention when driving.	General Comment	Crosswalks	Comment noted
Comment 29	In the spring and fall the city needs to better police obstructed and debris filled public sidewalks. Residential and business owners either need to either clear their sidewalks of debris or face a fine which covers the cost of the city hiring someone to do it for them.	General Comment	Sidewalk Maintenance	Comment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 30.1	Sorry I can't make it to the meeting tonight. The biggest pedestrian safety concern in Norkirk is sidewalk connectivity. I am co-chair of the Norkirk Neighborhood Association and I hear complaints about it all the time. In particular, people would like to see a sidewalk on 19th Ave. (Kirkland Middle School route) on at least one side of the street. Currently, on a good portion of that street there is no sidewalk on either side, nor is there a shoulder, and people need to walk in the road.	Project Comment/ Suggestion	19th Ave	Project is identified in both the ATP and the Safer Routes to School plans.
Comment 30.2	Sidewalk connectivity on 7th Ave. is another one I hear about a lot, particularly between 3rd and 4th St.	Project Comment/ Suggestion	7th Ave	Comment noted
Comment 30.3	Lastly, people also complain about the lack of sidewalks on 4th St. between 13th & 15th Ave. These are the ones I hear about the most, but there are others too. I'd be happy to send you a list of sidewalk requests that I have received. Thank you!	Project Comment/ Suggestion	4th St	Comment noted
Comment 31	Applause! Thanks for doing what you do.	General Comment	General	Comment noted
Comment 32	Will freight bikes be able to use the bike lanes?	Question	Bike Lane Use	Yes, freight bikes can use bike lanes.
Comment 33	Can electric bikes be used in the bike lanes?	Question	Bike Lane Use	Yes, electric bikes can use bike lanes.
Comment 34	I don't own a bike, but would like to ride now and then. Will there be a system for bike-sharing?	Question	Bike Share	This city will continue to consider a bike share system in the future. Currently, no company is interested in a bike only bike share system without also adding scooters.
Comment 35	More bike lanes will mean more bikers of different abilities. I'm a senior. Will there be speed limits?	General Comment	Speeds	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 36	Will there be a system to reserve a bike parking space at the Activity Centers?	Question	Bike Parking	No current program to reserve bike parking.
Comment 37	Will you be aligning the ATP and TMP with the 17 United Nation's Sustainable Development Goals (SDGs)?	Question	Sustainable Development	The ATP is aligned with the Sustainable Transportation goal.
Comment 38	Will you be collecting data on the usage of the bike lanes? If so, will the data be available to the public?	Question	Bike Counts	The Vision Zero Action Plan recommends improving data collection for walk and bike trips.
Comment 39	This is great! How are you going to persuade people to change their behavior and ride bikes more?	General Comment	Outreach and Engagement	The ATP includes a goal to educate people about traffic safety and encourage more people to walk and bike.
Comment 40	I think more modern roundabouts, particularly at main intersections, would help to further Kirkland's goals of reducing traffic fatalities while simultaneously also improving traffic throughput.	General Comment	Roundabouts	Comment noted
Comment 40.2	• On north 100th Ave. NE in north Juanita there is no sidewalk north of NE 140th Place, only a painted line. I've seen parents pushing strollers along the shoulder when the traffic is going by at 35MPH – that's wrong! Give my neighbors a safe way to walk to shops!	Project Comment/ Suggestion	100th Ave NE	A funded project will improve bike lanes and sidewalks on 100th Ave NE.
Comment 40.3	• Why wasn't a "safer route to school" included in the design when the new \$16+ million firehouse across from Juanita Elementary school was built? The project apparently skipped an opportunity to build an improved path from NE 134th St. to the school on NE 132nd Street. A bike path along the edge of the firehouse property could have been included in the plan. There is currently an informal path that goes along the West border of the firehouse property from NE 134th St. to NE 132nd St. which undoubtedly children use to get to school. By taking this path, they can avoid a hazardous 8 block detour including a hike along the parking lots/driveways lining 100th Ave. NE. The children and the neighborhood deserve to have this gravel/dirt path upgraded. As a north Juanita neighbor, I would also like to use this path to get to the shops on 100th Ave. NE, but it is difficult to use on a bicycle.	General Comment	Safe Routes to School	Comment noted
Comment 40.4	• Skinny bike paths only encourage motorists to get closer to the cyclist. It's better to have no bike-path line than to pretend that a white line, which is 6 inches away from a sewer grate, is a "bike path".	General Comment	Bike Lanes	Comment noted
Comment 40.5	• Because our city is stretched out from north to south and constrained on the west by Lake Washington, we need routes to get to the downtown Kirkland center from the north- and from the south-. There aren't many north-south routes, and the existing routes are heavily used by motor vehicle traffic. Because of this, the north-south through-streets are heavily trafficked, smoggy, loud and unpleasant and frequently dangerous for walkers and bikers. Pedestrians and bicycles need more options. It is also worth noting that pedestrians and bicycles will use flat routes – putting a bike path up a hill makes it almost useless.	General Comment	Bike Network to downtown	Comment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 41	I'm surprised nothing is being done for Juanita Drive. It is an essential corridor for many residents in southern Finn Hill but it is extremely unsafe to walk or bike on. There is only a painted stripe in the road. The "buffer" is illusory and ineffective against overly fast or inattentive drivers. I invite members of the working group to try walking on Juanita Drive during late afternoon and verify for themselves if it is a satisfactory arterial for active transportation.	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 42.1	I feel that you don't research transportation solutions enough from listening to the experiences that people are having 'on the ground'. There are many areas of Seattle where bicycle use is more active than it is here. The U District is one of them. Talking to friends that live in the area I found that the situation has a downside that I think the council should consider more carefully.  I hear presentations in Kirkland that promote car-free travel in a punitive way. By restricting parking in new developments thinking it will make people walk and bike more doesn't always work. What I have heard from one family is that there is no parking at all provided in their son's apartment building and bicycle parking is outside in his U-district area. Parking a bike outside the building will guarantee that it will be stolen. What they are seeing are people in homeless camps in the area with brand new bicycles parked next to their stuff and in other locations bicycle parts strewn about. In addition to that, the University also has a theft problem. If you leave you bike locked up you may come back and find part of it still chained up and the rest of it missing.	General Comment	Bike Parking	Comment noted
Comment 42.2	Another transportation activity I hear promoted at some meetings in Kirkland is e-bikes. But regulation of these types of technology is limited and the general public is unaware or unwilling to comply. People should use a helmet because it is a good idea whether or not it is regulated but access to a personal delivery device is greater than access to helmets unless you carry one with you at all times. Operation of a moped, electric personal assistive mobility device, or motorized foot scooter on a fully controlled limited access highway is unlawful. Operation of a personal delivery device on any part of a highway other than a sidewalk or crosswalk is unlawful, except as provided in RCW 46.61.240(2) and 46.61.250(2). Operation of a moped on a sidewalk is unlawful. Operation of a motorized foot scooter or class 3 electric-assisted bicycle on a sidewalk is unlawful, unless there is no alternative for a motorized foot scooter or a class 3 electric-assisted bicycle to travel over a sidewalk as part of a bicycle or pedestrian path, or if authorized by local ordinance, as provided in RCW 46.61.715. Does this Washington law mean citizens in Kirkland cannot ride a motorized scooter on the sidewalk in Kirkland? Good luck with that!  For car drivers it is going to be a big learning curb to adjust to not only more bicycles on the roads and sidewalks but also all the various other types of motorized vehicles. I can judge a pedestrian's speed while they enter the crosswalk but not that of an electric skateboard or e-scooter that zooms past me on the right side of the car especially if they don't have to honor the 'don't walk' sign on the signal and stop at the curb before proceeding. It doesn't matter if there are rules governing different types of motorized transport other than cars because no one knows them and many people don't care. As far as I know Seattle regulations and Redmond regulations differ on whether or not electric scooters can share the bike lane or sidewalk. If Kirkland makes up its own regulation, who would even know?	General Comment	E-bikes	Comment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 42.3	In addition to bike parking problems in apartment buildings, there is an on-street parking issues. The more dense you make an area with apartment buildings that lack adequate parking, the less street parking you can find. What exacerbates the problem for anyone visiting is that buildings don't have drop-off zone or other short term parking solutions. Where are people (like parents) supposed to drop off furniture when helping someone move in? There isn't any place for a delivery truck from IKEA to unload, or the Pizza delivery person, or the granny that uses a walker. I cannot drop off brownies to a relative in Redmond unless I call and he comes down and opens the gate to the parking garage for me. There is no street parking or waiting zone. This problem of 'no-drop-off' zones is also prevalent in Urban areas of Kirkland and Redmond and surrounding cities. This has come to my attention when transporting friends with walkers. They need to be dropped in a safe area near a front door that is easily accessible to a front desk or elevator. Parking for the disabled is often farther from the door than would help in this situation. ADA access is often useful for people in wheelchairs but less helpful for those in walkers. So as you think about less parking for new developments think about increasing safe short term parking that is convenient to the front entrance. With security concerns a visitor may only be able to access a building through the front entrance. What works for a UPS driver doesn't work for someone using a walker. Many of the people who might want a single occupancy apartment in Kirkland may be an older person with mobility issues. My friends often need a car for occasional use because they cannot walk to the bus or stand waiting at a bus stop when they want to go to swim class or to the doctor. How many of you spend time giving seniors rides to church or shopping or the doctors office? It is one of those situations where you need to walk the walk before you talk the talk.	General Comment	On-Street Parking	Comment noted
Comment 43	<p>People biking, walking, and rolling on 124th Ave NE between NE 132nd St and NE 144th St would be safer and more comfortable with design changes that reduce vehicle speeds and separate vehicles from other types of traffic. Some proposals:</p> <ul style="list-style-type: none"> <li>- reduce vehicle lane width</li> <li>- re-allocate the space to create buffered bicycle lanes</li> <li>- reduce the speed limit in conjunction with reduced vehicle lane widths</li> <li>- add raised medians in the center turn lane along the corridor to 1) create protected space for those walking/rolling while crossing 124th, and 2) prevent drivers from using the center turn lane as a passing lane (yes, this happens!)</li> <li>- explore opportunities to narrow crossing distances along the corridor, though this may not be possible without impacting the bicycle lanes</li> <li>- explore opportunities to otherwise visually and psychologically narrow the driving area in order to reduce speeds</li> </ul> <p>I regret that I cannot attend the meeting on 11/3, but am very interested to stay connected to this project. Please let me know how I can do that.</p>	Project Comment/ Suggestion	124th Ave NE	Comment noted
Comment 44	Forget adding additional bike paths, what a colossal waste of money! Existing bike paths sit empty, except the occasional biker in spandex on the weekend who bikes in from Seattle. Instead, spend the money on improvements that will really make a difference for Kirkland residents. My neighborhood has almost no sidewalks and people are forced to walk in street. We have lots of walkers and virtually no bike riders, spend the money where it counts.	General Comment	Sidewalks	Comment noted
Comment 45	Hello! Very excited about this project. Over the past year and a half with the pandemic and child born in Jan 2020, I have been walking quite a bit around Moss Bay/Houghton/Downtown Kirkland. One of the biggest challenges is walking with a stroller on the sidewalks which often have trash cans or overgrown branches and finding ways to safely go down and up. I've also tried biking, however other than directly on larger streets like 6th with a dedicated bike lane or on the corridor, did not feel safe riding with my baby/toddler with the proximity and speed of cars passing - cars in Kirkland still do not look for bikes.	General Comment	Sidewalk obstructions	Comment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 46.1	<p>My basic framework is that the active plan needs to prioritize walking, biking, wheelchair use. Clearly, roads for gas powered vehicles are omnipresent in Kirkland. We need no new roads, no new pavement, no new impervious surface area (but I know that new impervious surfaces will continue to be built). My comments focuses on the Finn Hill/Juanita neighborhood occurring N of NE 132nd NE &amp; NE 131st Way, W of 100th Ave NE, E of 90th Ave NE, and S of NE 139th St. This area encompasses the eastern slope of Finn Hill; there are vegetated drainages that are 'open' spaces, 'managed' by Kirkland Public Works.</p> <p>Please actively manage these spaces and do not abandon them. Invasive plants are crowding out native plants and animals; we are reaching a point where trees will fall due to too much ivy and where native plants and animals cannot survive. I'm an active volunteer in one of these open spaces. (Many folks want to maintain treeless spaces with vast green lawns for the view; remind folks that this area is originally covered with Pacific Northwest vegetation that was completely cleared of forest and native plants. Any view is merely created recently. One point to consider is that for active transportation, we need folks to share the natural spaces and not just roads!</p>	General Comment	Maintenance	Comment noted
Comment 46.2	<p>On the eastern edge of Finn Hill is the eastern edge of the Kirkland Green Loop. Please familiarize yourselves with the Kirkland Green Loop (around Finn Hill). Please seek out the easements and walking paths that currently exist, label these and protect these.</p> <p>Kirkland transportation planners, city council and all who want to live up to the values of the active transportation plan (prioritize walking, biking, bussing over cars), please become familiar with the Kirkland Green Loop as a pedestrian path for humans and a safe space for native plants and animals.</p> <p>PLEASE plan on buying, reserving, not building, preserving for pedestrians and native plants and animals these spaces. In these spaces we can help create safe routes to school that are not along the edge of car/roads.</p> <p>Of particularly note: Maintain the easement at base of NE 138th St at 9453 NE 138th St &amp; 13749 – 97th Ave NE. Prioritize putting in a sidewalk on at least one side of NE 136th St between NE 135th Lane and 90th Ave NE</p>	Project Comment/ Suggestion	Kirkland Green Loop	Comment noted
Comment 46.3	<p>About Open Spaces and the learning that came with creating a park.</p> <p>Recall that Josten Park was full of invasive blackberries, ivy and such until the new community plus the development plus the City of Kirkland joined together (in the last minute of the contract) to rid Josten Park of non-native species and open that up to everyone (not just immediate neighbors surrounding this space). I am NOT advocating creating official city parks in the eastern edge of Finn Hill. I am instead advocating creating an active pedestrian corridor. I'm aware that there will be fierce opposition by the people living immediately adjacent. Just like the neighbor's opposition to Josten Park.</p>	General Comment	Maintenance	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 46.4	<p>Safety: remind Kirklandites that a person in a get-away car can do much more damage than a person walking or a person biking. Pedestrian and bicyclists aren't scary. People in cars are scary! A drunk driver is MUCH scarier than a drunk pedestrian or a drunk bicyclist.</p>	General Comment	Outreach and Engagement	Comment noted
Comment 47	<p>Finn hill and juanita drive in particular should fall under high priority for protected bike lanes. The number of horrific accidents this road has involving bike/vehicles is what is currently dictating its usages. More people would use it if it were safer for both biking commuters and families. It's currently impossible to get off the hill in a safe manner using a bike lane when you are a family or towing a bike trailer.</p> <p>Thanks for your time</p>	Project Comment/ Suggestion	Juanita Drive	Comment noted
Comment 48	<p>The proposed greenway on Finn Hill is on 141st and takes a jog on 89th and 88th PL NE. I would propose that it NOT take 88th PL NE. This jog has tight corners and sight issues on a hill. It would be better for the greenway to continue along 89th west and continue along NE 140th St instead. MUCH better visibility and no short steep hill on a curve to contend with...</p>	Project Comment/ Suggestion	Finn Hill Greenway	Thank you for your suggestion. When this project is designed, the specific route may be modified in places and 89th/ NE 140th can be considered for a re-route.
Comment 49	<p>Personally, I would love to see a stoplight at the intersection of Juanita Dr NE and NE 132nd St. It's a dangerous intersection. It's a short stretch between two blind corners whilst drivers both directions on Juanita Dr try to set new land speed records. Thank you.</p>	Project Comment/ Suggestion	Juanita Dr NE @ NE 132nd St	Comment noted
Comment 50	<p>I admire these efforts by the city to expand the sidewalks and bike lanes. I live up from the Safeway on 100th. As someone who walks on 137th (changing up into 136th) all the time, I often come across our neighbors walking up the street. This street is nearly unlit, misses sidewalks in significant sections, while also being a steep down hill leading to Safeway, as well as having bus traffic. I would appreciate if the city considered adding sidewalks to this road. The community comprises of highly aging long time residents of Kirkland, mixed with younger families with children that have recently become interested in this region who could really benefit from a safer arterial on this road.</p>	Project Comment/ Suggestion	100th Ave NE	A funded project will improve bike lanes and sidewalks on 100th Ave NE.

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 51	Please add pedestrian access on Juanita drive, or from Juanita Heights Park down to Juanita Beach. You can get halfway through the woods down the hill but then you're on private property and can't access the sidewalk. Juanita Drive is not safe for pedestrians as it is. How are we to get down the hill to the beach and the businesses at Juanita Village on foot with our families?	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 52	It would be very beneficial to put in sidewalks on Forbes Creek Drive between the fire station and the apartments! Very dangerous, not well lit area where people walk a lot!!!	Project Comment/ Suggestion	Forbes Creek Drive	Comment noted
Comment 53	Our children deserve safe sidewalks from 141st to 145th. This needs to happen as children go to and from Thoreau Elementary school. In addition, for joggers and walkers. Please make this a priority.	Project Comment/ Suggestion	84th Ave NE	The extruded curb separates out a pedestrian pathway along this segment. New sidewalks will be required as development occurs.
Comment 54	Also, what is the plan for Juanita drive? 1.It's one of the few arterials without sidewalks, and by far the longest. However it's not listed on the project prioritization. 2.In the summary of the bicycle prioritization, the Finn hill neighborhood and connection to Juanita beach only have medium prioritization. It does not seem fair or equitable to have zero high priority projects in such a large area of the city; especially when density increases are in progress, and the area is primarily served by the two lane Juanita drive. What does the city think of this in terms of prioritization of funding? 3.Is the city actively maintaining and working to expand right of way along Juanita drive to allow for sidewalk development/bicycle improvements?	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 55	Juanita drive is one of the only and by far the longest arterial not currently served by sidewalks. It's also one of the only arterials that I am aware of that do not have nearby alternates (especially the portion from Juanita beach to 122nd street). Why is this area not listed as a priority for a sidewalk?!	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials. Please also see the Finn Hill neighborhood highlight page in the ATP document.
	Also, when reviewing the bicycle prioritization map, it's pretty glaring there are no high or medium-high priority projects in Finn Hill. It's not fair or equitable to exclude a neighborhood from priority; especially one that does not have transit access and one where the city has approved significant density increases, resulting in higher traffic and thereby lowering the usability of the existing bicycle facilities (because of increased perceived dangers).  "Prioritization is pretty ambiguous. What is the expected funding breakdown based on prioritization level? How many of projects each priority does the city estimate it will address in the scope of this plan?"			
Comment 56	I'm not sure why you would put more money into making more bicycle lanes when they don't use the ones they have. Rarely are bicyclist in the bicycle lanes they are riding in the road whether that lane is there or not. Maybe you should start making they pay for also. Adding a tax to anything they related to bicyclist. Thank you.	General Comment	Bike Lanes	Comment noted
Comment 57	Please continue to prioritize pedestrian safety improvements on Juanita Drive. My shared driveway access is on the extreme corner on Juanita Drive. I drive Juanita Drive several times a day and often see cars wander into the shoulder or other lane. It is such a safety issue that we have a family rule that no-one can walk on Juanita Drive to Juanita Village. We would like to see safety improvements that include an actual physical barrier between the shoulder for walking and the car lane. The current flexible poles on the corner don't really protect and are often run over. Our family would love to be able to walk to Juanita Village if the road wasn't so unsafe.	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 58	Please include NE 145th St between 79th pl ne and 84th ave ne as a missing connection in sidewalks. Many people walk here, and fixing the small missing piece would make it much safer.	Project Comment/ Suggestion	NE 145th St	Comment noted
Comment 59	I would like NE 145th St between Juanita Woodinville way and 100th Ave NE be prioritized to get sidewalks on the parts that don't already have sidewalks. People speed down this road and it doesn't feel safe going to the bus. Walking the dog is dangerous on parts of this street. People drive 50 mph down it all the time like it's a highway. Thanks for your consideration.	Project Comment/ Suggestion	NE 145th St	Comment noted
Comment 60	I would like to see speed limits enforced on the trail. Unfortunately with modern ebikes its trivial for cyclists to be found at dangerous speeds on the CKC. I've been informed that there is supposed be a 15mph limit but I've never seen any enforcement. In the summer the high speed traffic also kicks up a lot of dust which makes it unpleasant.	General Comment	CKC speed enforcement	Comment noted



Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 61	<p>I agree with the priorities presented.</p> <p>One thing that I would like to see as a core priority is how you are aligning safe pedestrian routes with the KC metro bus system. Specifically, what is the plan to work with KC to adjust bus routes, especially for residents not in the downtown Kirkland area, to make access to a bus easier for pedestrians. If people can't easily walk to a bus stop, they will hop in the car. The draft plan presented seems to show that this is an afterthought.</p>	General Comment	Transit access	Access to transit was included in the project prioritization process. Kirkland staff works with Metro when they re-evaluate transit routes and locations.
Comment 62	I would like the city to add a pathway/trail between Juanita heights park and Juanita beach park. This would allow residents on Finn hill to walk with ease down to the park and nearby urban center.	General Comment	Trails in parks	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 63	Bump-outs of curbs (I think they're called calming?) at intersections are dangerous for bicyclists. They can be hard to see in low light and force us into traffic as we navigate around them. Cars don't expect us to swing out into their lanes to avoid the curbs. NE 124th Street between 100th Ave NE and 93 Ave NE has several of these, but they are also in many other places too.	General Comment	Curb extensions	Comment noted
Comment 64	I'd like to request prioritization of a sidewalk connecting the existing sidewalk on NE 110th St to the emergency vehicle bypass between 98th Ave NE and 100th Ave NE. This is only 165ft but it is on a blind corner that currently requires walking in the lane of traffic.	Project Comment/ Suggestion	NE 110th St	Comment noted
Comment 65	I'm wondering if the committee has explored the option of some one-way streets within neighborhoods to enhance walking/bicycle traffic? It seems a more viable and immediate opportunity with less cost; such as what the City of Seattle has done with closing streets. I'm not suggesting closing any streets merely rerouting traffic and giving one lane to walkers and bikers. The 132nd hill up from Juanita El. is a prime candidate for one-way access. 137th up from Safeway (along 100th) would be the counter-balance. There would still be access to the hill via Simonds Rd, Juanita Dr and other streets north of 137th, along 100th Ave.	Project Comment/ Suggestion	One-way streets	Comment noted
Comment 66	<p>As a runner and cycling enthusiast, I was very excited to see the announcement of the Active Transportation Plan. But I am beyond disappointed that no mitigation measures are proposed in the plan for the area in which I live: southern Juanita Drive.</p> <p>Juanita Drive is a loud, unsafe, and heavily trafficked arterial with no physical barriers between cars and pedestrians/bikers. The geography of the southern hill means that there are zero bike/walk friendly alternatives to taking Juanita Drive.</p> <p>It's a shame the situation remains so dicey, because Finn Hill is a beautiful wooded place which, in spite of being an LTS3 "high stress" route, still attracts tens of thousands of cyclists each year. It's the best, most direct route to get from Kirkland to Kenmore and the Burke Gilman Trail. The elevation makes it a good workout, too (Not so for ebikes; everything's easy to them... LOL!). We have the beginnings of an awesome scenic bike connection, but the lack of barriers and traffic situation means that the route is only available to the courageous.</p> <p>Please reconsider including Juanita Drive in your plans. Sidewalks, barriers, lower speed limits, etc. I would love to be able to safely enjoy Kirkland by bike or by foot from my house. It feels ridiculous to have to take the car for a one mile drive down the street.</p>	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials. The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 67.1	<p>Hello, Thank you for a well thought out ATP that has an equity lens and considerations for connectivity and safety.</p> <p>I have heard from many bicyclists that 100th Ave NE (including 98 Ave NE) is an excellent north south route to take you from Kirkland to Bothel and gives access to the Burke Guilman trail. I would like to see 100th Ave NE (and 98th Ave NE) be a HIGH PRIORITY in all aspects of planning and execution. As you know, presently it has inconsistent bike lanes which could easily be improved, now, with a few sharrows, where the bike lane is absent. I believe the best option for long range planning for bicyclists along 100th Ave NE is to put wide, clearly marked, bike lanes rather than buffered or protected bike lanes as bikers need to be as visible as possible on 100th Ave NE, where cars frequently turn into strip malls and at intersections.</p>	Project Comment/ Suggestion	100th Ave NE	A funded project will improve bike lanes and sidewalks on 100th Ave NE. Other segments of 100th are listed as a high priority in the ATP.
Comment 67.2	How does the city plans to clean buffered bike lanes that become cluttered with leaves, branches and debri? Would maintenance be regularly scheduled?	General Comment	Maintenance	Bike lanes are cleaned periodically throughout the year but increased maintenance has been an identified objective.

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 67.3	Another street in which cars are moving faster than 30 mph, that would benefit from a wide and well delineated bike lane rather than a buffered bike lane, is on 132 Ave NE (between NE 60th and NE 80th). I would prefer to see this in the long term goals.	Project Comment/ Suggestion	132 Ave NE	Comment noted
Comment 67.4	I do agree there are places where protected bike lanes make sense, such as on high speed street with sweeping turns like on NE 131st Way to 90 Ave NE. Cars are coming around blind corner and could move into a bike lane, so I would agree with you, that a protected bike lane on NE 131st Way to 90 Ave NE would be best.	Project Comment/ Suggestion	NE 131st Way	The NE 131st Way / 90th Ave NE Multimodal Corridor Study recommends a separated, shared use pathway for this corridor.
Comment 67.5	I did not see any mention of signage as a way to improve equity. Many visitor and Kirkland residents, that don't live in the area, don't know how to access the CKC. The PGE trail is another wonderful connector trail that few know about because there is a lack of signage.  Thanks for letting me give my input. I hope it is of benefit.	General Comment	Wayfinding	Comment noted
Comment 68	It would be much more beneficial to have continuous fully protected bike lanes along 100th Ave and South onward to the downtown. The fact that there are only sections makes it virtually useless since people won't feel safe biking. That route needs more traffic calming measures. Drivers drive 50 mph+ in that area not because they don't know the speed limit but because road allows it. Protected bike lanes and narrow traffic lanes would help calm it down.	Project Comment/ Suggestion	100th Ave NE	A funded project will improve bike lanes and sidewalks on 100th Ave NE. Other segments of 100th are listed as a high priority in the ATP.
Comment 69	I'd like to know how to add this to the Transportation plan. (Referenced an attachment for a reroute trail along 72nd Ave NE east of Big Finn Hill Park.) I have the backing of the Finn Hill Neighborhood Alliance ( a \$5,000 grant for an engineering study) and King County parks.	General Comment	72nd Ave NE	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 70	On the Neighborhood Greenway that goes through North Rose Hill along 128th Ave NE: There are two traffic signals that turn directly into the neighborhood from main streets and you chose to put the greenway on one of them. That is in direct opposition to the point of the greenway. In addition, you are funneling traffic onto 130th AVE NE—particularly school traffic—even though it does not have dedicated parking & is crowded and heavily used by foot and car traffic for Twain school families. Frequently, there is not room for two cars to pass each other on the street. The street is less safe because of the changes made to the 4-way stop at 128th. 130th AVE NE is also a much shorter street that doesn't go through the neighborhood, yet it is now the only path for many more drivers. These changes are causing drivers to use alternate, longer drives which uses more fuel and resources. Please do not further restrict driving patterns that force more traffic onto poorly equipped streets. People will not choose to walk instead. 128th is a steep hill that people avoid as it is. Bus routes are more likely to be caught on 132nd and 124th. A 4-way stop at 128th and 90th will have turn restrictions that will simply make drivers have to drive out of their way. These changes are ADDING to the miles driven by residents who simply want to get to and from their homes in their own neighborhood. Please reconsider what you're doing so that it benefits everyone in the neighborhood instead adding to our miles driven.	Project Comment/ Suggestion	128th Neighborhood Greenway	Comment noted
Comment 71	Please remember your wheelchair bound citizens, like me, who also will benefit from this great plan. Thank you for keeping Kirkland accessible.	General Comment	Wheelchair users	Comment noted
Comment 72	I have some questions about the near- and long-term proposals for bicycle facilities on 124th Ave NE between NE 132nd St and NE 144th St. The near-term strategy is adding pavement markings. What would that mean in practice? What kinds of pavement markings? For example, narrowing the vehicle lanes to create buffered bike lanes would be wonderful!  The long-term strategy is a protected bicycle lane. I have a question and a comment about that. Question is, does that mean a physical barrier like curb? My comment is that the long-term vision would be built as development occurs, which makes it seem like it would never be accomplished because the area is largely built-out. What does that mean in the context of a built-out area?  One more question - there's a note that says a future dual-left to NB 124th Ave would impact the NB bicycle lane, which is concerning, but it also says that there is ROW available for PBL north of there. This gets back to my earlier question: if the ROW is available, why wait for redevelopment?  I could just be getting confused about the details of the near-term and long-term vision, so I appreciate any clarification you can provide.	Project Comment/ Suggestion	124th Ave NE	Response was sent on March 8th clarifying the plan and noting addition to the draft plan for a greenway on the 121st corridor. Responder noted he is in favor of improved bicycle facilities on 121st and 124th, and generally in support of the ATP."

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 73	<p>In an effort to demonstrate our support for the ATP and TBD, the Kirkland Greenways would like to partner with the city to promote these initiatives. Do you have a communication plan for the ATP and/or TBD? If so, we hope to obtain a copy and task our members with echoing the city's messaging over our various communications platforms.</p> <p>Thanks, Kirkland Greenways</p>	General Comment	General support	Comment noted
Comment 74.1	<p>Hi, I have comments about the draft active transportation plan. For context, I live in Bridle Trails with my husband and five kids (ages 2-13), and we bike as our main mode of transportation. There aren't many of me in Kirkland yet. You need thousands of me.</p> <p>This plan is mostly fine as an incremental improvement, but it is not transformative.</p> <p>I want to call out a few things in particular. First, we need to do intersections better. For example, our first greenway in Kirkland ends just before crossing NE 70th st, an arterial that is very difficult and uncomfortable to cross at many times of day. For all-ages-and-abilities infrastructure, this isn't good enough. You are leaving my kids to fend for themselves with all these cars, and leaving the neighborhood disconnected from the shopping center. I see nothing in the plan that will fix this or prevent it from happening again.</p>	General Comment	Intersection improvements	Intersection improvements are identified in the plan as an objective.
Comment 74.2	<p>Next, you have lumped protected and buffered bike lanes together. They are not the same thing. If you only have two buckets for bike lanes, buffered belong with unbuffered bike lanes, not protected bike lanes. Buffered bike lanes are not all-ages-and-abilities. I do not let my 13-year-old ride NE 80th st on her own, and she doesn't want to (especially after riding it with me at LWHS pickup time a few weeks ago). I am looking forward to riding protected bike lanes in Kirkland!</p>	General Comment	Bike Lanes	buffered bike lanes and protected bike lanes were separated in maps for the final plan.
Comment 74.3	<p>More incremental suggestions: lower speed limits citywide, ban right turn on red.</p> <p>But if you want to be transformative, you need to acknowledge the impact that cars have on active transportation. To really make a difference on climate, safety, equity, quality of life, health, emissions and more it's quite simple: fewer cars, slower cars.</p>	General Comment	Speed limits	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 75.1	<p>I am writing today to add comment to the ongoing discussion around Vision Zero and the potential implementation within our city of Kirkland.</p> <p>As some of you know, I am one of those 'hearty cyclists' that councilmember Curtis has referred to in the past, and find most routes around the city to be without a challenge or concern to me, as I find most traffic navigation to be without issue. I realize I am in the minority on this, and I am a proponent of safe transit for all forms of transportation from walking to driving. With this stated, I am urging you to please learn from the MANY mistakes that have been made by the city of Seattle with their implementation of vision zero. Here are a few key points that I would ask for your deep consideration:</p> <p>-As councilmember Nixon very adeptly pointed out, vision zero not only provides new structure to pedestrian and cycling interaction with the roads, it also does two things that are NOT necessary in every corner of the city. The 2 issues: decreasing of speed limits on main arterials, and decreasing traffic capacity on main arterials. Not far from my residence in NE Seattle, 95th street NE which runs east to west, had the speed limit reduced to 25 MPH. This arterial is one of 4 that runs cleanly east to west (unhindered), and connects with Sand Point way. In the infinite wisdom of SDOT, instead of putting sidewalks on this main arterial, they simply reduced the speed limit (35 to 25 and it is widely ignored) with the previous goal of also installing speed humps. The point being, we NEED solid and predictable arterials to move cars and trucks, and speeds this slow are simply unnecessary. Decreasing capacity and speeds on these roads, will simply slow down the traverse of these areas. We can all agree that accidents happen, and we wish for zero fatalities, this is a step that essentially ignores efficient traffic planning for cars and trucks, in place of pedestrian and cyclists.</p>	General Comment	Speed limits	Comment noted
Comment 75.2	<p>As councilmember Pascal clearly indicated as well, there are many areas that need to have their current sidewalk and pedestrian infrastructure increased, before the dramatic changes of this program can be implemented. Slowing traffic in lieu of a sidewalk is not the better, just an added option on residential streets.</p>	General Comment	Sidewalk connectivity	Comment noted
Comment 75.3	<p>As CM Pascal also mentioned, the idea of adding barriers to better protect bike lanes certainly sounds good, but he nailed it squarely with the dramatically unanswered question in maintenance and care. There are stretches of Rainier Ave where again SDOT has failed the pedestrian and cyclist, as the tarmac is terribly pitted, full of gravel and glass, and simply unusable. This is the condition that occurs more than not, as these protected bike lanes do not get naturally cleaned out. As a cyclist that clocks north of 5000 miles per year.....I hate protected bike lanes like these.</p>	General Comment	Maintenance	Bike lanes are cleaned periodically throughout the year but increased maintenance has been an identified objective.

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 75.4	Another point discussed, there are many roads and spots in the city that already reach the goal of vision zero, where no pedestrian fatalities have occurred. What I perhaps missed, and did not seem to hear from the presenter, how much of the statistics are adjusted for population increases? Are we looking at each pedestrian fatality for the real cause, or, just the number to inflate our urgency? How does this program adjust to focus on the most concentrated areas of consistent pedestrian/automobile interactions? My point being, this program has taken a one vision approach by SDOT for example, and there was no measure of effective adjustment by individual area. Every speed limit has a target to be lowered, every arterial a bike lane, regardless of practicality. I agree and support the idea that we can always make our cities safer with effective thoughtful planning, I would again urge you to please not adopt vision zero with a one size fits all approach. The city transportation department and council should be able to effectively agree where improvements need to be made in each corner.	General Comment	Vision Zero	Safety improvements are tailored based on location and need.
Comment 76	Please put forth a measure or pass taxes to build light rail from Downtown Redmond station to Downtown Kirkland and from Totem Lake to South Kirkland P&R. SSB 5528 just passed the legislature. Now fund link light rail.	General Comment	Transit	Comment noted
Comment 77	My comments and request for improvements concern 98th Ave NE, between Forbes Creek Drive and NE 116th Street. This section of roadway has become a speedway and is in desperate need of speed and vehicle noise calming strategies. This condition exists at all times of day and night, creating an unsafe and unpleasant pedestrian experience. These conditions significantly impact the neighborhoods adjacent to this road and create an ease of access issue. I recommend creating a "safe" sidewalk with a protection barrier due to vehicle speeds, install flashing speed signs and/or initiate photo speed enforcement.	Project Comment/ Suggestion	98th Ave NE	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 78	As Jon Pascal showed us an article, which was a study, it showed stop signs help with safety when it comes to pedestrians. Please have more stop signs in school zones to protect the children verses wasting tax money on ticket cameras. Ticket cameras do not slow people down on the spot when children are around. Stop signs do. If a child gets run over the ticket camera will send a ticket days later after the child is dead. If it does happen I will be sure to let the parent know that Jon Pascal and the city knew before hand.	General Comment	School zone safety	Comment noted
Comment 79	The CKC is an integral part of Kirkland's walkability/lifestyle appeal and important for safe pedestrian and cycling recreation and commuting; and should be sustained as such.	General Comment	Cross Kirkland Corridor	Comment noted
Comment 80	Why wasn't a "safer route to school" included in the design when the new \$16+ million firehouse across from Juanita Elementary school was built?	Question	Safe Routes to School	There were sidewalk and bike lane improvements to the frontage of the fire station on NE 132nd St
Comment 81	How are you going to persuade people to change their behavior and ride bikes more?	Question	Outreach and Engagement	Outreach and engagement with the community is a core activity outlined in this plan.
Comment 85	More bike lanes will mean more bikers of different abilities. I'm a senior. Will there be speed limits?	Question	bike lane speed limits	There is a speed limit on the Cross Kirkland Corridor but not in general for bike lanes.
Comment 86	How do we reduce speed limit on streets in Kirkland to 25 mph to improve the safety for cyclist and pedestrians?	Question	Speed limits	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 87	Please explore adding walking connections from 86th Ave NE to 110th PI NE, as well as connecting 117 st NE from 80th Ave NE to 82nd Ave NE by improving the existing powerline easement.	Project Suggestions	Power line easements	Comment noted

**CITY OF KIRKLAND  
DIVERSITY,  
EQUITY,  
INCLUSION, AND  
BELONGING  
FIVE YEAR ROADMAP**



**We acknowledge that the Southern Salish Sea region lies on the unceded and ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people, and that present-day City of Kirkland is in the traditional heartland of the Lake People and the River People. We honor with gratitude the land itself, the First People – who have reserved treaty rights and continue to live here since time immemorial – and their ancestral heritage.**

**Adopted through Resolution  
R-5548 on July 5, 2022**

## **ACKNOWLEDGEMENTS**

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### **City Council**

Penny Sweet, Mayor  
Jay Arnold, Deputy Mayor  
Neal Black, Councilmember  
Kelli Curtis, Councilmember  
Amy Falcone, Councilmember  
Toby Nixon, Councilmember  
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### **Consulted Groups**

The Right to Breathe Committee  
Eastside Race and Leadership Coalition  
Movement of Advocacy for Youth  
King County Promotores Network  
Indivisible Kirkland  
African American Student Advocacy Program  
(AASAP) – Juanita High School  
Gay Student Alliance (GSA) – Juanita High School  
Kirkland Alliance of Neighborhoods  
Human Services Commission

*The City of Kirkland would like to thank and recognize the efforts of all community groups and community members who gave their time and energy to bring this roadmap to life. It should be noted that these community groups provided guidance, suggestions, and insight in this process, but the final document is not necessarily the official position of the consulted groups.*

For more information please visit:

[www.kirklandwa.gov/5434](http://www.kirklandwa.gov/5434)

## PURPOSE

The use of the term “roadmap” for this document is intentional. As stated in Objective 1.5, “[e]mbarking on a commitment to an enterprise-wide culture of diversity, equity, inclusion, and belonging is a journey.” This Roadmap can be seen as a “map of the territory” for where the City will travel as it embarks on an intentional and focused path of DEIB work.

This Roadmap sets forth many objectives for the City to achieve over the coming years. Each objective can be thought of as a milestone on the City’s DEIB journey. Many of the objectives influence all departments across the organization, while other objectives are narrowly focused on particular programs, processes, or practices.

By design, the Roadmap does not define the exact path the City will travel to arrive at the objective. DEIB work is rarely technical, with clear answers and steps to success. Often, meaningful DEIB work challenges assumptions, calls for new ways of thinking, and relies on collaboration for lasting change. This Roadmap articulates an intentional map for deep and thorough change. It defines a robust work program that will manifest over several years and will help shape Kirkland’s future. Although expansive, this journey of what feels like a thousand miles – like all such journeys – begins with a single step.

## VISION

The City’s Comprehensive Plan includes a Vision Statement that articulates Kirkland in the year 2035 and summarizes the desired character and characteristics of our community. The Roadmap is intended to be the City’s way of achieving the adopted Vision as it relates to diversity, equity, inclusion, and belonging.

*Kirkland is one of the most livable cities in America. We are a vibrant, attractive, green and welcoming place to live, work, and play. Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive. We honor our rich heritage while embracing the future. Safe, walkable, bikeable and friendly neighborhoods are connected to each other and to thriving mixed use activity centers, school, parks and our scenic waterfront. Convenient transit service provides a viable alternative to driving. Diverse and affordable housing is available throughout the city. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations.*

## DEFINITIONS

### Diversity, Equity, Inclusion, and Belonging

In the work of DEIB, there are various definitions for diversity, equity, inclusion, and belonging (DEIB). For the purposes of the City’s work in DEIB – both through outcomes derived from the 5-Year Roadmap and work outside of the Roadmap’s scope – the City will use the DEIB definitions from the Association of Washington Cities Equity Resource Guide:

#### *Diversity*

Diversity refers to the state of being different. Specifically, how a group of people differ from one another rather than how they are similar to one another. Diverse groups can vary in race, age, ethnicity, nationality, language, religion, gender identity, sexual orientation, physical/mental ability, socioeconomic status, and more. It is important to note that an individual person is not diverse, only groups of people can be diverse

#### *Equity*

Equity is defined by the Washington State Office of Equity as the process of developing, strengthening, and supporting policies and procedures that distribute and prioritize resources to those who have been historically and currently marginalized. Equity-centered practices thus give considerable attention and resources to low-income and Black, Indigenous, and People of Color (BIPOC) communities.



### *Inclusion*

Inclusion means to intentionally collaborate with people from all backgrounds. It means putting aside any biases, learning who is excluded, and proactively reaching out to invite them into the group.

### *Belonging (heading added)*

Inclusive communities create a culture of belonging for all and look for opportunities to invite and welcome everyone. The key to creating a sense of belonging is empathy—it requires desire, work, and a willingness to put yourself in someone else’s shoes to understand them.

## **Marginalized Communities**

Kirkland includes a diversity of community members who share a common interest in Kirkland being the best place to live, work, play, pray, and learn. Black, Indigenous, and people of color (BIPOC); immigrants and refugees; English language learners; LGBTQIA+ people; renters; people of lower income; people with disabilities; older adults; youth – Kirkland community members who identify as one or more of these demographic categories have valuable perspectives, lived experiences, and insights that strengthens Kirkland’s civic life.

Historically, the processes and practices of the City of Kirkland government have contributed to challenges in many communities in Kirkland to feel welcome and that they belong. Several of the objectives in the Roadmap are intended to identify and dismantle systemic barriers to meaningful inclusion of community members who identify as one or more of the above demographic categories. The Roadmap includes use of the term “marginalized communities”, “marginalized community”, and “marginalized community member” to describe the above communities – and others – who have historically been marginalized from full participation in civic life, specifically regarding public participation with City government.

## **HOW THIS DOCUMENT IS STRUCTURED**

This Diversity, Equity, Inclusion, and Belonging (DEIB) Five Year Roadmap is organized around 6 Goal Areas:

- I. Leadership, Operations, and Services
- II. Plans, Policies, and Budgets
- III. Workplace & Workforce
- IV. Community Partnerships
- V. Communications & Education
- VI. Facility & System Improvements

Each **Goal Area** has multiple **Goals**, each of which have two or more **Objectives**. Each Objective has an identified **Next Action**, which includes the responsible department(s), a deliverable, and a due date. The due date includes both a quarter of the year (for example, Q1 is January through March) and the year. The formatting for this structure is as follows:

### **1. Goal.**

1.1 Objective.

→ *Next Action.*



Indicates a completed Objective



Indicates a completed Next Action

# LEADERSHIP, OPERATIONS, AND SERVICES

## OVERVIEW

The Leadership, Operations, and Services goal area identifies pro-equity practices and systems at all levels of the organization through accountable leadership and employees who are change agents. It recognizes the influence of day-to-day operations in shaping the equitable access to City services. This area also accounts for the City as an organization as it positions itself as a leader and collaborator in the region.

## GOALS

### 1. Leadership at all levels of the government contribute to the internal organizational culture as being rooted in diversity, equity, inclusion, and belonging (DEIB).

#### 1.1 Organizational Policy Statement

Formal policy statements and other legislation that center racial equity help demonstrate the City's commitment to DEIB and provides clear direction to staff about the importance of this work. The City will adopt a policy statement on racial equity, including a definition of racism to include four interconnected types: interpersonal, institutional, structural, and internalized. This expanded definition and shared understanding will assist leaders at all levels of the organization in approaching our work holistically and from a common ground of understanding.

→ *The City Manager will provide options to the Council on policy approaches in Q4 2022.*

#### 1.2 DEIB Communications

Communicating the City's values and priority around DEIB at all levels of the organization contributes to a culture rooted in welcoming and belonging. As such, staff will infuse strong leadership message(s) on DEIB into the City website, marketing materials, all employee job descriptions, job applications, job advertisements, Board and Commissions and volunteer materials, interview questions, employee orientation materials, routine messages from the City Manager, Directors, and managers, and other opportunities.

→ *CMO and the Leadership Team, in coordination with HR, will develop new hire materials in Q4 2022.*

### ✓ 1.3 Diversity, Equity, Inclusion, and Belonging Manager

Sustained efforts of furthering DEIB goals, including the implementation of this plan, require dedicated staff. To help further this plan, this staff resource will strengthen strategic relationships within the organization and between the City, community groups, and the public at large. Therefore, the City will hire a Diversity, Equity, Inclusion, and Belonging Manager to guide implementation of this plan, conduct on-going internal DEIB review, support community relations, and advise City Council and leadership on matters related to DEIB.

→ *CMO will oversee hiring process to have incumbent begin Q2 2022.*

### 1.4 Diversity Services Team

Fostering an organizational culture rooted in welcoming, inclusion, and belonging requires staff engagement at all levels of the organization. Clear leadership from management and the executive team helps set the tone for such an organizational culture, yet leadership by non-management employees also contributes to diversity, equity, inclusion, and belonging becoming daily, embodied values of the organization. To support this, the City will restructure the Diversity Services Team to support all department services and programs in receiving racial equity and culturally specific knowledge, tools, and support to increase the effectiveness of service delivery. The City will also ensure that people of diverse backgrounds and identities underrepresented in civic life are represented in the art and décor of all City facilities. This includes all public art that the City is responsible for including City Hall, City parks, recommendations from the Cultural Arts Commission for Park Lane and other public sites.

→ *CMO and Human Resources will update Diversity Services Team charter and begin meeting in Q3 2022.*

### 1.5 Performance Measures

Embarking on a commitment to an enterprise-wide culture of diversity, equity, inclusion, and belonging is a journey. The identification of regular checkpoints on progress will help ensure that the organization stays on track in its efforts and provide meaningful transparency for the community. Therefore, staff are directed to develop outcome performance measures for the goals in this plan and provide the Council and community with regular reports on them.

→ *CMO and the Finance & Administration department will integrate this plan into the annual performance measures report beginning with the 2024 Performance Measures Report (published in 2025).*

## 1.6 Decreasing Barriers to Serving on City Council, Boards, and Commissions

Serving on the City Council involves 6-hour evening regular business meetings, and staff briefings or other meetings that often happen during the day. In addition, Councilmembers often represent Kirkland on regional boards either appointed by the Council or by the Sound Cities Association that have daytime or evening meetings. While not a full-time job given Kirkland's Council-Manager system of government, serving on the Council does require a significant part-time commitment. The City Council is interested in removing barriers to entry for community members to run and serve on City Council, as well as serve on Boards and Commissions including considering stipends for board and commission members, salary changes for Councilmembers, or a childcare benefit.

→ CMO will develop options by Q4 2022 to have the Kirkland Salary Commission or other broader committee study this issue.

## 2. City services are accessible, inclusive, equitable, and responsive to community input.

### 2.1 Ombud Program

The City currently provides multiple avenues for community members to express concerns or complaints about City personnel across all departments. Ensuring that feedback from the community about personnel is handled promptly, professionally, and transparently contributes to community members' trust in the City and its commitment to being inclusive and equitable. To support this, staff will update the City's Ombud Program so that community members receive immediate and easy-to-follow responses to complaints and concerns.



→ CMO will update the City's Ombud Program with clear workflow, mechanisms, and integration with complaint processes for the Police Department, including recent changes of oversight by the Washington state Criminal Justice Training Commission, in Q2 2022.

## 2.2 Community Responder Program

Stabilizing community members experiencing quality of life stressors and/or behavioral and emotional crises is a key need that has historically fallen on emergency personnel. Such personnel are not intended to provide the intensive level of support needed for individual high utilizers of 911 and other vulnerable community members. Providing services to such community members in the least restrictive setting possible, improving access to achieve earlier intervention that results in better health outcomes, and preventing hospitalization and criminal legal involvement, whenever possible, are outcomes that require a different, holistic approach to crisis intervention. Therefore, staff are directed to prioritize the implementation of the Community Responder Program.

→ CMO will hire the Lead Community Responder position to begin in Q1 2022 and have at least two additional Responder positions filled in Q3 2022. CMO will also negotiate an interlocal agreement with the north King County cities to create a regional entity to provide responder services pursuant to Resolution R-5530 by Q1, 2023.

## 2.3 Park Usage Guidelines and Procedures

Park facilities and recreation programs provide an important outlet for community members' sense of well-being and belonging by supporting exercise, connecting with nature, recreating, and building community. Parks and recreation programs can be newer community members' initial entry point to City services and connection to the broader community. To help ensure a welcoming and belonging community, staff will regularly review park usage guidelines and procedures, including facility reservation and recreation registration processes, and align future improvements and programming with needs of the community.



→ Parks and Community Services will include recommendations on equity improvements of these processes as part of the forthcoming Parks, Recreation, and Open Spaces Plan, to be adopted in 2022.

## 2.4 School Resource Officer Program Evaluation

School Resource Officers in Kirkland are intended to help keep students physically, socially, and emotionally safe at school, provide for positive interactions between officers and students, families, and community members, connect students with supportive services, and help keep students out of the criminal justice system. School Resource Officers were requested by the community and included in the 2018 Police Proposition 1. However, there are also community concerns, particularly among underrepresented students and families, about the impact on underrepresented students by a police presence in schools. Therefore, staff are directed to make needed changes to the School Resource Officer Program to meet the varied community interests, and interests of underrepresented students.

→ CMO will present options to Council concerning the SRO program in Q3 2022.

## 2.5 Community Court Pilot Program

In the traditional justice system in the United States, punitive action is taken against low-level, non-violent offenses like theft, shoplifting, and trespassing, which does not address the reasons behind the crime. Problem-solving alternatives like Community Court seek to go beyond punitive actions to identify and address the underlying challenges of court participants that may contribute to further criminal activity. Community Court participants often engage with a community resource center for needed services such as drug and alcohol treatment, financial and housing assistance, and employment/educational services. This approach allows people to get the services they need to address the underlying issues, which helps reduce recidivism. The City should therefore continue operation of the Kirkland Community Court and prioritize resource needs for it and the related Resource Center.

→ *The Municipal Court and CMO will maintain ongoing support for the Community Court Pilot Program, report on performance, and will bring forward any resource needs as part of the 2023-2024 biennial budget process (Q4 2022).*

## 3. Kirkland is a trusted regional partner and leader in racial and social equity initiatives.

### 3.1 Regional Coordination

Many organizations and governments are engaging in DEIB assessments to inform their strategic planning for both internal and external policies, processes, and programming. Collaboration at the regional level is an important way for the City to contribute to this work, learn best practices, and demonstrate its commitment to these values. As such, staff will continue to contribute to regional events and conferences to develop shared analysis, learning, and planning with governments and community groups within the Northwest region, including the Governing for Racial Equity and Inclusion Group, Eastside Race and Leadership Coalition, and others, to achieve meaningful and measurable results.

→ *CMO in coordination with the Human Service Division, Police Department, Human Resources, and other relevant departments, will maintain attendance at regional events and provide presentations on insights and trends at the City leadership retreats beginning in 2022.*

### 3.2 Support National Racial Justice Initiatives

Just as regional engagement helps the City position itself as a learning leader in diversity, equity, inclusion, and belonging work, many opportunities exist nationally for the City to deepen its best practices and amplify the efforts of other governments. The City will support national racial justice initiatives within government through participation in events, peer exchanges, and best practice resource-sharing with public and private organizations, such as the Government Alliance for Race and Equity (GARE), Race Forward, PolicyLink, and the National League of Cities.

→ *CMO will maintain an ongoing list of national racial justice initiatives which the City is participating in and will publish on the City's website in Q4 2022 and will update regularly.*

### 3.3 Welcoming America Certification

Welcoming America is a nonprofit, nonpartisan organization that leads a movement of inclusive communities becoming more prosperous by ensuring everyone belongs. The City signed on as a welcoming city through the Welcoming America network in 2017. One initiative of Welcoming America is its Certified Welcoming process, a formal designation for cities and counties that have created policies and programs reflecting their values and commitment to immigrant inclusion. Obtaining Certified Welcoming would demonstrate the City's commitment to diversity, equity, inclusion, and belonging (DEIB); however Certified Welcoming requirements include several elements that would best be addressed in partnership with other Eastside cities and community-based organizations. To support this, staff will continue participation in the Welcoming Cities Collaborative with other Eastside cities and community-based organization(s) to develop a regional plan on DEIB efforts, which includes as an outcome achieving the Certified Welcoming designation for the region from Welcoming America.

→ *CMO will continue to partner with Eastside cities and community-based organization(s) to develop a draft regional plan by Q1 2023.*

### ✓ 3.4 The Houghton Community Council

Washington State law grants the Houghton Community Council unique authority over certain land use issues, creating a barrier to the equitable distribution of City programs, services, and resources. These inequities include, but are not limited to, neighborhood level veto rights over the availability of affordable housing, increased residential and commercial density, and school expansion. Staff is therefore directed to work with the state and the Kirkland community to sunset the existence of this council.

→ *The City's 2022 State legislative agenda included as a priority, to sunset the Houghton Community Council. House Bill 1769, sunseting community municipal corporations was signed into law and will go into effect in Q3 of 2022.*

### 3.5 Native History Document and Land Acknowledgement

Acknowledging and sharing an authentic history of place is a key component to creating a welcoming, inclusive, and belonging community. Giving voice to the history of the Indigenous People who resided in present-day Kirkland and understanding their contributions and challenges with Kirkland's past helps the City move forward in a more equitable way. As such, staff will continue to collaborate with local tribal communities to complete the Indigenous history of Kirkland project, with associated land acknowledgement statement, and integrate the document with relevant plans and programs, such as the 2044 Comprehensive Plan update, neighborhood plans, wayfinding signage, and public art.



→ CMO will bring to Council for review and potential adoption a draft document in Q2 2022.



## Goal Area II

# PLANS, POLICIES, AND BUDGETS

## OVERVIEW

The Plans, Policies, and Budgets goal area focuses on integrating equity into department work plans. It aligns efforts throughout City departments and with other levels of government. This goal area also emphasizes the impact financial decisions can have on equity.

## GOALS

### 4. Department and agency business plans, including line of business and other planning processes, include analyses of equity impacts from their operations, services, and programs.

#### 4.1 Equity Impact Assessment Tool

Integrating equity analysis into daily work of the departments helps center equity into City processes and programs. This allows for continual reflection and improvement, which are key aspects of equity work. To support this, staff will standardize the process and implementation of an equity impact assessment tool and provide training to all managers on its application within their work plans. Staff will also implement a process to measure the effectiveness of this tool.

→ CMO will formalize an equity impact assessment tool and will provide at least one staff training session by Q3 2022.

#### 4.2 Comprehensive Plan and Other Long-Range Planning Processes

The City's Comprehensive Plan and other long-range planning efforts guide City Council, leadership, and staff in various decisions related to Kirkland's future. Ensuring that the perspectives, insights, and voices of underrepresented groups and communities are included in the creation and review of such plans helps them be reflective of Kirkland's diverse community. As such, the City will identify and utilize an equity-centered third-party review process for the City's Comprehensive Plan and other long-range planning processes.

→ The Planning and Building department will provide recommendations by Q2 2023.

### 4.3 Emergency Planning

Data from numerous sources, including Public Health – Seattle & King County and others, demonstrates the disproportionate impact that large scale emergencies have on communities of color, communities of lower income, and English language learners, among other underrepresented groups and communities. Many factors contribute to a safe community in the case of emergency, and the City provides a critical leadership role in such situations. Therefore, the City will incorporate procedures into emergency plans to support the safety of populations that may be at higher risk of impacts, with regular review to account for demographic changes.



→ *The Office of Emergency Management will update all relevant procedures and define a regular review process by Q3 2022.*

## 5. Equity and social justice initiatives are synchronized across City departments and with other government entities, such as County, State, and Federal.

### 5.1 King County: Lead with Race Process

Collective impact with other governmental and community partners is best achieved through strategic alignment of priorities for equity and social justice. King County has demonstrated that its approach is to “lead with race” in implementation of its Equity and Social Justice Strategic Plan. To best leverage strategic alignment, the City will align Kirkland’s equity efforts with King County’s approach to “lead with race” related to prioritizing categories of equity.

→ *The City Manager will provide options to the Council on policy approaches in Q4 2022.*

### 5.2 City Work Program

Since 2011, the City Council has adopted City Work Programs to help implement priority goals, identify the priority focus of the City’s staff and resources, and enable the public to measure the City’s success in accomplishing its major policy and administrative goals. The Work Program is developed in conjunction with the biennial budget process. Implementation of Resolution R-5434 was one of the 2021-2022 Work Program items. To ensure the continuation of diversity, equity, inclusion, and belonging (DEIB) work, the City will continue to incorporate DEIB efforts into the biennial City Work Program.

→ *CMO will integrate recommendations for Council consideration into the 2023-2024 biennial budget process (Q4 2022).*

### 5.3 2021 Legislation Implementation

The Washington State Legislature passed several bills during the 2021 session that influence law enforcement statewide, which have now gone into effect. Some of the recent reforms to Washington's law enforcement rely heavily on transferring services to non-law enforcement service providers, such as behavioral health providers and homeless services. This approach aligns with the City's implementation of its new Community Responder Program. The Kirkland Police Department evaluates and implements changes to its policies regularly to reflect best practices and community feedback, and many of the new legislative changes had already been adopted in Kirkland. The City will ensure full implementation of 2021 legislative actions on police reform in internal Police Department processes, civilian oversight processes, and responses to emergency calls related to mental health.



→ *Police Department and CMO will integrate changes and provide an update by Q1 2022.*

## 6. Financial decisions include equity impact assessments and considerations.

### 6.1 Biennial Budget Process

The City's budget is not only an operational roadmap of how to support public safety, maintain parks, keep pedestrians safe, or protect our natural environment, but it is also a statement of values. Integrating analysis of equity into the budget process centers equity into the City's core document of operational decisions. Doing so helps ensure that the investments made by the City in the provision of services embody the values and priorities of diversity, equity, inclusion and belonging. As such, the City will factor diversity, equity, inclusion, and belonging considerations into the budget process by incorporating an equity impact assessment into each service package request and other specific and appropriate budget processes.

→ *CMO and Finance and Administration will integrate an equity impact assessment into the 2023-2024 biennial budget process (Q2 2023).*

### 6.2 Personnel Funding Impact Analysis

City personnel represent a wide variety of roles and responsibilities that together demonstrates a level of service for a particular line of business. To meet service level demands that sometime shift between budget cycles, departments seek to adapt or add positions by submitting position adjustments. Integrating analysis of equity into position funding centers equity into the City's decision making around level of service related to personnel. Therefore, staff will incorporate an equity impact analysis and statement into the required components of processes used in staff funding outside of the regular budget process.

→ *Finance and Administration will integrate an equity impact assessment into memoranda in support of positions and other staff funding processes by Q2 2023.*

## Goal Area III **WORKPLACE & WORKFORCE**

### OVERVIEW

The Workplace & Workforce goal area emphasizes fostering a workplace that is empathetic, trusting, respectful, and engaged with social and equity issues. It provides an overview on actions to help in developing a high-performing workforce that reflects the Kirkland community. This goal area articulates goals for intentional employee development through training, coaching, and mentoring. It also addresses staff recruitment at all levels of the organization.

### GOALS

#### **7. The workplace culture is one of empathy, respect, and engagement with social and equity issues.**

##### **7.1 Employee Engagement Program**

The perspectives, sentiment, and suggestions of staff are both valuable indicators of organizational climate and insightful sources of meaningful change. One-on-one interviews and similar opportunities for sharing, such as focus groups, are valuable for understanding the perspective of staff. Additionally, broader scale, quantitative sources of data through a survey instrument can highlight larger trends for both challenges and opportunities. Therefore, the City will implement an employee engagement program with focus groups and an annual employee engagement survey of all staff to assess, among other topics, perceptions of work culture, career advancement, and having the necessary skills and support to apply diversity, equity, inclusion, and belonging (DEIB).

→ *Human Resources will pilot a focus group process and will publish a pilot employee engagement survey by Q4 2022, with results published on the City's intranet for all employees to review by Q1 2023. Data will include demographic indicators including race, gender, location, tenure, and level.*

##### **7.2 Supervisor Training**

Shared decision making between supervisors and their staff can contribute to creative problem solving within their group for business practices, policies, and programs that impact them and the community. Allowing for meaningful staff participation in decision making can also help staff feel more ownership over their role and the service they provide the community. As such, the City will provide training to supervisors to ensure that employees have opportunities to make meaningful contributions to decision making. The City will encourage and support active engagement and collaboration among managers and staff to positively influence decision-making and outcomes.

→ *Human Resources and CMO will research best practices and begin training of supervisors by Q1 2023.*

### 7.3 Enhancement of Existing Training

Ongoing training in cultural competence, implicit bias, and other DEIB topics is necessary to ensure that the organizational culture continues to be one that is rooted in welcoming and belonging. Offering training on these topics annually supports the growth and deepening understanding of longer-term staff, as well as onboarding new employees. The City will also offer this training to Councilmember, Board and Commissions, Chamber leadership, neighborhood associations, and any organization that does work on behalf of the City and community. To support this, the City will provide ongoing trainings around cultural competence, empathy, implicit bias, inclusion, communications, self-awareness, and other DEIB topics into standard City trainings and will recognize individuals and teams for their contributions made toward a welcoming and belonging workplace. Further, the City will establish DEIB competencies that will provide the foundation of expectations for all City employees.

→ *Human Resources will audit current trainings, research options, and provide options to CMO for review by Q3 2022 with implementation by Q4 2022.*

### 7.4 360° Feedback Reviews

The meaningful participation of staff in performance evaluations of their supervisors can help foster a more trusting, engaged, and higher performing workforce through all staff being provided different perspectives of their performance. Appropriate measures would need to be implemented to ensure that there was no potential for retaliation or other unintended negative consequence. As such, the City will strengthen avenues for trusted and safe staff feedback to supervisors by employing 360-degree feedback reviews or similar methods.

→ *Human Resources will identify a tool for staff feedback and will begin training supervisors on its use by Q4 2022.*

### 7.5 Organizational Conflict Management Program

Managing conflict is an essential part of building a welcoming and belonging culture. An organization's ability to create a safe, trusting, empathetic, and respectful workplace is dependent on having conflict resolution systems and resources available and accessible to all City staff. As such the City will create a clear protocol for managing conflicts, provide education and training on how to manage conflict productively, and implement a process to measure the performance of these efforts.

→ *Human Resources will research best practices and provide options to CMO for review by Q4 2022.*

## 8. Employee knowledge and talent is intentionally developed through training, coaching, and mentoring.

### 8.1 Employee Development Plans

Many factors contribute to employee satisfaction, including the engagement and support of their supervisor and mentors outside the chain of command. Such support could look like co-creating development plans with each employee that includes regular check-ins on the employee's experience at the City and the City's role in retaining that employee. The plan can identify next actions related to training opportunities and "on-the-job" exposure for how the employee plans to grow their talent at the City, if they want. Therefore, the City will train supervisors on working with employees on co-creating employee development plans.

→ *Human Resources will research employee development best practices, identify options for review by the leadership team, and train to supervisors on its use by Q1 2023.*

### 8.2 Career Path Development

Many factors contribute to employee satisfaction, including having a clear career path to develop and grow. While some job classifications in the City have clear career paths, others do not, which can lead to talented staff feeling dissatisfied and potentially seeking employment elsewhere. To help address this, the City will work with the relevant unions to establish clear career paths for job classifications, with identified competencies, skills, and training to guide employee career development and succession planning.

→ *Human Resources will work with relevant unions to establish career development paths by job class and publish on the City's intranet by Q1 2023.*

### 8.3 Attrition Analysis

Employees leave employment with the City for a variety of reasons. Robust data collection is needed to ensure that such reasons are not evidence of patterns of inequity or barriers to equal employment opportunities. Therefore, the City will enhance current assessment tools (e.g. application pool, hiring data, promotion data, and exit surveys) to measure attrition, identify reasons for attrition, assess possible root causes, and address barriers to equal employment opportunities.

→ *Human Resources and CMO will audit current process and implement improvements by Q3 2022.*

## 9. Talent acquisition practices consistently provide equal opportunity and strive to close representation gaps at all levels.

### 9.1 Hiring Panel Guidelines

Including a diversity of perspectives on hiring panels helps counter unconscious biases towards candidates of color, women candidates, English language learners, veterans, candidates with disabilities, and other underrepresented groups or communities. Providing a consistent and standard approach to ensuring diverse hiring panels will operationalize this support mechanism throughout the organization. In support of this, the City will develop diverse hiring panel guidelines and process and require hiring managers to certify that they were followed for all selections prior to offer of employment. Such hiring panel guidelines and process will include a strong presumption for external job postings.



→ *Human Resources will research best practices, create interview guidelines, and distribute and provide training to hiring managers by Q4 2022.*

### ✓ 9.2 DEIB Interview Question Requirement

Due to their role in the hiring process, managers play a critical function in providing equal opportunity for diverse candidates. As such, hiring managers need to understand and be skilled at encouraging a welcoming and belonging environment. Therefore, the City will require hiring managers to include at least one interview question to assess management candidates on their ability to foster DEIB.

→ *CMO and Human Resources will develop at least five standard DEIB interview question options for hiring managers for use beginning Q3 2022.*

### 9.3 Public Safety Recruitment

Emergency personnel in the Fire and Police Departments are often a community member's primary personal interaction with the City. Encouraging diversity of emergency personnel that represents the Kirkland community demonstrates to underrepresented groups and communities in Kirkland that they are welcome and belong here. As such, staff will implement and enhance the current comprehensive recruitment plans for the Fire and Police Departments focusing on underrepresented communities, taking into account race, ethnicity, and gender identity, and accounting for other social factors that contribute to intersectional identities of potential candidates.

→ *Human Resources will provide an update to CMO on the status of the plans by Q2 2022 for continued enhancement and implementation in 2022.*

#### 9.4 Diversity Hiring and Tracking Software

Regular tracking of diversity in the City's hiring process provides the needed data to adjust strategies and tactics to achieve the City's goals around DEIB. Reporting on such progress also provides accountability and transparency to the organization and the community on the City's commitment to DEIB goals. Such tracking and reporting are best achieved using specialty software. Therefore, the City will implement a software platform that supports diversity hiring and tracking.



→ *Human Resources and Information Technology will complete implementation of a software platform by Q4 2021.*



## Goal Area IV

# COMMUNITY PARTNERSHIPS

## OVERVIEW

The Community Partnerships goal area ensures the City's contracts and other agreements express its equity and social justice values and policies. It identifies ways the City can help build internal capacity for underrepresented community-based organizations partnering with the City as well as supporting the growth and sustainability of our community partners. This goal area also respects the importance of formal and informal, on-going relationships with community partners to foster continual improvement of City services.

## GOALS

### 10. The City's equity and social justice values and policies are expressed in contracts and other agreements.

#### 10.1 Equity in Contracting Policy and Program

Creating a procurement environment in which underrepresented business owners are afforded equitable opportunities for business partnerships with the City to create the opportunity to leverage City spending to increase utilization of such businesses. Implementing a policy and program that provides the maximum practicable opportunity for increased participation by such businesses in City contracting for public works, consulting services, supplies, material, equipment, and other services will demonstrate the City's commitment to fostering a welcoming and belonging community. Therefore, staff are directed to implement the Equity in Contracting policy and associated program to expand vendor recruitment, internal organizational training, and external vendor training.

→ *CMO and Finance and Administration, in consultation with the City Attorney's Office, have updated all necessary contract language and will develop a training schedule and other program elements by Q3 2022.*

#### 10.2 Funding Community Building Activities

The City has provided for several years grants to Kirkland's neighborhood associations that in totality represent the geographic extent of Kirkland. Although neighborhood associations provide valuable community building activities, opportunities for underrepresented groups to seek funding for community building would help foster a more welcoming culture and sense of belonging across the community. As such, staff will develop formal opportunities for funding of community building activities beyond the Neighborhood Matching Grant Program for diverse community events or similar programs that celebrate Kirkland's diversity.

→ *Based on available funding, CMO and Parks and Community Services will develop a pilot program to launch Q1 2023.*

### 10.3 Shared Application for Human Services Funding

Agencies providing human services, as well as other small non-profit or community-based organizations, often do not have enough administrative staff capacity to complete multiple funding applications. Numerous cities throughout King County came together to form the Human Services Funding Collaborative, a shared application platform that helps minimize administrative burden for organizations seeking funding to provide services in food security, housing and homelessness prevention, health, mental health, and youth services, among others. City staff will continue to utilize the shared application of the Human Services Funding Collaborative to decrease administrative burden on service providers, will explore further simplifying the grant application and reporting process, and better understand local and regional needs.



→ *Human Services division will continue to manage the Human Services Funding Collaborative applications and tasks associated with the grant for the 2023-2024 biennial budget cycle (Q3 2022).*

## 11. City partnerships with community-based organizations contribute to building their internal equity practices and capacities.

### 11.1 Technical Assistance to Businesses

Business service organizations, business associations, and health and human services organizations around the region highlighted the impacts of the pandemic on immigrant-owned businesses. Feedback from those businesses demonstrated that many of them would benefit from technical assistance in language with access to additional translation services. To help foster a welcoming and inclusive business environment, staff will provide culturally competent technical assistance services for business operations and provides access to in-language support.

→ *CMO will launch a pilot program of cultural navigators for business technical assistance by Q1 2023.*

### 11.2 Community Group Training

The active participation of community members in seeking to make a difference in the civic life of the community, including having the ability, agency, and opportunity to be involved in decision-making processes that affect them, is foundational for transparent and responsive government. Although the City provides various opportunities for engagement, additional work focused on community members from groups underrepresented in civic life will help foster a community that is more welcoming and promotes a culture of belonging. Therefore, staff is directed to offer trainings to community groups about how the City works and the services it provides, with an emphasis groups underrepresented in civic life. Further, the City will encourage, develop, support, and maintain opportunities for robust collaboration between community members, City staff, and City leaders.

→ CMO will develop a regularly occurring civic training program that provides community members with knowledge of City functions and processes with the first training occurring by Q4 2022.

### 11.3 Diversity Representation on Neighborhood Association Boards and General Membership

Kirkland's Neighborhood Associations are independent non-profit organizations that serve to enhance the civic life of the Kirkland community. The City recognizes 13 neighborhood association boundaries that encompass the entire geographic area of the City. Neighborhoods are the building blocks of any city, and Kirkland is enriched by these strong civic organizations that work alongside the City to improve the quality of life for everyone in Kirkland. The neighborhood associations are open to all members of the community. Despite efforts to engage underrepresented community members, the neighborhood associations generally tend to engage longer term residents, particularly those that own their home, which is a trend seen in other communities. Supporting the neighborhood associations in DEIB efforts will help foster a Kirkland that is more welcoming. As such, staff will help increase the diversity of representation on neighborhood association boards and general membership through program collaboration with the neighborhood associations and the Kirkland Alliance of Neighborhoods.

→ CMO will collaborate with the Kirkland Alliance of Neighborhoods in developing a plan to be implemented by Q4 2022, which will include clear definitions of success.

## 12. On-going relationships, both contractual and informal, contribute to a continual improvement of City services to better meet the needs of all Kirkland community members.

### 12.1 Relationship Building with Community Groups

Community feedback collection as part of the City's public processes can seem transactional to some community groups. Although unintended, this impact can sometimes deter further engagement from some community members or groups who would feel more supported by the building of relationships before the City requests information from them. To support this, staff will operationalize proactive relationship-building with community groups with the goal that the relationships offer mutual benefit.

→ CMO will develop a framework to be implemented by Q3 2022.

## 12.2 Coalition Against Hate & Bias

The work of fostering a safe, inclusive, and welcoming community where everyone belongs includes being able to appropriately respond to incidents of hate and bias that may occur. Developing a response and support plan to such incidents will demonstrate to the community, including businesses, that the City prioritizes the well-being and safety of all community members. King County recently supported the establishment of the Coalition Against Hate & Bias. Staff will work with the community to develop a response and support plan to incidents of hate and bias that occur in the community that can be easily communicated with community partners, businesses, and neighborhoods and that aligns with the intent of the King County Coalition Against Hate & Bias.

→ *CMO and the Police Department will work with community groups to publish a draft plan by Q3 2023.*

## 12.3 Diversity on Boards and Commissions

The City has several advisory boards and commissions which are responsible for formulating new ideas, gathering information, hearing, and receiving public comments, analyzing complex issues, and making recommendations for specific projects and policies. Board members and commissioners are appointed by the City Council, which seeks to make appointments of qualified candidates who reflect the diversity of Kirkland, including with respect to race, ethnicity, gender, sexual orientation, gender identification, the presence of any sensory, mental, or physical disability, background, and perspective, and status as a homeowner or renter in Kirkland. To ensure a diversity of applicants, staff will develop a strategy to ensure that applicants for City Boards and Commissions are representative of the demographic diversity of the community.

→ *CMO and the City Clerk's Office will develop a recruitment strategy to increase representation for Boards and Commissions by Q4 2022.*

## 12.4 Equitable and Welcoming Third Places

The concept of third place is that of a welcoming place beyond our homes and places of work. Sometimes, community members may use businesses as third places in a way that is unintended by the business, which can have impacts on the feeling of Kirkland being a welcoming and belonging community. Therefore, staff will work with the business community to continue education, outreach, and training on developing equitable and welcoming "third places" throughout the community. Staff will also develop strategies to promote to City owned facilities as welcoming "third places" for the community.

→ *CMO will work with the Greater Kirkland Chamber of Commerce and other local business organizations to implement training with the first program to occur in Q1 2023.*

## Goal Area V **COMMUNICATION & EDUCATION**

### OVERVIEW

The Communication & Education goal area supports the City's effective learning, outreach, and engagement with a diverse community. The City of Kirkland assures that no person shall on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964 as amended, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its federally funded programs and activities. The City further assures every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not. This goal area identifies strategies of communicating with English language learners in the community. It infuses diversity, equity, inclusion, and belonging values into community member engagement with City services and opportunities. This goal area also supports the effective education, engagement, and communication of and authentic conversation about City initiatives with internal and external stakeholders.

### GOALS

#### **13. The City can effectively communicate with English language learners.**

##### **13.1 Citywide Language Access**

Kirkland, like other communities in East King County, has experienced a shift in demographics over the last several years, including an increase in English language learners. The City values the contributions of all members of the community and makes every effort to ensure that language is not a barrier to engagement with the City. As such, staff will increase City-wide language access and interpretation resources through standardized processes and creation of a City Language Access Plan, including training to all departments on use.

→ *CMO, Finance and Administration, Human Resources, and Information Technology will collaborate on standard support documentation and training published by Q4 2022.*

##### **13.2 Title VI Vital Document Translation**

Translating vital City documents is the primary means of ensuring the City meets its obligation under Title VI. Additionally, the translation of documents also demonstrates the City's commitment to fostering a community of welcoming and belonging. The cost to translate documents is generally absorbed into departmental budgets but in some cases is not anticipated during the budgeting process. To help further the City's efforts at inclusion, staff will identify funding in all department budgets for Title VI vital document translation.

→ *CMO and Finance and Administration will support all departments in identify anticipated budget needs for Title VI vital document translation, with specific funding allocations identified through the 2023-2024 biennial budget process (Q4 2022).*

### 13.3 Employee Bilingual Pay Program

Bilingual personnel can enhance the City's ability to meet the customer service needs of the community. In recognition of this additional expertise, the City will explore a pilot Bilingual Pay Program for employees with demonstrated skill in a language (including American Sign Language) used by any group constituting at least 5% of Kirkland. Such a staff person would be a resource for other staff in minimal interpretation and translation tasks.

→ *Human Resources will research best practices, liaise with relevant unions, and present options for CMO review by Q4 2022.*

## 14. Community member engagement with City services and opportunities embodies values of diversity, equity, inclusion, and belonging.

### 14.1 Cross Departmental Outreach and Engagement

Due to the size of the City as an organization, outreach and engagement activities are conducted by nearly all departments semi-autonomously. Examining and reflecting on the current processes used by different work divisions will ensure that there is a consistent and coordinated approach to community engagement across the organization. Therefore, staff will assess the effectiveness of the City's community engagement processes, and based on that assessment, develop City-wide guidelines for engagement that ensure relationship building, consistency, coordination, and follow-up.

→ *CMO, in collaboration with other departments and community partners, will assess the existing engagement processes and will make recommendations as necessary by Q1 2023.*

### 14.2 City Leadership Program

Actively cultivating civic leaders will help ensure that the Kirkland community is highly engaged in seeking to make a difference in the civic life of the community. Although the City provides various opportunities for engagement, additional work focused on community members from groups underrepresented in civic life will help foster a community that is more welcoming and belonging. Therefore, staff will develop and implement the City Leadership Program to cultivate civic engagement for the purpose of diversifying public participation in various governmental processes and neighborhood organizations.

→ *CMO, in collaboration with other departments, will finalize and implement the pilot City Leadership Program by Q2 2023.*

### 14.3 DEIB Integration into Community Meetings

The City currently participates in various meetings with community members or groups. These meetings can provide an opportunity and avenue to support DEIB efforts throughout the community. As such, staff will evaluate and restructure regular meetings with community groups or leaders – such as the Inclusion Network, the Kirkland Alliance of Neighborhoods, and the Business Roundtable – to incorporate themes of DEIB implementation at the City and in the community. The City of Kirkland will actively model, support, benchmark, and otherwise encourage implementation of best practices of DEIB through active engagement.

→ *CMO will work with relevant groups and departments to implement recommendations by Q3 2022.*

## 15. City initiatives are clearly communicated and foster effective dialogue between both internal and external stakeholders.

### 15.1 Culturally Competent Communication Plans

Keeping both the community and internal staff updated on the status of this Plan is a key requirement for successful and transparent implementation. Providing such updates in ways that are most meaningful and effective to the various audiences helps ensure a sense of welcoming and belonging around this Plan, which will further engender a sense of transparency, accountability, community ownership, and commitment to its success. To support this, staff will develop and implement effective, culturally competent communication plans for internal and external audiences that provide regular updates on progress made on this Plan. Additionally, the City will design, develop, and maintain a public facing webpage to communicate information and updates regarding this plan, which includes relevant data and resources for the benefit of the community.

→ *CMO will develop initial communication plans by Q3 2022.*

## 15.2 Ongoing Feedback and Update Process for the Roadmap

This Plan should be considered a living document. Although it provides a roadmap with destinations and milestones, those should be regularly reviewed and aligned with the Council's and the community's expectations on no less than an annual basis. The City Manager or City Manager's Office shall provide the Council with an annual progress update including the City's progress on the plan's goals and also proposals for new goal areas, goals, and/or objectives, and additionally as issues and opportunities are identified in between annual progress updates. The City will also provide regular avenue(s) for community feedback about this Plan and its implementation at City Hall for All and/or other effective platforms, as well as from the City's Boards and Commissions. Council requested updates to the Roadmap including but not limited to additions and/or amendments to goal areas, goals, and/or objectives, shall be through the Legislative Request Memorandum process for staff analysis and Council evaluation. Each department should include in its DEIB strategic planning a mechanism to regularly receive, process, and respond to community feedback in a manner that is consistent with the spirit of promoting DEIB.



→ CMO will incorporate feedback opportunities into its initial 2022 work plan by Q2 2022.

## 15.3 Culturally Effective Outreach Methods

Kirkland's diverse community represents various cultures and backgrounds. Effective and efficient outreach and engagement by and between the City and the community is best achieved by employing culturally sensitive and effective methods and messages. To support this, staff will identify and/or provide training for culturally effective outreach methods and develop department level culturally effective outreach plans and strategies.

→ CMO will research best practices, develop a pilot program, and provide training by Q1 2023.

## 15.4 Proactive Community Engagement Network

Traditional channels for City communications, whether owned (email listservs), shared (social media), or earned (news media), have inherently limited reach in the community. Engaging with those in the community that have been historically underrepresented in civic life requires proactive measures of relationship building, community partnerships, and alternative means of outreach and engagement. As such, staff will establish a proactive network of civically underrepresented community members who are interested in providing input about and from their lived experiences as part of City feedback collection processes.

→ CMO will research best practices and develop a pilot program to begin Q4 2022.



### 15.5 Host, Sponsor, and Support DEIB Learning Opportunities

Learning and training opportunities are an important method of sharing knowledge, data, and best practices in DEIB. To support this, the City will host, sponsor, and support learning opportunities and will share information, resources, and tools designed to foster a community that reduces disparities and inequitable outcomes.

→ *CMO will incorporate such opportunities into its initial 2022 work plan by Q4 2022 and will evaluate requests on a case-by-case basis.*

### 15.6 Closing the Participation Gap

Learning must be accessible to all residents, businesses, and organizations across the city to transfer information, promote collaboration, and build community. The impacts of COVID-19 have caused many in-person outreach, engagement, training, and learning opportunities to be postponed or cancelled because of concerns for public safety. With many physical spaces having closed or operating with reduced capacity, virtual spaces are increasingly being utilized by governments, businesses, and residents. Most negatively impacted are people with lower incomes lacking broadband internet access and individuals with disabilities requiring communication accommodations to effectively communicate their needs in accessing services and resources. Therefore, staff will assess and identify spaces and resources that will help close the participation gap and achieve better outcomes for the community.

→ *CMO, in collaboration with the other departments, will research best practices and develop a resource list of options by Q3 2022.*

### 15.7 DEIB Dashboards

Regular tracking and reporting of key data contribute to the City's goals around DEIB. The City Council included the development of various dashboards for use of force, general crime, School Resource Officer, Human Resources, and Human Services as part of Resolution R-5434. Publishing such dashboards provides transparency and accountability for the community and Council to understand how the City as an organization is performing. To support this, the City will complete the dashboards called for in Resolution R-5434 for use of force, general crime, School Resource Officer, Human Resources, and Human Services.

→ *CMO will coordinate the completion of all remaining R-5434 dashboards in Q3 2021..*

## Goal Area VI **FACILITY & SYSTEM IMPROVEMENTS**

### OVERVIEW

The Facility & Systems Improvements goal area affirms the City's Capital Improvement Program's role in advancing equity and identifies opportunities to be informed by underrepresented communities. The Capital Improvement Program (CIP) funds the City's capital needs over a six-year period based on various City-adopted long-range plans, goals and policies. Capital projects are generally large-scale in terms of cost, size, and benefit to the community. This goal area seeks to identify historically underserved areas through data and analysis to help fix historical inequities. This area also encourages planning for the impacts of large-scale events while centering the needs of underrepresented communities.

### GOALS

#### **16. The City's Capital Improvement Program includes clear strategies to advance equity, which are informed by underserved communities.**

##### **16.1 CIP Feedback and Participation Plan**

A critical element of a balanced Capital Improvement Program (CIP) is preserving or enhancing existing facilities while providing new assets that will support service needs and community growth. Although much of the CIP is highly technical or prescriptive in nature, additional opportunities for community involvement in the CIP processes ensures underrepresented community members and groups have their voices heard for these critical services. Therefore, staff will incorporate more community feedback into prioritizing the City's capital improvement program. The City will develop, design, and implement a formal plan to solicit regular feedback and participation from the community on decisions related to the CIP, with a particular emphasis on underrepresented community members.

→ *Public Works and CMO will expand current options for community input on the CIP to inform the update to the 2023-2028 CIP (Q4 2023).*

## 16.2 Community Participation Compensation Policy

Soliciting feedback from the community for City programs, policies, and plans is a key characteristic of a transparent and responsive government. However, unintended barriers to participation exist for some community members based on their social, cultural, ethnic, economic, and/or historical experiences. Offering compensation to participants of select processes is one way to decrease barriers to active engagement and participation for those that may need to obtain childcare or incur other expenses in order to participate, while also acknowledging the time, energy, and effort in discussing personal experiences that may include painful stories. To support this, the City will adopt a policy to compensate community members from underrepresented groups who are most likely to not be engaged on a regular and consistent basis in civic life, such as those from lower income communities, people of color, and renters, for providing input from their lived experience.

→ *CMO and Finance and Administration will develop a pilot program for implementation by Q3 2022.*

## 16.3 Body Worn Camera Pilot Program

Body worn cameras for police officers can demonstrate that a police agency is willing to be transparent and accountable for its actions and provide mutual safety and accountability between police and the community. Successful deployment of body worn cameras relies on thorough development of operational policies governing their use. To encourage transparency and safety, the City will implement a body worn camera pilot program that does not allow for facial recognition capabilities and that is informed by extensive community engagement, particularly with underrepresented community members.

→ *CMO will begin a community engagement process for the body worn camera pilot program by Q4 2021 for an implementation of the program by Q2 2022.*

## 17. Capital Improvement projects are mindful of historically underserved areas and seek to remedy any existing inequities.

### 17.1 Standardized Data Sources

Numerous public data sources exist for demographic data, including, but not limited to, the Census, Washington Office of Financial Management, Washington State Department of Transportation, and the Washington Office of Superintendent of Public Instruction. Compiling demographic data for specific areas of Kirkland will help the City identify potential gaps in service. Therefore, the City will standardize a consistent source of aggregated data from various sources that can be used by all departments to identify underrepresented communities and areas in the City of lower income, higher rates of residence by communities of color, and/or English language learners to ensure equitable investments are made throughout the city.

→ *Planning and Building, Information Technology, and CMO will develop a pilot data tool that incorporates available demographic data sources for initial launch by Q2 2023.*

## 17.2 Equity Impact Assessment for the CIP

Integrating analysis of equity into the identification and prioritization of capital projects helps center equity into these major City investments. Doing so help ensure that investments are informed by any existing inequities. To support this, the City will incorporate an equity impact assessment to the Capital Improvement Program (CIP) process and projects. Every effort will be made to solicit input and experiences of residents, business, and interested community members to best inform needs.



→ CMO, Finance and Administration, and Public Works will integrate an equity impact assessment into the 2023-2028 CIP adoption process (Q3 2022).

## 17.3 Equity Analysis in the City's Planning Documents and Processes

Integrating analysis of equity into department strategic and master plans helps center equity in these foundational City documents that guide policy, programs, and procedures. Such plans currently underway include the Parks, Recreation, and Open Spaces Plan, the Active Transportation Plan, and utility comprehensive plans. Therefore, the City will incorporate an equity impact assessment into the planning process for master and strategic plans. Every effort will be made to solicit input and experiences of residents, business, and interested community members to best inform needs.

→ CMO will assist all departments in incorporating an equity impact assessment into their master and strategic planning documents beginning in Q2 2023.

# 18. Anticipate facility needs related to issues from climate change, future pandemics, and other large-scale events, with an emphasis on meeting the needs of disproportionately vulnerable communities.

## 18.1 Cooling and Warming Center Activation

Cooling and warming centers are strategies used to support vulnerable residents during periods of intense heat or cold. Such centers are often air-conditioned or heated public spaces that are made available to community members. The City can better support the rapid deployment of cooling and heating centers by having approved plans and procedures that include staffing, general outreach, and community partners. As such, the City will standardize a community response plan for cooling and warming center activation in the event of future heatwaves or frigid weather.

→ Office of Emergency Management and CMO will implement a plan in coordination with community partners that will be ready to implement by Q4 2022.

## 18.2 Maintaining and Enhancing the City's Infrastructure

Maintaining and enhancing the City's infrastructure is a critical public service that can have a large impact on the quality of life for the community. Keeping the public informed of impacts related to the City's infrastructure helps support the safety of the community and the trust the community has in City government. Such public information efforts that are timely, easily understood, and inclusive helps ensure that all community members feel safe and welcome. As such, City staff will enhance capital project notices, water quality reporting, spill response post cards, and similar infrastructure reporting mechanisms to include translated and culturally sensitive materials.

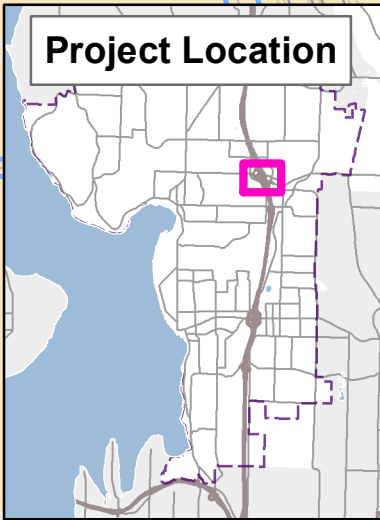
→ *Public Works and CMO will audit and update current materials for implementation by Q4 2022.*

## 18.3 Maintaining and Expanding Opportunities to Internet Access

Maintaining virtual connection has proven critically important for students, employees, business owners/operators, and residents across the city. The City will explore continued and expanded opportunities to make available the infrastructure required for internet access to help eliminate the negative impacts caused by poverty, COVID-19, or other factors impacting internet access.

→ *IT and Finance & Administration will research and provide options to the City Manager by Q2 2023.*

# NE 124th Street Sidewalks and Pedestrian Improvements



Evergreen Hospital

Totem Lake Transit Center

Totem Lake Village

Crossing Improvement (Project Request)

NE 124th St Sidewalk Gaps (Project Request)

Totem Lake Gateway Shared Use Path

Totem Lake Connector Bridge

RRFBs (Project Request)

New Funded Pedestrian Pathway

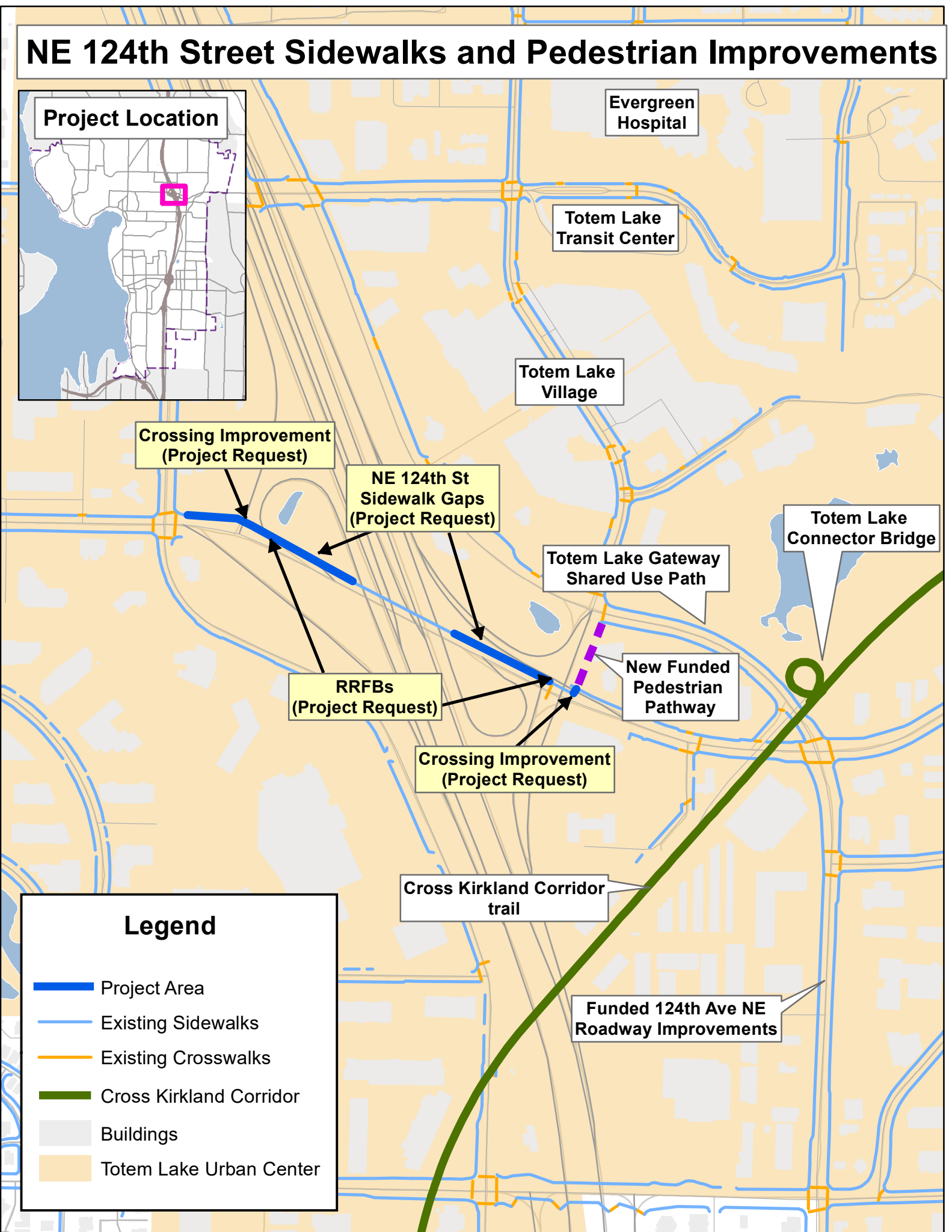
Crossing Improvement (Project Request)

Cross Kirkland Corridor trail

Funded 124th Ave NE Roadway Improvements

### Legend

- Project Area
- Existing Sidewalks
- Existing Crosswalks
- Cross Kirkland Corridor
- Buildings
- Totem Lake Urban Center



**Excerpts from City of Kirkland Plans regarding the improvements:**

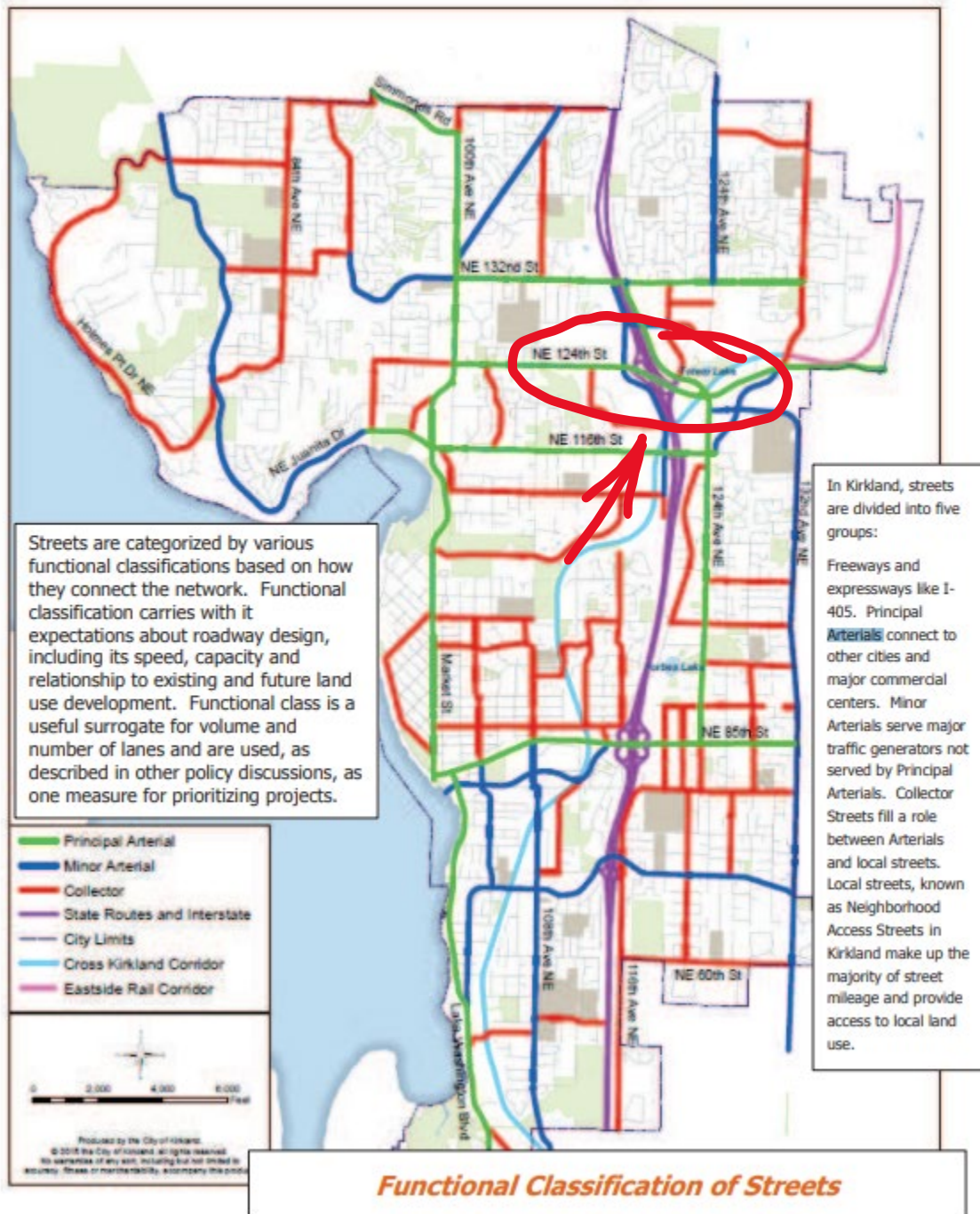
- Identified in City 2023-2028 TIP, 2015 TMP (policies), 2009 & 2022 Active Transportation Plan
- 2023-2028 TIP, Sidewalk completion program, TIP Map No. 466, NM 99991:

TIP Map No.	CIP #	Project Name	Project Description
451	NM 11700	On-Street Bicycle Network Phase I	Improving existing on-street bicycle facilities, to include restriping existing pavement to add width and/or buffers to bicycle facilities, as well as the reconstruction of curbs and provision of protected bicycle lanes. The individual projects will be given more specificity in revised Active Transportation Plan. Project finding is contingent on external funding to be sought.
452	NM 12700	Juanita Drive Nonmotorized Improvements 79th Way NE to NE 120th St	NE 93rd Avenue South to NE 143rd Street - complete remaining elements in Juanita Drive Corridor Study. Separated pedestrian walkway and buffered bicycle lane; installation of pedestrian flashing beacons (RRFB's) at key locations; improved lighting, signing and markings.
455	NM 15000	122nd Ave NE Bike Route (NE 80th St to NE 90th St)	Widen sidewalks, add lighting, and stripe buffered bike lanes from NE 80th St to NE 90th St
456	NM 15100	Shared Use Path (NE 120th Ave to NE 122nd Ave) at NE 83rd Street	Share Use trail connection between 120th Ave NE to 122nd Ave NE in the vicinity of NE 82nd Ln and the edge of the Kirkland Cemetery
457	NM 15200	NE 85th St Enhanced Sidewalks: 124th Ave NE to 126th Ave NE	Widened sidewalks, landscape strips, and raised protected one-way bike lanes (124th Ave NE to 126th Ave NE)
458	NM 15300	NE 85th St Enhanced Sidewalks: 126th Ave NE to 128th Ave NE	Widened sidewalks, landscape strips, and raised protected one-way bike lanes (126th Ave NE to 128th Ave NE)
462	NM 15700	NE 80th Street / 122nd Ave NE Intersection RRFB	South side curb extension, crosswalks, and RRFBs added for north-south walking and biking connection to Lake Washington High School
465	NM 88881	On-Street Bicycle Network	Improving existing on-street bicycle facilities, to include restriping existing pavement to add width and/or buffers to bicycle facilities, as well as the reconstruction of curbs and provision of protected bicycle lanes. The individual projects will be given more specificity in revised Active Transportation Plan. Project finding is contingent on external funding to be sought.
466	NM 99991	Sidewalk Completion Program	Complete sidewalk improvements on one side of: School Walk Routes (collectors and arterials), principal arterials and in top 2 categories of 10 minute neighborhoods. May include projects such as: NM 0026, NM 0037, NM 0045, NM 0047, NM 0048, NM 0049, NM 0061, NM 0063, NM 0071, NM 0072, NM 0075, NM 0076, NM 0077, NM 0078, NM 0079, NM 0088, NM 0097, NM 0101, NM 0102, NM 0103, NM 0104, and NM 0105.

# NE 124<sup>th</sup> Street Pedestrian Facilities (120<sup>th</sup> Ave NE to 116<sup>th</sup> Ave NE)

NE 124<sup>th</sup> Street is a Principal Arterial through WSDOT limited access:

City of Kirkland Transportation Master Plan, December 2015





# NE 124<sup>th</sup> Street Pedestrian Facilities (120<sup>th</sup> Ave NE to 116<sup>th</sup> Ave NE)

## City of Kirkland Transportation Master Plan December 2015

20 year project Table part b							
MODE	CATEGORY	BASIS FOR 20yr FUNDING	20 YR FUNDING (million)	EARLY PRIORITIES	KEY UNFUNDED ELEMENTS	UNFUNDED COST (million)	TRANSPORTATION MASTER PLAN POLICY SUPPORT
Walk	School Walk Routes	Complete sidewalk on one side of arterials and collectors.	\$ 4.5	Places where these 3 categories overlap. Also Revised Active Transportation Plan.	Local streets.	\$9	Walking: remove barriers, increase safety, improve walk to school. Improve pedestrian connections to transit. Improve walkable neighborhoods, connect to commercial areas. Promote energy efficient modes, reduce pollution, and provide mobility for all users.
	10 min Neighborhoods	Top 2 groups on arterials and collectors.	\$ 6.0		Other categories of 10 minute walkability, other street classifications.		
	Arterials and Collectors	Missing sidewalks on <u>Principal</u> arterials.	\$ 3.0		Complete sidewalk on other streets.		
	New crosswalks, poor lighting, fewer improvements, at signals MAP 8.	Improving lighting at candidate locations on all streets, locations with few improvements on arterials, new crosswalks, improvements at signals.	\$ 9.5	Groups of crosswalks on arterials, NE 124/113 NE signal.	Crosswalks on local streets.	Has not been estimated.	All policies for sidewalks (above) plus, improve crossings for pedestrians
			Opportunity fund.		Design of NE 124 <sup>th</sup> /124 <sup>th</sup> NE		Design and construction of

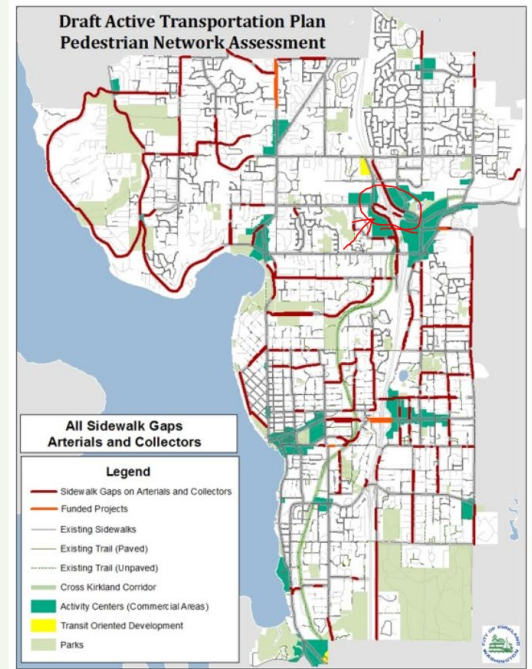
### 2009 Active Transportation Plan:

Kirkland's 2009 ATP includes goals for complete sidewalks on one side of all principal and minor arterials. The 2021 update will evaluate remaining gaps to fill-in the gaps on both sides of arterials and collectors, particularly on transit and school walk routes.

In addition to looking at arterial and collector streets, an additional network connectivity analysis evaluates walk-sheds to access activity centers and transit routes that identify additional crossings and sidewalk gaps on local streets.



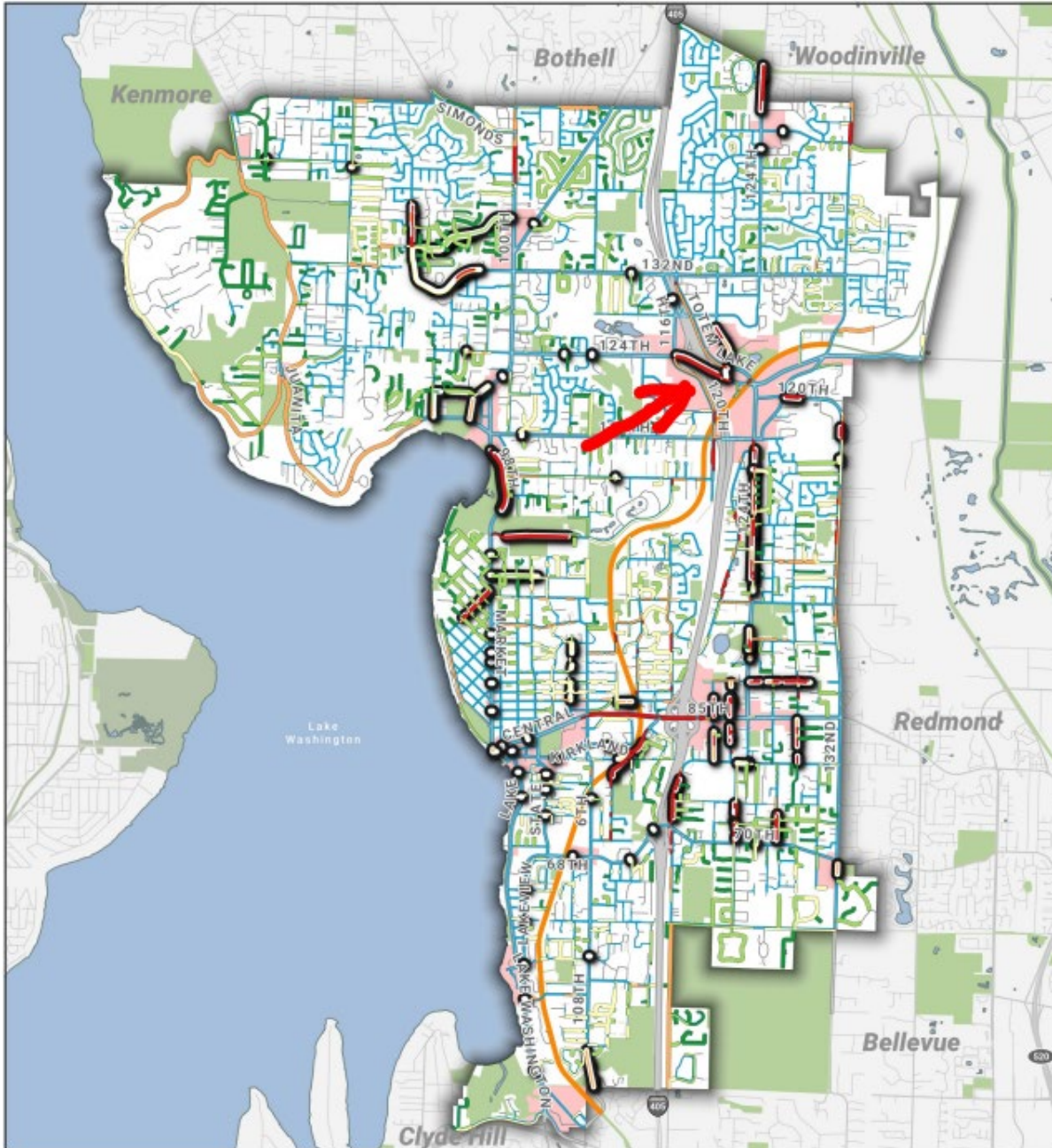
Rectangular Rapid Flashing Beacons (RRFB) on NE 116th St in Kirkland, WA.



# NE 124<sup>th</sup> Street Pedestrian Facilities (120<sup>th</sup> Ave NE to 116<sup>th</sup> Ave NE)

2022 Active Transportation Plan:

## City of Kirkland Active Transportation Plan Prioritized Pedestrian Network - Final Score and Draft Projects



### Prioritized Sidewalk Gaps: Final Score

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

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



## NE 124<sup>th</sup> Street Pedestrian Facilities (120<sup>th</sup> Ave NE to 116<sup>th</sup> Ave NE)

### 2022 Active Transportation Plan (subset of the Transportation Element of the Kirkland Comprehensive Plan, Chapter IX.2.Walking): Section 4, page 38:

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
90th Ave NE/131st Way/NE 132nd St	9600 Block	NE 134th Street
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

**City of Kirkland Transportation Master Plan, December 2015**

*Policy T-5.4 Develop transportation improvements tailored to commercial land use districts such as Totem Lake, Downtown and neighborhood business areas.*

Fostering growth in Kirkland will require careful consideration of transportation facilities. This is particularly important in areas where traffic congestion occurs regularly and where increases in growth are planned.

The Land Use Vision must not be lost in a quest to remove traffic congestion. For example, it should not be expected that street or intersection widening will be a primary tool in developing walkable, bikeable, livable neighborhood business areas, because this strategy would contradict the very land use vision it is intended to support. Instead, transportation facilities that allow safe and convenient travel by other modes should be promoted. This is not to suggest that cars will be abandoned, but rather to recognize that over the next 20 years, the City of Kirkland is pursuing a transportation approach consistent with its vision: a path that is different than the one laid out in previous plans.

Totem Lake and Downtown Kirkland should have primary connections to regional transit. Because of the size of the Totem Lake Urban Center it is important to make sure that regional transit effectively serves the entire center. (See Policy T-7.1) Transit availability on the Cross Kirkland Corridor and I-405 will be particularly important.

New and reconfigured interchanges with I-405 will improve transportation for all modes and should be pursued. (See Policy T-7.3) As discussed in the chapters on walking and biking, the existing freeway interchanges are barriers and, in the case of NE 124<sup>th</sup> Street, severely constrain, the ability to move from one side of the Totem Lake Urban Center to the other. The space dedicated to the NE 124<sup>th</sup> Street interchange is substantial and if the interchange were designed more efficiently, valuable space could be freed up for more productive purposes. While reconstructing interchanges has large benefits, it also has high costs and long time frames.

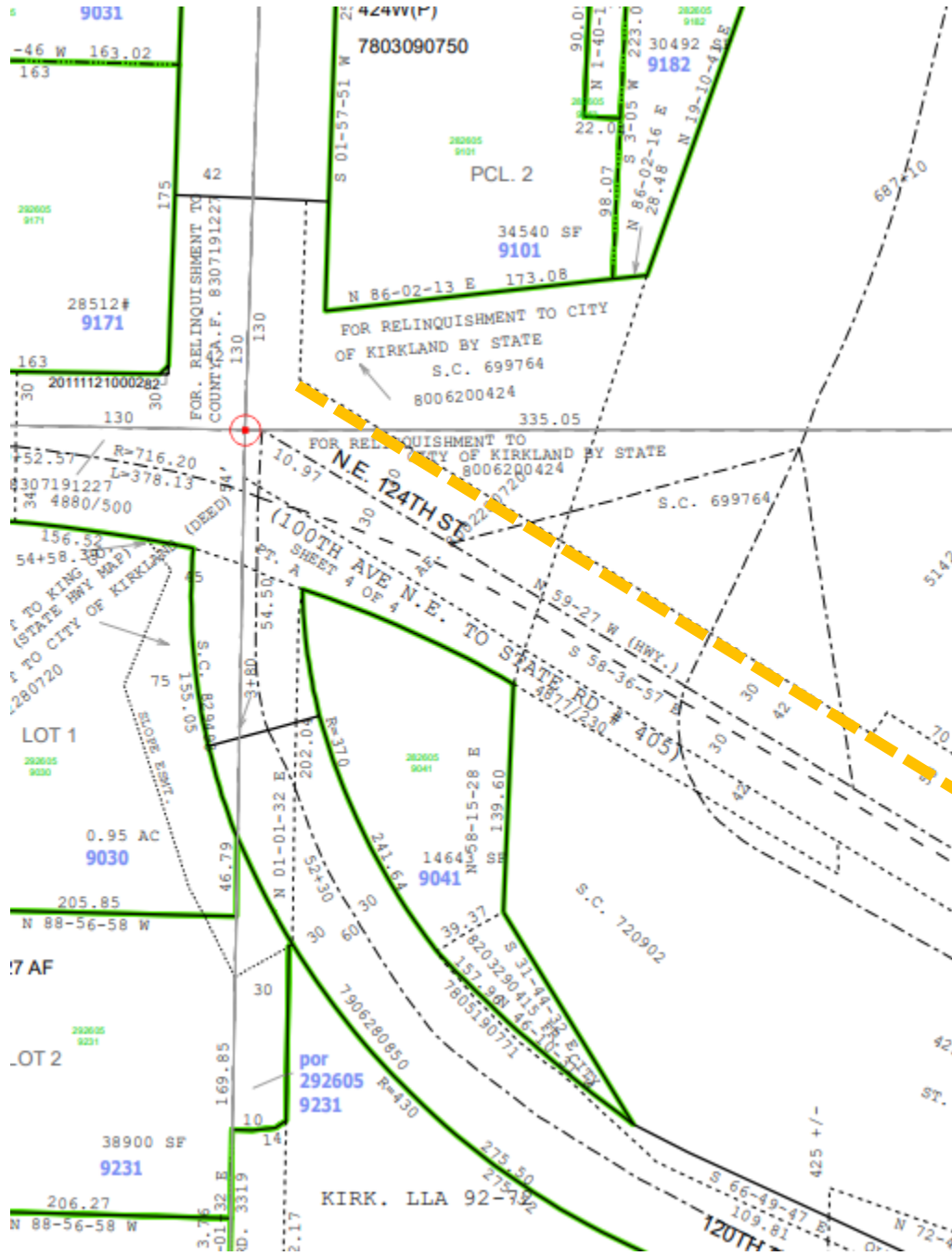
*The illustration below shows the I-405/NE 124<sup>th</sup> interchange superimposed on downtown Kirkland to give a relative sense of its footprint.*



# NE 124<sup>th</sup> Street Pedestrian Facilities (120<sup>th</sup> Ave NE to 116<sup>th</sup> Ave NE)

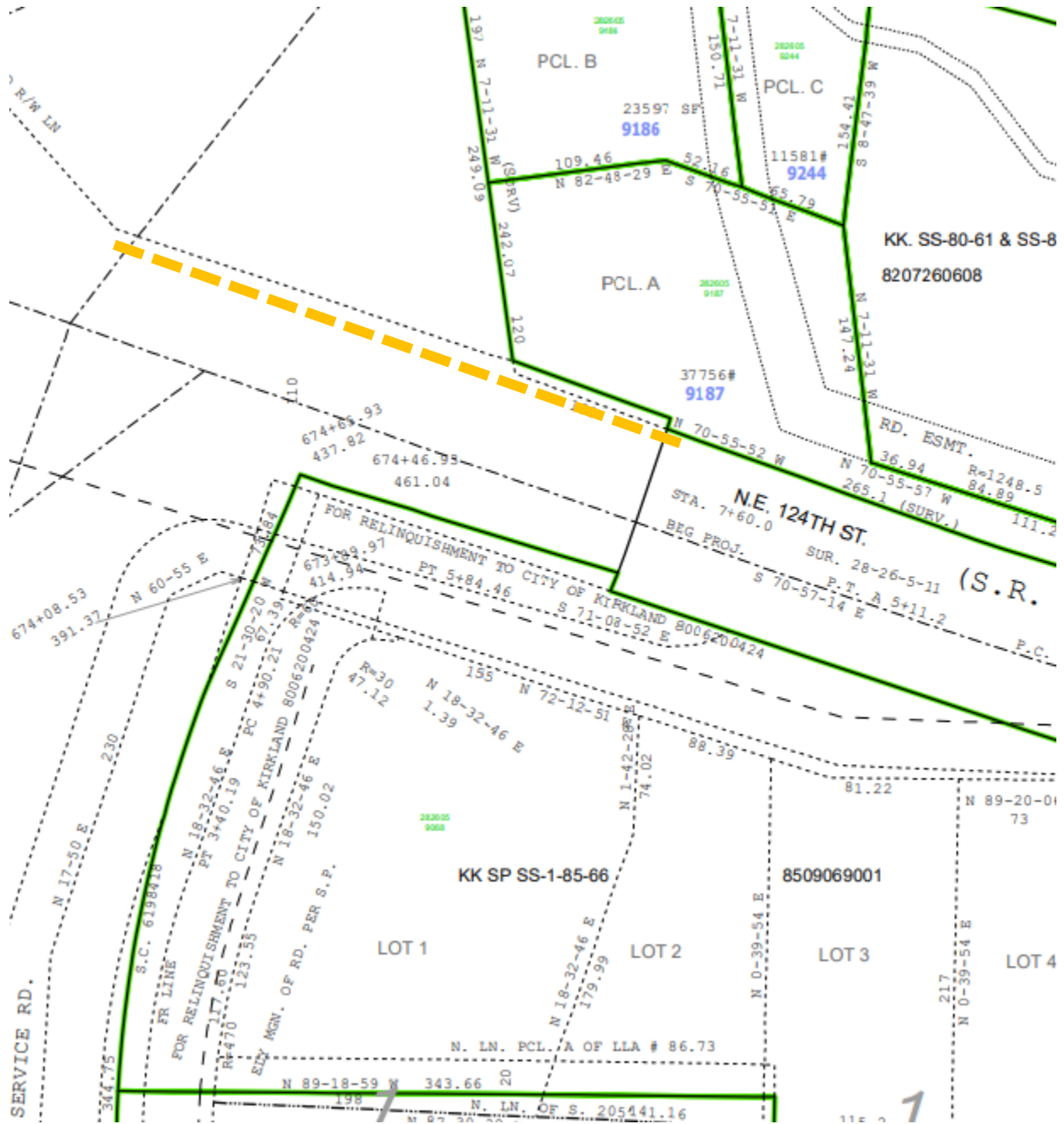
## Assessor maps with WSDOT limited access in relation to improvements

West end of Project at 116<sup>th</sup> Ave NE:



# NE 124<sup>th</sup> Street Pedestrian Facilities (120<sup>th</sup> Ave NE to 116<sup>th</sup> Ave NE)

East end of Project at 120<sup>th</sup> Ave NE:

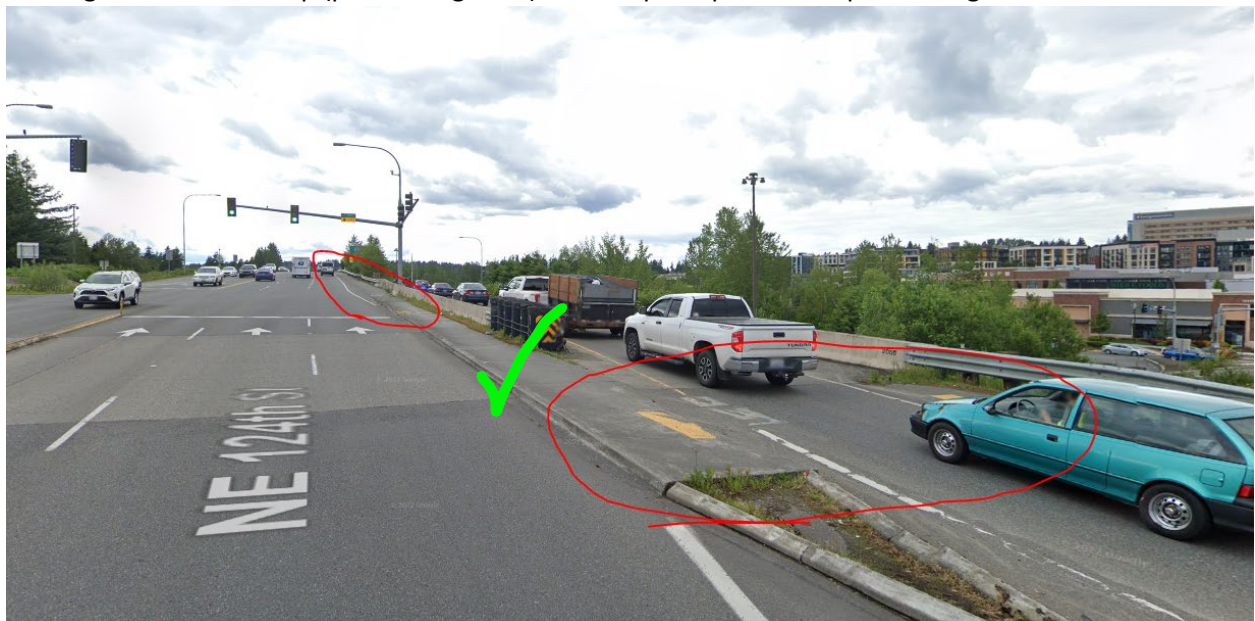


## Vicinity Map



## Existing Conditions Along Route:

Existing NB I-405 on-ramp (proceeding west) – subsequent photos are proceeding west



NE 124<sup>th</sup> Street Pedestrian Facilities (120<sup>th</sup> Ave NE to 116<sup>th</sup> Ave NE





NE 124<sup>th</sup> Street Pedestrian Facilities (120<sup>th</sup> Ave NE to 116<sup>th</sup> Ave NE)



NE 124<sup>th</sup> Street Pedestrian Facilities (120<sup>th</sup> Ave NE to 116<sup>th</sup> Ave NE)





**CITY OF KIRKLAND**  
Public Works Department  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800  
www.kirklandwa.gov

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## MEMORANDUM

**To:** Kurt Triplett, City Manager

**From:** Michael Olson, Director of Finance and Administration  
Kevin Raymond, City Attorney  
George Dugdale, Financial Planning Manager  
John Starbard, Deputy Director of Public Works

**Date:** December 1, 2022

**Subject:** TRANSPORTATION BENEFIT DISTRICT—ESTABLISH FEE

### **RECOMMENDATION:**

It is recommended that the City Council hold a public hearing on an ordinance to establish, effective January 1, 2024, a twenty-dollar annual vehicle license fee on vehicles registered in Kirkland under the City's transportation benefit district authority. Following the public hearing, staff further recommends that the City Council approve the ordinance. Revenues from the vehicle license fee are assumed in the 2023-2034 budget. These revenues are proposed to support issuing debt to accelerate nearly \$26 million dollars of pedestrian and bicycle safety priority projects from the Safer Routes to School Action Plans (SRTSAP) and the Active Transportation Plan (ATP).

### **BACKGROUND DISCUSSION:**

State law gives cities and counties the authority to establish Transportation Benefit Districts in order to respond to "special transportation needs and economic opportunities resulting from private sector development for the public good" (RCW 36.73.010). According to the Municipal Research and Services Center, five of Washington's thirty-nine counties and more than 100 of its 281 cities have established a Transportation Benefit District ("TBD").

Kirkland is one of those cities. On February 10, 2014, the City Council established a TBD by Ordinance 4435, the provisions of which are codified in chapter 19.22 of the *Kirkland Municipal Code*. There had been an active Council discussion of when to establish a TBD since at least 2010, but an impetus in 2014 was that King County was considering establishing its own TBD countywide, including Kirkland, and it was not clear at that time whether such an action by the County would preclude the City from establishing its own TBD.

Legally, the Kirkland TBD was an entity itself distinct from the City government. The boundaries of the TBD were coterminous with the city limits, the City Council itself was identified as the Governing Board of the TBD, and the Treasurer of the TBD was the Director of Finance and Administration. Separate records were required to be maintained for the TBD. However, the TBD never established a revenue, undertook no projects, nor incurred any expenses; the established TBD was not "activated."

### **Assumption and Activation of TBD**

Following discussions in 2021 concerning the prioritization of City goals, the Council chose to amend the 2021-2022 City Work Program it had adopted through Resolution 5462. Of the amendments made, one was to:

*Activate the Kirkland Transportation Benefit District in 2022 for the purpose of funding Safer Routes to School Action Plan priority projects, Active Transportation Plan priority projects, Vision Zero priority projects, and other active transportation projects to further the goals of Community Safety, Vibrant Neighborhoods, Inclusive and Equitable Community, Balanced Transportation, and Dependable Infrastructure.*

These amendments to the 2021-2022 City Work Program, including the one cited above, were made on November 16, 2021, through Resolution 5502.

On February 15, 2022, to advance the priority to activate the TBD, the Council enacted Ordinance 4783 so that the City Council itself assumed the rights, powers, immunities, functions, and obligations of the TBD. This assumption was authorized by the provisions of RCW 36.74, was deemed to be a benefit to the public's interests and welfare, and was determined by the Council to be more efficient than to have a separate transportation entity also governed by the Council.

### **Adoption of Transportation Planning Documents**

On September 1, 2020, the Council passed Resolution 5445, which adopted the *Safer Routes to School Action Plans*. Those plans identify an extensive list of important multimodal and safety projects for improved access to schools in the City.

On June 7, 2022, the Council passed two separate resolutions to adopt two transportation planning documents. By Resolution 5541, the Council adopted the *Vision Zero Plan*, which guides the implementation of projects and programs to improve transportation safety. It also passed Resolution 5542, adopting the *Active Transportation Plan*, which guides the implementation of projects and programs to improve walking and bicycling.

### **Consideration of Vehicle License Fee—Public Outreach**

Since assuming the TBD in February 2022, the City has undertaken an extensive effort to discuss with the community the fundamentals of the TBD, its funding options, and potential outcomes. At Council direction, staff launched a community conversation about this topic in August 2022 to understand any community interests, issues, and ideas related to this approach to accelerate funding for these transportation-related safety investments.

#### Outreach Methods

- *News Release and Social Media*  
Staff issued a news release on August 30 to invite the community to participate in the budget process and posted the same on the City's social media channels.
- *This Week in Kirkland*  
Staff promoted the Community Forum and other engagement opportunities in This Week in multiple Kirkland newsletter issues.

- *PeachJar*  
Staff also promoted the Community Forum and the community conversation through Lake Washington School District's "PeachJar" system, an e-flyer distribution service provider that distributes information to students and families.
- *Greater Kirkland Chamber of Commerce*  
Staff sent notification of the TBD approach to the Greater Kirkland Chamber of Commerce requesting that it send out the message to its members. Chamber staff indicated to City staff that the message had been sent out.

#### Feedback Collection Methods

- *Community Forum*  
The City hosted a community forum on the Transportation Benefit District on October 3. Fifty people pre-registered to receive reminders for the event, and 29 attended through Zoom and in the Council Chambers.
- *Small Group Meetings*  
Staff hosted two small group follow up meetings for interested community members with a total of ten participants. Staff also provided presentations to the Kiwanis Club of Kirkland, the Kirkland Rotary, and the Rotary of Downtown.
- *OurKirkland*  
Community members provided feedback via OurKirkland about the TBD approach to accelerating the safety investments.
- *Social Media*  
Staff received many comments in response to social media posts made on the City's main social platforms.

#### Public Hearings

Since amending the 2021-2022 City Work Program on November 16, 2021, the Council has conducted public hearings on February 1, 2022, and October 4, 2022, relating to the TBD, the acceleration of planned transportation projects, and the vehicle license fee funding option. As required by state law, the Council also conducted multiple public hearings in October and November on the 2023-2024 budget and the revenues assumed in the budget, including the vehicle license fee.

#### **PROPOSED ESTABLISHMENT OF VEHICLE LICENSE FEE:**

After thorough policy consideration and extensive public engagement, the recommended action before the City Council is to enact an ordinance to impose a \$20 per vehicle license fee on vehicles registered in the City of Kirkland. Per State law and this proposed ordinance, the vehicles that would be subject to this license fee are [RCW 46.17.350(1)]:

- Auto stage, six seats or less
- Commercial trailer
- For-hire vehicles, six seats or less
- Mobile home (if registered)
- Motor home
- Motorcycle

- Passenger car
- Sport utility vehicle
- Tow truck
- Trailer, over 2,000 pounds
- Travel trailer

The fee also would apply to each vehicle subject to gross weight license fees under RCW 46.17.355 with a scale weight of six thousand pounds or less.

The projected annual revenue is approximately \$1.3 million. This new revenue would be used to accelerate the implementation of priority projects identified in the Safer Routes to School Action Plans, the *Vision Zero Plan*, the *Active Transportation Plan*, and other transportation projects. The projects that would be funded are listed in Attachment A to this staff report, "Transportation Benefit District Projects."

### **NEXT STEPS:**

Deciding to impose this proposed vehicle license fee is a Councilmanic decision. The City already has taken the steps required by State law to enable the Council to act on this ordinance.

However, the *Kirkland Municipal Code* provides that if the Council is prepared to impose a vehicle license fee on its own authority, it must first conduct a public hearing before the Council takes its vote (KMC 19.22.050).

A public hearing on this matter has been noticed. Once the Council has conducted and closed the public hearing, it may take action on the ordinance.

The proposed ordinance would take effect five days after passage and publication. However, as discussed at the July 5 Study Session, because of the unprecedented rate of inflation at the present time and other pressures on the cost of living, the implementation of the vehicle license fee itself would not begin until January 1, 2024. In 2023 the City has \$2 million in funding from School Zone Safety Camera revenue to continue work on the Safer Routes to School Action Plan (NMC 087) CIP project.

Attachment A: Transportation Benefit District Projects  
Ordinance

**Attachment A  
Transportation Benefit District Projects**

<b>Safer Routes to School Plan--Sidewalks</b>				
<b>Project ID</b>	<b>Description</b>	<b>From</b>	<b>To</b>	<b>Preliminary Cost Est.</b>
SRH 08	116th Avenue NE	NE 75th Street	North of 75th Place	\$783,000
EH 04	124th Avenue NE	NE 145th Street	City Limit	\$504,000
SRH 10	116th Avenue NE	NE 73rd Street	NE 75th Street	\$1,167,000
JN 03	98th Avenue NE	Forbes Creek Drive	NE 110th Street	\$890,000
NRH 02	132nd Avenue NE (complete west side)	NE 110th Place	NE 97th Street	\$1,946,000
FH 09	90th Avenue NE	NE 134th Street	NE 137th Place	\$1,294,000
EH 03	NE 140th Street	124th Avenue NE	132nd Avenue NE	\$3,714,000
MK 01	6th Street West	13th Avenue West	Market Street	\$2,082,000
			<b>Subtotal</b>	<b>\$12,377,000</b>
<b>Safer Routes to School Plan--Crosswalks</b>				
<b>Project ID</b>	<b>Description</b>			<b>Preliminary Cost Est.</b>
EV 04	West of 106th Avenue NE/NE 68th Street			\$73,000
JN 17	East of 111th Place NE/NE 132nd Street			\$342,000
MK 05	North of Market Street/19th Avenue			\$342,000
FH 11	South of Juanita Drive NE/NE 124th Street			\$264,000
MB 04	North or South of State Street/2nd Ave South			\$264,000
SRH 13	East of 124th Avenue NE/NE 80th Street			\$264,000
JN 16	West of NE 124th Street/108th Court NE			\$393,000
MB 09	West of Parkplace Center/Kirkland Avenue (South of KPC)			\$264,000
FH 29	N or S of Juanita Dr NE / NE 132nd St			\$393,000
JN 02	W of 102nd Ln NE / NE 124th St			\$393,000
			<b>Subtotal</b>	<b>\$2,992,000</b>
<b>Active Transportation Plan--Crosswalks</b>				
<b>Project ID</b>	<b>Description</b>			<b>Preliminary Cost Est.</b>
ATP 42	Lake Street--2nd Avenue South			\$352,000
ATP 43	Lake Street--5th Avenue South			\$352,000
ATP 10	Lake Washington Boulevard--North of NE 52nd Street			\$352,000
ATP 82	NE 131st Way--94th Avenue NE			\$352,000
ATP 145	NE 124th Street--105th Place NE			\$197,000
ATP 58	Central Way--1st Street			\$197,000
			<b>Subtotal</b>	<b>\$1,802,000</b>
<b>Active Transportation Plan--Sidewalks</b>				
<b>Project ID</b>	<b>Description</b>	<b>From</b>	<b>To</b>	<b>Preliminary Cost Est.</b>
ATP 173	NE 124th Street	116th Avenue NE	120th Avenue NE	\$2,727,000
ATP 174	120th Avenue NE	Totem Lake Blvd NE	NE 124th Street	\$786,000
ATP 14	Kirkland Way	East of CKC Bridge	2nd Avenue	\$777,000
			<b>Subtotal</b>	<b>\$4,290,000</b>
<b>Active Transportation Plan--Catalyst Projects (Bike/Ped)</b>				
<b>Project ID</b>	<b>Description</b>	<b>From</b>	<b>To</b>	<b>Preliminary Cost Est.</b>
ATP 336	Lakeshore Plaza	Central Way	Kirkland Ave/Lake Street	\$497,000
			<b>Subtotal</b>	<b>\$497,000</b>
<b>Active Transportation Plan--Green Conflict Zone Markings</b>				
<b>Project ID</b>	<b>Description</b>	<b>From</b>	<b>To</b>	<b>Preliminary Cost Est.</b>
ATP 713	120th Avenue NE	NE 118th Street	NE 124th Street	\$89,000
ATP 612	6th Street	5th Avenue South	1st Avenue South	\$29,000
ATP 612	6th Street	NE 68th Street	5th Avenue South	\$89,000
ATP 306	NE 128th Street	116th Way NE	Totem Lake Boulevard	\$89,000
ATP 701	NE 116th Street	124th Avenue NE	Slater	\$60,000
ATP 328	Slater Avenue NE	NE 116th Street	NE 124th Street	\$193,000
ATP 332	124th Avenue NE	NE 85th Street	NE 112th Place	\$399,000
ATP 332	124th Avenue NE	NE 112th Place	NE 115th Place/Slater	\$44,000
ATP 333	NE 116th Street	115th Lane NE	120th Avenue NE	\$89,000
ATP 333	NE 116th Street	99th Place NE	115th Lane NE	\$324,000
ATP 333	NE 116th Street Under I-405	120th Avenue NE	124th Avenue NE	\$163,000
ATP 607	State Street	NE 68th Street	2nd Avenue South	\$193,000
ATP 716	Kirkland Way-Avenue Central	3rd Street	6th Street	\$50,000
ATP 335	Central Way	Peter Kirk Lane	6th Street	\$32,000
ATP 335	Central Way	Lake Street	Peter Kirk Lane	\$66,000
ATP 330	100th Avenue NE	NE 125th Drive	NE 132nd Street	\$124,000
ATP 330	100th Avenue NE	NE 124th Street	NE 125th Drive	\$75,000
ATP 330	98th Avenue NE	NE 116th Street	NE 120th Place	\$37,000
			<b>Subtotal</b>	<b>\$2,145,000</b>
<b>Neighborhood Greenways</b>				
<b>Project ID</b>	<b>Description</b>	<b>From</b>	<b>To</b>	<b>Preliminary Cost Est.</b>
ATP 748	7th Avenue	Market Street	6th Street	\$422,000
ATP 604	9th Avenue South	6th Street South	Railroad Ave	\$567,000
			<b>Subtotal</b>	<b>\$989,000</b>
<b>City-wide Sidewalk Repair</b>				
<b>Description</b>	<b>From</b>	<b>To</b>	<b>Preliminary Cost Est.</b>	
14th Avenue	Market Street	1st Street	\$23,000	
5th Street	Central Way	6th Ave	\$45,000	
122nd Avenue	N of 85th Street	n end of sidewalk	\$121,000	
Main Street	Central Way	Park Lane	\$29,000	
Market Street	9th Avenue	10th Ave	\$90,000	
NE 144th Way	130th Avenue NE (Pool)	12629	\$114,000	
Lake Street	Central Way	Park Lane	\$111,000	
			<b>Subtotal</b>	<b>\$533,000</b>
<b>City-wide Wheelchair Ramp Improvements</b>				
<b>Description</b>				<b>Preliminary Cost Est.</b>
City-wide				\$300,000
			<b>Subtotal</b>	<b>\$300,000</b>
<b>Total Transportation Benefit District Program</b>				
			<b>Grand Total</b>	<b>25,925,000</b>



**CITY OF KIRKLAND**  
**Department of Public Works**  
**123 Fifth Avenue, Kirkland, WA 98033 425.587.3800**  
[www.kirklandwa.gov](http://www.kirklandwa.gov)

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## **MEMORANDUM**

**To:** Kurt Triplett, City Manager

**From:** Julie Underwood, Director of Public Works  
Michael Olson, Director of Finance & Administration  
Rod Steitzer, P.E., Capital Projects Manager  
George Dugdale, Financial Planning Manager  
Kevin Lowe Pelstring, Budget Analyst

**Date:** November 4, 2021

**Subject:** TRANSPORTATION BENEFIT DISTRICT FUNDING FOR SAFER ROUTES TO SCHOOL ACTION PLANS PHASING PLAN

### **RECOMMENDATION:**

It is recommended that the City Council receive a presentation on how activating funding from the Kirkland Transportation Benefit District (TBD) could implement top priority projects from the Safer Routes to School Action Plans. The TBD could also be used to fund bicycle and pedestrian safety transportation projects from the Active Transportation Plan (ATP) when the ATP update is completed in 2022. A related item, amending the 2021-2021 City Work Program to include implementation of TBD revenue options, will be presented for discussion under "Business" during the November 16 Council meeting.

### **BACKGROUND AND DISCUSSION:**

With the successful completion of the initial school walk route priority list in 2019, the City Council, the City Manager's Office, and the Kirkland community recognized the need to update and establish safer routes to school via priority pedestrian sidewalk/crosswalk capital projects throughout city limits. In September 2020, the Council approved Resolution R-5445 ([memo](#)) rebranding the CIP School Walk Route Enhancement Project and adopting the [Safer Routes to School Action Plans](#) (SRTSAPs). The SRTSAPs use engagement, equity, education, encouragement, enforcement, engineering, and evaluation to improve safety and better serve students walking, biking, and riding the bus to school. The SRTSAPs support the Council goals of community safety, vibrant neighborhoods, inclusive and equitable community, balanced transportation, and dependable infrastructure.

#### **Project Identification and Prioritization**

The development of the SRTSAPs identified 137 school route improvement projects. The projects were evaluated using criteria that included proximity to schools and bus stops, crash history, vehicle speeds, and traffic volumes. Additionally, projects were prioritized that serve low-income households, students with disabilities, and students of color. The top 40 highest priority projects are shown in Attachment A, the "Safer Routes to School Top 40," with a total cost of roughly \$20 million (in 2021 dollars). A summary of the number of projects and estimated costs by neighborhood is shown in Table 1, below. An added benefit of implementing the SRTSAPs is addressing surface water system needs as part of these pedestrian projects.



**Table 1: Estimated Cost and Number of Projects by Neighborhood**

Neighborhood	Estimated Expense *	Number of Crosswalk Projects	Number of Sidewalk Projects
Bridle Trails	\$ 804,000	0	1
Evergreen Hill	\$ 3,714,000	2	2
Everest	\$ 379,000	2	0
Finn Hill	\$ 5,266,000	4	3
Lakeview	\$ 331,000	1	0
Juanita	\$ 1,839,000	4	1
Moss Bay	\$ 961,000	5	0
Market	\$ 1,691,000	3	1
Norkirk	\$ 1,412,000	3	1
North Rose Hill	\$ 1,452,000	0	2
South Rose Hill	\$ 1,358,000	2	2
Totem Lake	\$ 581,000	1	0
<b>Total</b>	<b>\$ 19,788,000</b>	<b>27</b>	<b>13</b>

\* In 2021 dollars

**Funding**

Three of the identified projects in the top 40 list are funded currently by other CIP projects:  
 FH11 (\$243,000) is part of Juanita Drive Intersection and Safety Improvements (STC 089)  
 JN02 (\$353,000) is part of Pedestrian Safety Improvements (NMC 129)  
 MB07 (\$233,000) is part of Street Levy – Pedestrian Safety 2021 Project (NMC 006)

The remaining 37 projects have a total estimated cost of roughly \$19 million in 2021 dollars and are funded through the SRTSAP (NMC 087). That NMC 087 project is programed in the current CIP with \$499,000 in 2021, and \$550,000 each year starting in 2022. At that level of funding, implementation of the top 37 highest priority projects under the current funding plan would require over 40 years to complete. Staff is presenting the Council with the option to accomplish full implementation within the next six years through the adoption of a \$20 vehicle license fee authorized under a TBD. The most efficient way to implement this option would be for the City to incorporate the authorities of the Kirkland TBD (established, but not activated in 2014) as provided for by State law in 2015 and described below.

**Transportation Benefit District (TBD)**

On February 10, 2014, after conducting a public hearing, the City Council adopted Ordinance 4435, which created a TBD with boundaries coincident with the City’s boundaries. In accordance with State laws in effect at the time, the boundaries of the District are the same as the City, and the governing body of the Kirkland TBD is the Kirkland City Council. But under the current structure, the District and the City are two distinct bodies and must hold separate and distinct meetings and account for funds separately. However, State law was amended in 2015 so that a legislative body (e.g., the City Council) can assume the power of the District, which is a step the City has not yet taken ([RCW 36.74.020](#)). Were the Council to assume the powers and functions of the District, it means that the TBD would be dissolved and becomes part of the City of Kirkland Municipal Corporation. This action can occur only after a scheduled public hearing. While this step is not legally required, it will greatly streamline the administration and governance of the TBD. For example, the City could receipt revenues into the City’s accounts, rather than creating and maintaining a separate financial entity.

Whether or not the City assumes the powers of the TBD, the Council, acting as either the Council or the District, is able to establish several revenue sources that are not currently being collected today, including a vehicle license fee, sales and use tax, excess property tax, and commercial impact fees. The most common revenue source among TBDs is a councilmanic vehicle license fee that can be initially authorized of up to \$20 per vehicle. The vehicle license fee may be increased over the course of four years by the Council/District of up to \$50 per vehicle. With voter approval, TBDs can impose a vehicle license fee of up to \$100 per vehicle at any time and/or implement a sales tax for transportation. According to the Municipal Research and Services Center ([MRSC](#)), currently there are 110 established TBDs, of which 82 have assumed powers, 59 have established vehicle license fees, and 49 have established a sales and use tax.

Figure 1, below, illustrates the approximate nine-month time frame between when the Council could initiate the process of assuming the full powers of a TBD and when the City would begin to receive revenue from the Department of Licensing.

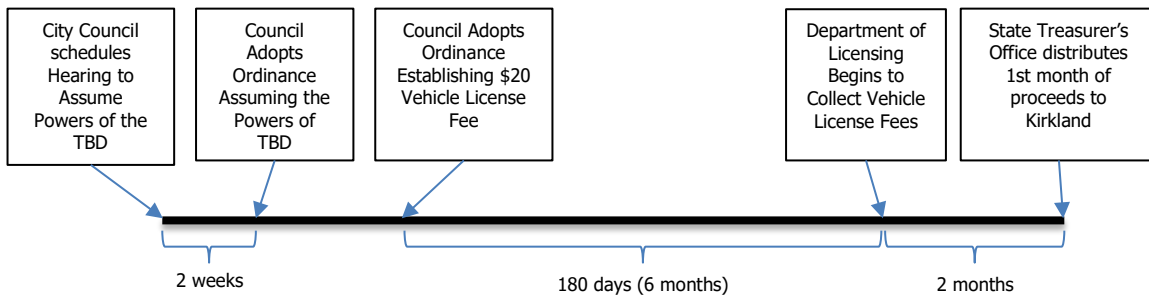


Figure 1: Timeline to Begin Collecting a Vehicle License Fee

### Estimated TBD Revenue

The chart to the right was provided by the Department of Licensing and shows approximately 66,967 projected residents who will renew vehicle license<sup>1</sup> within the boundaries of the City/TBD from April 30, 2021 through April 30, 2022 (Department of Revenue location code 1716). Using this estimate, the Kirkland TBD could bring in the following revenue to invest in Safer Routes to School or other transportation projects:

- For the first 2 years (minus 1% max DOL admin fee):  
 $66.9k \times \$20 - 1\% = \mathbf{\$1,326,000/year}$
- For the following 2 years (assuming a 1% increase in vehicles):  
 $67.6k \times \$40 - 1\% = \mathbf{\$2,678,000/year}$
- Thereafter the councilmanic fee would max at \$50 (with an assumed 1% increase in vehicles):  
 $68.3k \times \$50 - 1\% = \mathbf{\$3,381,000/year}$

EXPIRATION MONTH	COUNT
30-Apr-2021	2,041
31-May-2021	5,282
30-Jun-2021	5,745
31-Jul-2021	6,394
31-Aug-2021	6,563
30-Sep-2021	6,222
31-Oct-2021	5,810
30-Nov-2021	5,625
31-Dec-2021	6,948
31-Jan-2022	5,439
28-Feb-2022	4,914
31-Mar-2022	5,350
30-Apr-2022	634
13 Rows	66,967

The estimated revenue stream from an assumed \$20 vehicle license fee within Kirkland would shorten the SRTSAP implementation timeline from 20 years to approximately 15 years if used as a "pay-as-you-go" funding source. However, the City could instead dedicate that revenue to new general obligation bonds to fund the SRTSAP projects in a shorter timeframe over the next several years as long as additional CIP staff capacity is included in the funding. The City's

<sup>1</sup> Vehicles subject to the fees include, but are not limited to: passenger vehicles, trucks that weigh 6,000 pounds or less, motorcycles, tow trucks, taxicabs, private use trailers more than 2,000 pounds, and travel trailers. Vehicles exempt from these license tab fees include, but are not limited to: campers, off-road vehicles, mopeds, personal use trailers with a single axel and weighing less than 2,000 pounds, government vehicles, private school vehicles, and vehicles properly registered to disabled American veterans. (RCW 82.80.140)

financial advisors, PFM Financial Advisors, estimate that \$1.34 million in annual revenue from a \$20 vehicle license fee (before 1% Department of Licensing admin fees are removed) could bond \$21 million in projects with a 20-year term, or \$26 million in projects with a 30-year term. A 30-year term could provide an opportunity to include more projects or expand the scope for select projects.

Safer Routes to School	
Estimated Costs of Top 40 Priority Projects	\$19.80 million
20-year Term Tax-Exempt Bond Proceeds on \$20 VLF Revenue	\$21.07 million
30-year Term Tax-Exempt Bond Proceeds on \$20 VLF Revenue	\$26.03 million

Should a tax-exempt bond be issued for the implementation of the top 37 SRTSAP projects, the funds would need to be planned to be spent within three years to meet federally required bond conditions. Taxable bonds are not subject to the three-year limitation but would generate moderately less proceeds on the \$20 vehicle license fee and may fund fewer projects.

A draft concept expenditure plan for the top 37 projects totaling nearly \$21 million with inflation is shown in Attachment B, "2022-2027 Safer Routes to Schools Implementation Plan (Phasing Plan)." This a draft Phasing Plan to show potential timing and costs, but it is not a detailed final implementation plan. The Phasing Plan shows a four-year implementation with the most complex projects in later years to allow time for development of more complex designs and to secure necessary permits. Other Factors that could impact program implementation include supply chain issues, contractor availability, staffing, and permitting. Due to the three-year bond condition, the attached draft Phasing Plan would require use of local funds (or an interfund loan) in the first year of the program to begin design and permitting, with bond issuance in the second year for continued implementation.

If the Council approves adding the implementation of a TBD to the 2021-2022 City Work Program at the December 14 Council meeting, staff will return in the first quarter of 2022 with more detailed delivery options. These options would include pay-as-you-go implementation, multi-step bond issuances or using existing funding for the initial stages of projects to bridge the gap between the required three-year spend down of debt and a longer implementation timeline.

#### *TBD Funding of Additional SRTSAP and Active Transportation Plan Projects*

This memo focuses on implementing a \$20 vehicle license fee (VLF) primarily for the SRTSAP "Top 40." The bond proceed estimates are based only on the revenue from a \$20 VLF. The Council may wish to consider using the TBD revenues for Active Transportation Plan (ATP) projects in addition to SRTSCAP projects. Potential options to fund ATP projects include:

- Dedicate some portion of the TBD \$20 revenues to ATP projects. For example, the Council could choose to spend \$15 million on SRTSAPs and the remaining revenues on ATP projects.
- Implement the additional councilmanic \$20 VLF after two years, bringing the total to \$40. This additional revenue could also be bonded, doubling the money available for ATP and/or additional SRTSAP projects.
- Implement the final \$10 VLF (bringing the total to \$50) after another two years and investing the additional revenue in SRTSAP and ATP projects.
- Consider a voter-approved VLF higher than \$50 or a voter-approved sales tax option to fund SRTSAP and ATP projects.

### **Potential Risks of a Vehicle License Fee**

Staff worked with the City Attorney's Office to identify potential risks of a vehicle license fee. Initiative Measure 976 (I-976), the latest in a series of voter-approved initiatives to limit vehicle license fees, passed statewide in 2018, but did not receive majority support in King County. On October 15, 2020, the Washington State Supreme Court ruled that I-976 was unconstitutional and the I-976 restrictions are no longer in effect. With I-976 being thrown out by the Washington State Supreme Court, one potential risk with adopting a vehicle license fee is that a future Statewide voter-backed initiative may attempt to repeal or alter the State laws authorizing agencies to impose VLFs. Such an initiative could alter or eliminate the City's ability to impose a councilmanic vehicle license fee. Notably, however, initiatives cannot interfere with bond contracts by repealing taxes or fees that secure existing bonds, so a vehicle license fee pledged to pay general obligation bonds pre-existing such an initiative would not be impacted. In such a circumstance, the City has the authority to collect the vehicle license fee until the bonds are retired. Instead, the risk is that an initiative could pass that prevents imposition of future vehicle license fees.

### **Resources**

Should a bond be issued for the implementation of the Preliminary STRTSAP Phasing Plan, additional staffing would be required. It is currently estimated that three capital project staff would be needed to meet the preliminary timeline. Capital improvement employees charge their time to projects, and the current project cost projections shown above do include funding for anticipated new staff. Estimates also include the costs related to financing the bonds. However, because the TBD would allow opportunity for more projects or an increased scope for select projects, significant modifications to the Phasing Plan would prompt reevaluating staff resources.

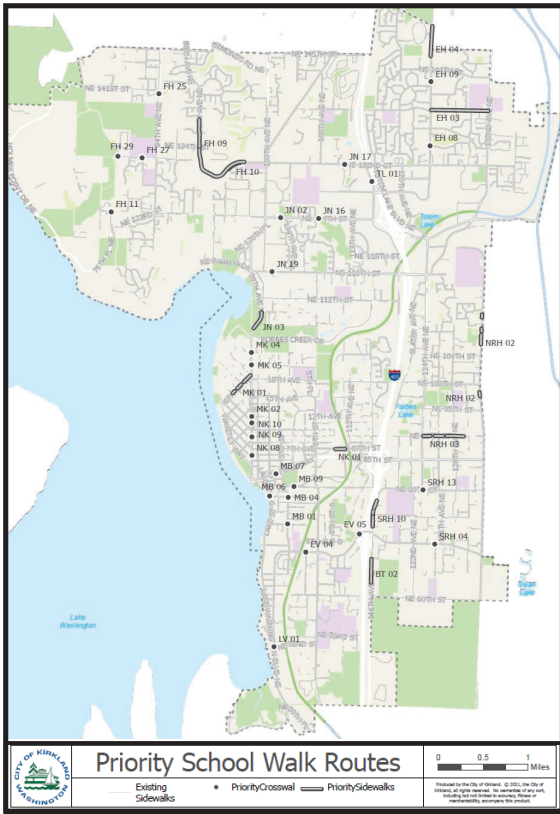
### **Next steps**

Staff hopes this update on the Safer Routes to School Action Plans Phasing Plan with proposed funding from the Kirkland TBD is helpful. Should the Council want to move forward with using vehicle license fees from the TBD as a funding mechanism, staff recommends amending the 2021-2022 City Work Program to include this initiative. Amending the City Work Program is discussed later in the Council meeting under "Business." If the amendment is adopted, staff will return to the Council in the first quarter of 2022 with all of the implementation steps necessary to activate the TBD.

Attachment A: Safer Routes to School Top 40

Attachment B: Safer Routes to School Implementation Plan

## Safer Routes to School Top 40



The Top 40 Safer Routes to School projects were selected from the Safer Routes to School (SRTS) Action Plans identifying the highest priority sidewalk and street crossing projects.

During the development of the SRTS Action Plans, projects were ranked based on a number of factors such as proximity to schools and bus stops (both school bus stops and public transit stops), crash history, vehicle speed and volumes on the corridor, and projects previously identified in adopted plans such as the Transportation Master Plan and the Active Transportation Plan. Suggestions from the public were also included in this analysis. An equity analysis was also included in the scoring process which identified projects that served low-income families, students of color, and students with disabilities.

All infrastructure recommendations for the Safer Routes to School Action Plans were scored and ranked from high to low priority. The highest priority projects were selected into the top 40 list; however, some medium scoring projects were selected in neighborhoods that had few or no high scoring projects. Other neighborhoods that had a greater number of high scoring projects had their top high scoring projects, but not all, chosen for the Top 40 list.

\* FH 11, JN 02, and MB 07 are funded by other CIP projects.

## Crosswalks

Project ID (SRTSAP Page #)	Location	Improvement
EH 08 (p.31)	124th Ave NE / NE 134th Pl	RRFB with Mast Arm
EH 09 (p.31)	124th Ave NE / NE 143rd St	RRFB
EV 04 (p.27)	106th Ave NE / NE 68th St	Lighting Upgrade
EV 05 (p.27)	NE 72nd Pl / 116th Ave NE Pedestrian Path	RRFB
FH 11 (p.35)*	Juanita Dr NE / NE 124th St	RRFB
FH 25 (p.35)	84th Ave NE / NE 141st St	RRFB
FH 27 (p.35)	82nd Ave NE / NE 132nd St	Lighting Upgrade
FH 29 (p.35)	Juanita Dr NE / NE 132nd St	HAWK
JN 02 (p.45)*	NE 124th St / 102nd Ave NE	HAWK
JN 16 (p.45)	NE 124th St / 108th Ct NE	HAWK
JN 17 (p.45)	111th Pl NE / NE 132nd St	RRFB with Mast Arm
JN 19 (p.45)	101st Pl NE / NE 116th St	RRFB
LV 01 (p.51)	Lake Washington Blvd NE / NE 52nd St	RRFB
MB 01 (p.59)	State St / 7th Ave S	RRFB
MB 04 (p.59)	State St / 2nd Ave S	RRFB
MB 06 (p.59)	Lake St S / 2nd Ave S	RRFB
MB 07 (p.59)*	Central Way / 2nd Pl	RRFB with Mast Arm and Curb Extension
MB 09 (p.59)	Parkplace Ctr / Kirkland Ave	Curb Extension
MK 02 (p.55)	Market St / 12th Ave	RRFB
MK 04 (p.55)	State St / 2nd Ave S	RRFB
MK 05 (p.55)	Market St / 19th Ave	RRFB with Mast Arm
NK 08 (p.63)	Market St / 6th Ave	RRFB
NK 09 (p.63)	Market St / 9th Ave	RRFB
NK 10 (p.63)	Market St / 11th Ave	RRFB
SRH 04 (p.72)	125th Ave NE / NE 70th Pl	Non-Flashing Crosswalk
SRH 13 (p.72)	124th Ave NE / NE 80th St	RRFB
TL 01 (p.77)	116th Way NE (Kingsgate Park & Ride)	HAWK

## Attachment A Sidewalks

Project ID (SRTSAP Page #)	Location	Length (LF)
BT 02 (p.71&129)	116th Ave NE	1135
EH 03 (p.31)	NE 140th St	2757
EH 04 (p.31)	124th Ave NE	1135
FH 09 (p.35)	90th Ave NE	1218
FH 10 (p.35)	NE 131st Way	653
FH 22 (p.35) combine project with FH 09	NE 131st Way	3382
JN 03 (p.45)	98th Ave NE	890
MK 01 (p.55)	6th St W	799
NK 01 (p.63)	7th Ave	347
NRH 02 (p.67) 2021 TIB Grant Applicant	132nd Ave NE	912
NRH 03 (p.67)	NE 90th St	1015
SRH 08 (p.72) combine project with SRH 10	116th Ave NE	643
SRH 10 (p.72)	116th Ave NE	519

2022-2027 Safer Routes to Schools Implementation Plan - Draft Concept

Attachment B

Project ID	Location	Project Type	Program Year						Total
			1 2022	2 2023	3 2024	4 2025	5 2026	6 2027	
EV 04	106th Ave NE / NE 68th St	crosswalk	\$10,500	\$11,130					\$21,630
EH 03	NE 140th St	sidewalk	\$1,008,000	\$1,068,480					\$2,076,480
FH 10	NE 131st Way	sidewalk	\$294,000	\$311,640					\$605,640
FH 25	84th Ave NE / NE 141st St	crosswalk	\$103,000	\$109,180					\$212,180
FH 27	82nd Ave NE / NE 132nd St	crosswalk	\$12,500	\$13,250					\$25,750
JN 16	NE 124th St / 108th Ct NE	crosswalk	\$287,000	\$304,220					\$591,220
JN 17	111th Pl NE / NE 132nd St	crosswalk	\$139,000	\$147,340					\$286,340
JN 19	101st Pl NE / NE 116th St	crosswalk	\$186,000	\$197,160					\$383,160
LV 01	Lake Washington Blvd NE / NE 52nd St	crosswalk	\$165,500	\$175,430					\$340,930
MK 01	6th St W	sidewalk	\$343,000	\$363,580					\$706,580
MK 02	Market St / 12th Ave	crosswalk	\$177,500	\$188,150					\$365,650
NK 01	7th Ave	sidewalk	\$159,500	\$169,070					\$328,570
NRH 02	132nd Ave NE	sidewalk	\$327,500	\$347,150					\$674,650
NRH 03	NE 90th St	sidewalk	\$398,500	\$422,410					\$820,910
SRH 08 & 10	116th Ave NE	sidewalk	\$256,000	\$271,360	\$575,283				\$1,102,643
EH 09	124th Ave NE / NE 143rd St	crosswalk			\$174,158	\$184,607			\$358,765
MB 01	State St / 7th Ave S	crosswalk			\$135,394	\$143,517			\$278,911
MB 04	State St / 2nd Ave S	crosswalk			\$130,338	\$138,158			\$268,495
MB 06	Lake St S / 2nd Ave S	crosswalk			\$128,090	\$135,776			\$263,866
MB 09	Parkplace Ctr / Kirkland Ave	crosswalk			\$15,169	\$16,079			\$31,247
MK 05	Market St / 19th Ave	crosswalk			\$161,237	\$170,911			\$332,147
NK 09	Market St / 9th Ave	crosswalk			\$214,046	\$226,889			\$440,934
SRH 13	124th Ave NE / NE 80th St	crosswalk			\$126,405	\$133,989			\$260,394
TL 01	116th Way NE (Kingsgate Park & Ride)	crosswalk			\$326,406	\$345,990			\$672,396
BT 02	116th Ave NE	sidewalk	\$160,800	\$255,672	\$451,687				\$868,159
EH 04	124th Ave NE	sidewalk	\$222,200	\$353,298	\$624,160				\$1,199,658
FH 09 & 22	90th Ave NE/131st Way NE	sidewalk		\$773,164	\$1,229,331	\$2,171,818			\$4,174,312
JN 03	98th Ave NE	sidewalk		\$55,544	\$88,315	\$156,023			\$299,882
EH 08	124th Ave NE / NE 134th Pl	crosswalk			\$155,619	\$164,956			\$320,574
EV 05	NE 72nd Pl / 116th Ave NE Ped Path	crosswalk			\$201,124	\$213,192			\$414,316
FH 29	Juanita Dr NE / NE 132nd St	crosswalk			\$312,923	\$331,698			\$644,621
MK 04	State St / 2nd Ave S	crosswalk			\$203,933	\$216,169			\$420,103
NK 08	Market St / 6th Ave	crosswalk			\$200,563	\$212,596			\$413,159
NK 10	Market St / 11th Ave	crosswalk			\$199,439	\$211,405			\$410,844
SRH 04	125th Ave NE / NE 70th Pl	crosswalk			\$61,236	\$64,910			\$126,147
Totals			\$4,250,500	\$5,537,228	\$5,714,854	\$5,238,684	\$0	\$0	\$20,741,266

note: draft expenditure concept, the timing and costs may change depending on the Council decisions for project and TBD.



May 25, 2022

Kurt Triplett  
City Manager - City of Kirkland  
123 Fifth Ave  
Kirkland, WA 98033

Subject: 2022 City of Kirkland / Pedestrian and Bicycle Program Grant Application for  
NE 124th Street Pedestrian Connection Project  
**Letter of Support**

Dear Mr. Triplett:

The Washington State Department of Transportation (WSDOT) supports the City of Kirkland's funding request for the NE 124th Street Pedestrian Connection Project.

The project proposes to construct a missing segment of sidewalk between 116<sup>th</sup> Ave NE and 120<sup>th</sup> Pl NE. The project will also, do pedestrian crossing improvements and rectangular rapid flashing beacon's (RRFB's) at the SR 405 on/off ramps with ITS improvements.

WSDOT will work closely with the city on the development of project design. As design details are finalized, WSDOT will work with the city on our review and approval of applicable plans for this important project.

Sincerely,

*Amir Rasaie*

Amir Rasaie P.E.  
Assistant Regional Administrator – King and Snohomish Counties