

RESOLUTION R 3405

A RESOLUTION OF THE CIYT COUNCIL OF THE CITY OF KIRKLAND RELATING TO TRAFFIC MANAGEMENT AND SETTING FORTH CERTAIN GENERALIZED POLICIES INTENDED TO GUIDE THE CITIES GENERAL APPROACH TO TRAFFIC MANAGEMENT.

Whereas, the City of Kirkland's basic street system was laid out many years ago, based upon the needs of the time; and

Whereas, it is recognized that Kirkland's local street system is not an adequate substitute for today's regional transportation system needs; and

Whereas, to attempt to convert existing Kirkland streets into major and/or regional arterials, would have significant disruptive effects on adjacent residential neighborhoods and business areas, resulting in degradation of the quality of life throughout the community; and

Whereas, growing urbanization and population east of Lake Washington continues to result in ever increasing traffic loads on the City of Kirkland's street system, including commuter trips having both origins and destinations within the Eastside, as well as to and from Seattle; and

Whereas, this heavy commuter traffic load on Kirkland streets is of primary concern to the City of Kirkland, now, therefore,

Be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The City Council of the City of Kirkland hereby adopts the traffic management policies set forth in Exhibit A, attached to the original of this Resolution and by this reference incorporated herein. Said policies are intended to guide the City's general approach to traffic management and include: (1) preservation of City neighborhoods and business districts, (2) pedestrian safety, (3) regional efforts to improve regional commuter and transportation problems, (4) public transportation, and (5) intersection improvements.

Passed by majority vote of the Kirkland City Council in regular, open meeting this 17th day of August, 1987.

Signed in authentication thereof this 17th day of
August, 1987.

Donis Cooper
MAYOR

ATTEST:

James King
City Clerk

CITY OF KIRKLAND TRAFFIC MANAGEMENT POLICY

INTRODUCTION

The growing urbanization and population east of Lake Washington continues to result in ever-increasing traffic loads on the City of Kirkland's street system. Of primary concern is the heavy commuter traffic load on Kirkland streets. These commuter trips include both origins and destinations within the Eastside, as well as to and from Seattle.

The City of Kirkland's basic street system was laid out many years ago, based upon the needs of the time. It is recognized that Kirkland's local street system is not an adequate substitute for today's regional transportation system needs. Furthermore, to attempt to convert existing Kirkland streets into major (and regional) arterials, would have significant disruptive effects on adjacent residential neighborhoods and business areas, resulting in degradation of the quality of life throughout the community.

Given these concerns on the part of the Kirkland City Council, the following policies are identified as general traffic management policies intended to guide the City's general approach to traffic management:

1. Preservation of City Neighborhoods and Business Districts

The City of Kirkland will continue to support maintaining the existing character of residential neighborhoods and business areas by providing, to the extent possible, free and unimpeded internal circulation, while discouraging unregulated through-commuter-type traffic. Such a policy is necessary in order to maintain the quality of life, cohesiveness, and vitality of Kirkland's neighborhoods and business districts.

2. Pedestrian Safety

The City of Kirkland recognizes the importance and needs of pedestrians. The City will undertake those projects which will enhance pedestrian safety and circulation. Pedestrian circulation routes will be defined and improvements installed where appropriate to enhance safety and convenience.

3. Regional Efforts

The City of Kirkland will participate in and encourage regional solutions to regional commuter and transportation problems. The City of Kirkland will support federal, state, and county improvements to arterial street systems and highways designated as primary commuter and through traffic routes. Similarly, Kirkland will support other area cities in their efforts to develop and fund major arterial improvements within their respective jurisdictions for through traffic movements.



Traffic Management Policy
Page 2

4. Public Transportation

The City recognizes that it is important to improve upon the relatively low usage of public transportation and high occupancy vehicle lanes. Through the use of incentives, development requirements, and land use policies, the City will support the increased use of transit, van pools, car pools, and other forms of ride sharing as a means of reducing the number of vehicle trips within the City of Kirkland and the surrounding region.

5. Intersection Improvements

Consistent with available resources, the City will promote the installation of traffic signals and other intersection improvements (e.g. turning lanes) to enable intersections to operate more efficiently. Benefits of intersection improvements include the "platooning" of traffic to allow cross-traffic to enter or cross the stream of traffic flow, and support for the pedestrian circulation plan and the provision of safe opportunities for pedestrians to cross the flow of traffic.

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