ITE WESTERN DISTRICT ANNUAL MEETING

JULY 2026

CITY OF KIRKLAND TRANSPORTATION SAFETY ACTION PLAN & SPEED POLICY DEVELOPMENT

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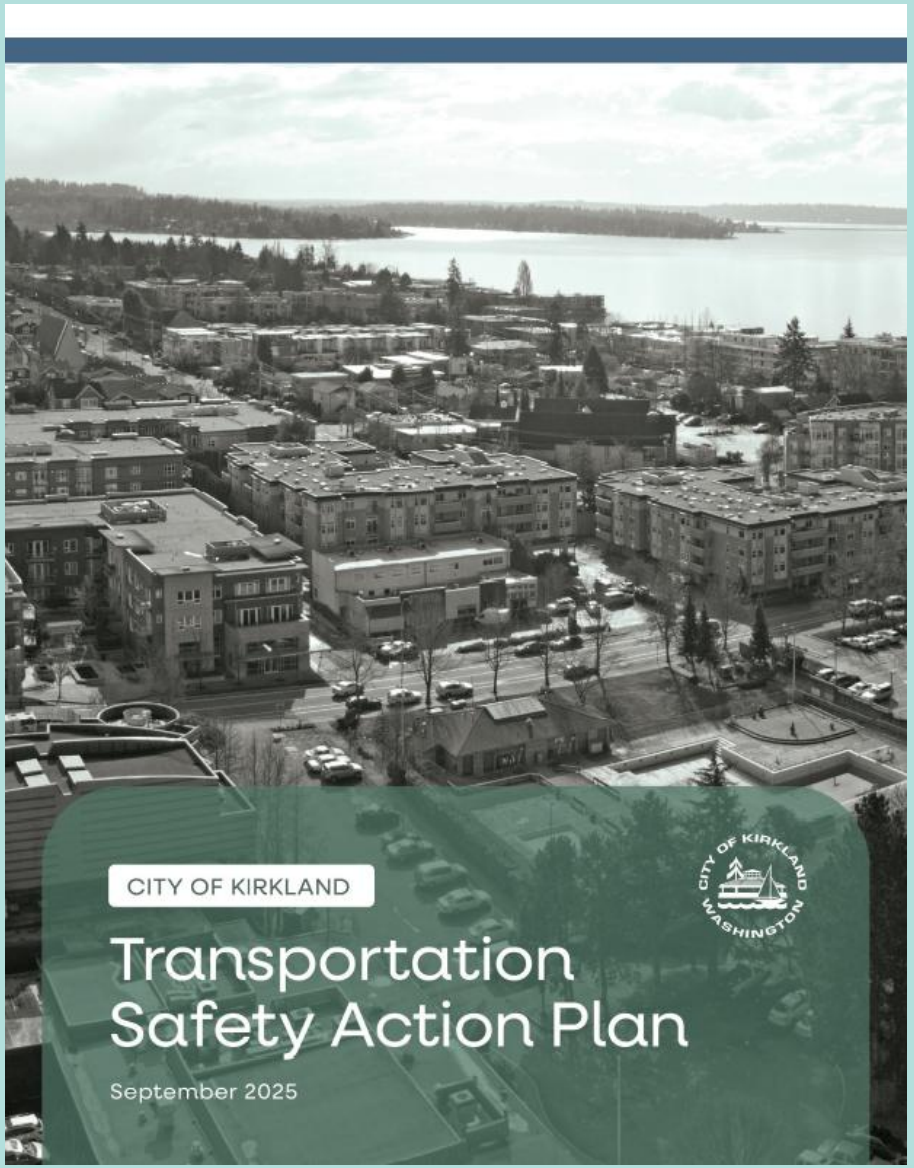
PROJECT DEVELOPMENT

CITY SAFETY ACTION PLAN COMPONENT

Project Overview:

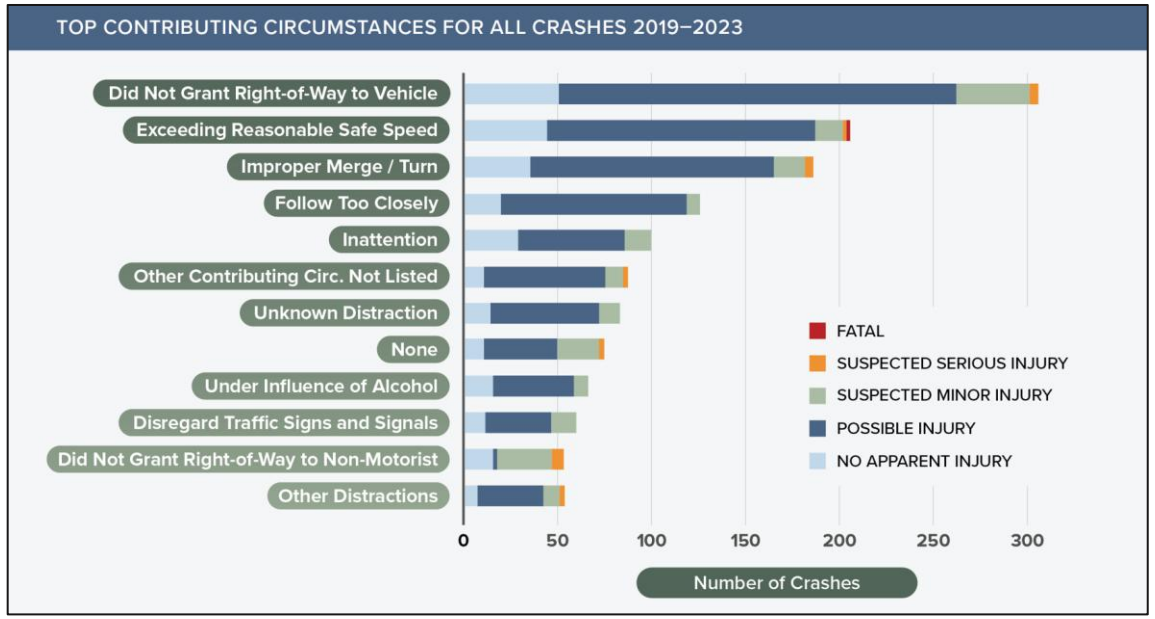
DKS supported the development of a Transportation Safety Action Plan

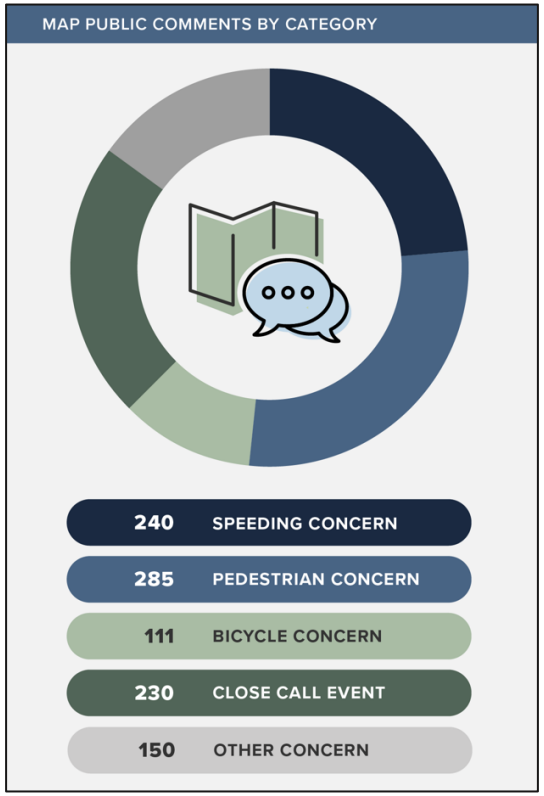
- Crash Analysis
- Policy Review
- Engineering and Strategy Development
  - Updated Speed Limit Setting Policy



WHY KIRKLAND DEVELOPED A NEW SPEED LIMIT SETTING APPROACH

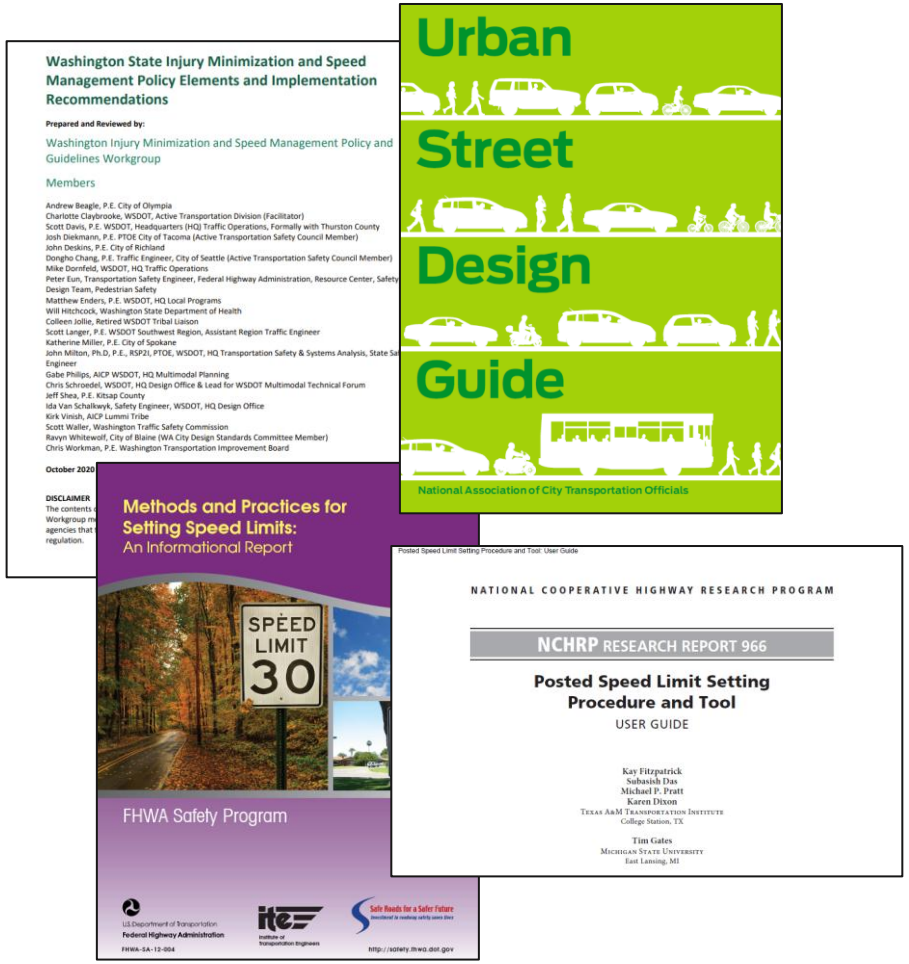
- Speeding involved in 23% of fatal and serious injury crashes
- Limited consideration of roadway context
- Growing emphasis on multimodal safety
- Community concern for speeding
- Vision Zero Commitment





THE RESEARCH & WHAT IT TOLD US

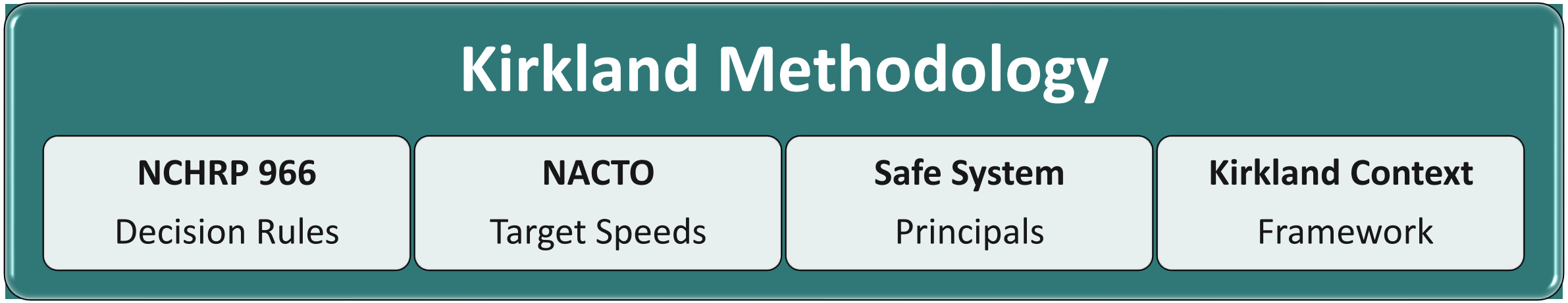
National, State, and Local Guidance Consistently Identified Four Themes



Research Findings	What it Meant to Kirkland
Speed Influences crash severity	Prioritize safer operating speeds
Context Matters	Consider land use and roadway function
85th percentile speed alone is insufficient	Incorporate additional decision factors
Safe System prioritizes vulnerable users	Elevate pedestrian and bicycle considers

TRANSLATING RESEARCH INTO LOCAL POLICY

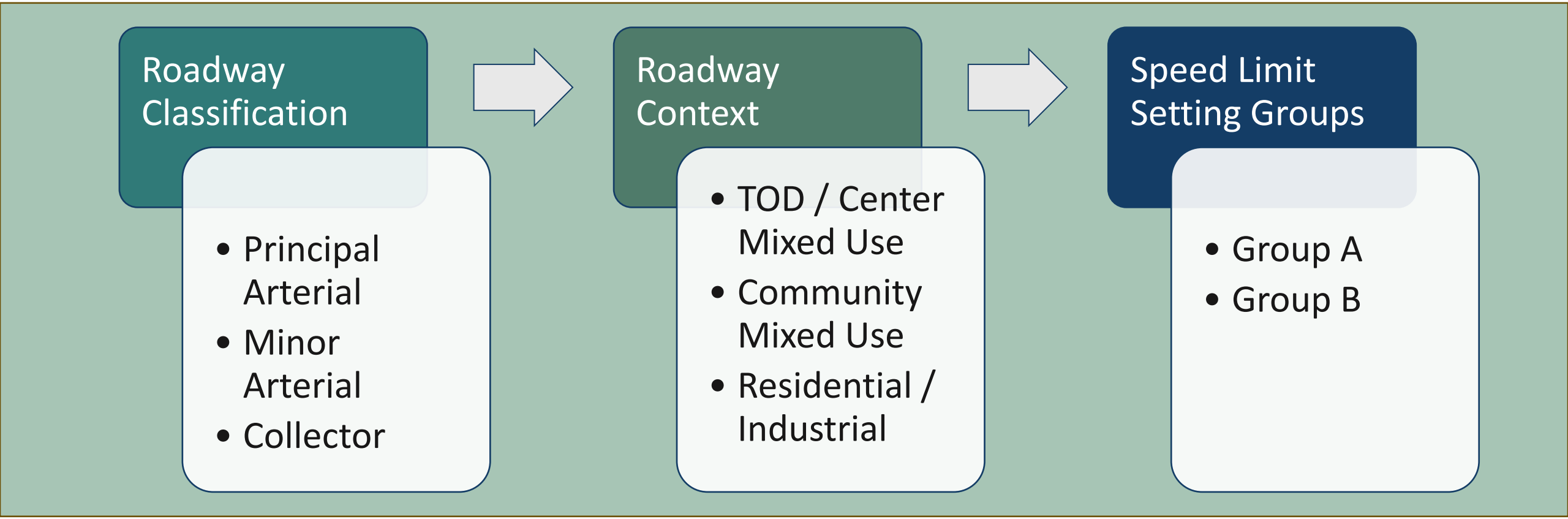
No single methodology fully addressed Kirkland's needs



The project resulted in a structured, data-driven speed-setting process that balances safety, roadway context, multimodal considerations, and engineering best practices to establish more appropriate posted speeds.

DEVELOPING THE FRAMEWORK

BUILDING THE SPEED LIMIT SETTING FRAMEWORK



SPEED LIMIT SETTING GROUP

Speed Limit Setting Group A = more sensitive to non-motorized user activity and environmental factors

Speed Limit Setting Group B = suited for higher-speed roadways, typically in less dense or more separated contexts.

	City of Kirkland Land Use Designation		
Roadway Classification	**Transit Oriented Development / Center Mixed Use**	**Community Mixed Use**	**Residential / Industrial**
Principal Arterial	A	B	B
Minor Arterial	A	B	B
Collector Street	A	A	B

CRITICAL DATA FACTORS FOR SETTING APPROPRIATE SPEEDS

KEY DATA INPUTS		
Speed 	**Roadway Context** 	**Multimodal Activity** 
50th Percentile	Roadway Characteristics	Pedestrian Facilities
85th Percentile	Crash History	Bicycle Facilities
Posted Speed	Land Use	Bicycle Level of Traffic Stress

WHY BICYCLE LTS BECAME IMPORTANT		
Rider Comfort	Rider Stress	Perceived Safety

PUTTING IT ALL TOGETHER

EXAMPLE – TOTEM LAKE BLVD

Existing Conditions

- TOD / Mixed Use Context
- High Pedestrian Activity
- Bicycle LTS = 2, 3 or 4

Speed Data

- Posted Speed Limit = 35 mph
- 50th Percentile Speed = 36 mph
- 85th Percentile Speed = 46 mph

Speed Limit Setting Group A Decision Matrix

Variable	Rounded Down 50th (RD50)	Closest 50th (C50)
Signal Density	>8 signals/mile	≤8 signals/ mile
Access Density	>60 driveways and/or unsignalized intersections per mile	≤60 driveways and/or unsignalized intersections per mile
Bicycle Level of Traffic Stress	BLTS 2 or 3 or 4	BLTS 1
Pedestrian Activity (high, some, or negligible) and Sidewalk Presence / Width (none, narrow, adequate or wide), sidewalk buffer (present or not present))	Pedestrian Activity = High Sidewalk Presence = Adequate Sidewalk Buffer = Not Present	See Table 6
On-Street Parking Availability	High	Some or no parking
On-street Parking Type	Angle parking present for 40% or more of segment	No Parking present or <40% of the segment
Crash Rate	High or Medium	Low

LESSONS LEARNED

What Worked

- ✓ Combining multiple research-based approaches
- ✓ Using context to guide decisions
- ✓ Creating transparent decision rules
- ✓ Applying Engineering Judgment

Key Insight

- Research alone doesn’t set speed limits
- Successful policies translate research into practical local decision-making
- Engineering judgment remains essential to translating data and research into context-sensitive speed decisions.

THANK YOU

DKS CORE VALUES

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TEAMWORK

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