



Kirkland, WA



Award: Bronze | Fall 2022

Award History:
Bronze since 2017.

Kirkland's BFA Program Stats

of Local Bicycle Friendly Businesses: **2**
 # of Local Bicycle Friendly Universities: **0**
 # of Local League Cycling Instructors: **0**
 Washington's Bicycle Friendly State Ranking: **#3**

The 5 Es Category Scores	Kirkland	Max Score this round
Engineering	43%	62%
Education	28%	60%
Encouragement	36%	61%
Evaluation & Planning	53%	64%
Equity & Accessibility	26%	57%

Percentages shown above are the points received out of points available in that category. See pages 2-3 for Kirkland's subcategory points earned within each Category.

Community Profile

Population: 92,175
 Area: 17.81 square miles
 Population Density: 5343.91 people/square mile
 Land Classification:
 Majority Suburban
 Poverty Rate: 6.4%*
 Median Household Income: \$116,595*
 Percent of the Population that Speaks a
 Language Other Than English at Home: 26.4%*
 Percent with Disability: 8.3%*
 Percent of Households with No Vehicle Available: 5.1%*

*Source: <https://data.census.gov/cedsci/profile?g=1600000US5335940>

Key Outcomes

Commuter Ridership: 0.4%

(Bicycle Mode Share among commuters, according to the Census Bureau's American Community Survey 5-Year Estimate)

Overall Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 23

(Reported by applicant)

Annual Average Bicyclist Fatalities in last 5 years: 0

(Reported by applicant)

Kirkland's Bike Links

Bike Network Map, if available:

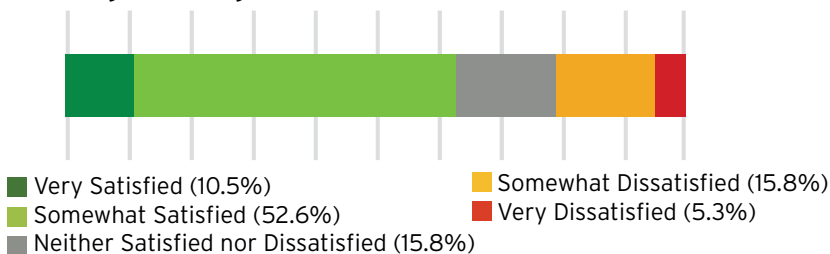
N/A

Bike Plan, if available:

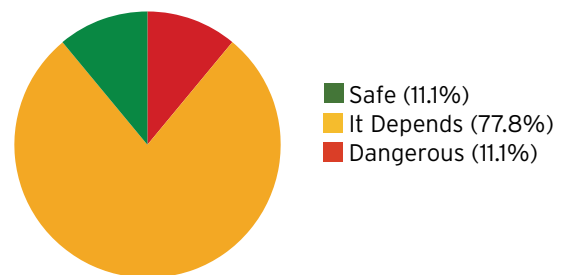
<https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Plans-and-Studies-Transportation-Division/Active-Transportation-Plan>

Fall 2022 BFC Public Survey Response Summary for Kirkland, WA

How satisfied are you with how this community is designed for making bike riding safe? (n = 19)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 18)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 19)

1. Improve existing bike lanes to protected bike lanes (26.30%)
2. More bike lanes (15.80%)

Note: Kirkland received fewer than 30 responses to the BFC public survey in Fall 2022. The League strongly encourages BFC applicants to distribute the public survey as widely as possible the next time your community applies to the BFC program, to get input from as many cyclists – and potential cyclists – as possible.

About this Report Card

The following scores are based on the online application submitted by Kirkland in the Fall 2022 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in the Summer of 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Fall 2022 BFC Report Cards (including this one) will be republished with updated scores if there are changes to the points system after the next round of Bicycle Friendly Community applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Kirkland earned 43% of the points available in the Engineering Category. Below is the breakdown of points that Kirkland earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Engineering Subcategories	Kirkland's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	18 / 38 pts
	End-of-Trip Facilities	12 / 41 pts
	Bicycle Network	57 / 126 pts
	Network Maintenance	15 / 32 pts
	Bicycle Access to Public Transportation	11 / 22 pts
	Bike Sharing	0 / 25 pts
	Other Bicycle-Related Amenities	2 / 6 pts
	Regional Coordination	13 / 16 pts
Engineering Bonus Points	6 / 9 pts	

EDUCATION	<i>Kirkland earned 28% of the points available in the Education Category. Below is the breakdown of points that Kirkland earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Education Subcategories	Kirkland's Subcategory Points in Education
	Youth Bicycle Education	8 / 71 pts
	Adult Bicycle Education	27 / 47 pts
	Motorist Education	8 / 28 pts
	Bicycle Safety Education Resources	7 / 22 pts
	Inclusive Education	4 / 22 pts
Education Bonus Points	4 / 8 pts	

ENCOURAGEMENT	<i>Kirkland earned 36% of the points available in the Encouragement Category. Below is the breakdown of points that Kirkland earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Encouragement Subcategories	Kirkland's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	7 / 22 pts
	Route-Finding Support	5 / 10 pts
	Bicycle Culture and Promotion	40 / 99 pts
	Access To Bicycle Equipment and Repair Services	12 / 49 pts
	Reducing Work-Related/Fleet VMT	6 / 10 pts
	Encouragement Bonus Points	1 / 8 pts

EVALUATION & PLANNING	<i>Kirkland earned 53% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Kirkland earned in each subcategory of the Evaluation & Planning section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Evaluation & Planning Subcategories	Kirkland's Subcategory Points in Evaluation & Planning
	Staffing And Committees	22 / 42 pts
	Public Engagement for Bicycle Planning	18 / 33 pts
	Planning, Funding, And Implementation	14 / 46 pts
	Evaluating The Bicycle Network	16 / 21 pts
	Evaluating Ridership	9 / 21 pts
	Evaluating & Improving Safety Outcomes	29 / 38 pts
Evaluation & Planning Bonus Points	2 / 8 pts	

EQUITY & ACCESSIBILITY	<i>Kirkland earned 26% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Kirkland earned in each subcategory of the Equity & Accessibility section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Equity & Accessibility Subcategories	Kirkland's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	5 / 38 pts
	Equity Data Collection & Goals	9 / 20 pts
	Equity & Accessibility Policies & Plans	14 / 38 pts
	Equity & Accessibility in Engineering	6 / 35 pts
	Equity & Accessibility in Education	5 / 35 pts
	Equity & Accessibility in Encouragement	10 / 35 pts
	Equity & Accessibility in Evaluation & Planning	10 / 35 pts
Equity & Accessibility Bonus Points	7 / 15 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Kirkland's Bronze-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Continue to expand and improve Kirkland's low-stress on-road bike network. Ensure that your community maximizes safety and comfort for bicyclists of all ages and abilities by following an appropriate bicycle facility selection criteria and design guidelines that increase separation and protection of bicyclists based on levels of motor vehicle speed and volume. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes and increasing the level of protection on existing buffered lanes.
- » Lower speed limits on residential streets to 20 mph or less to complement your Neighborhood Greenways buildout efforts. Introduce road diets and traffic calming measures to ensure compliance.
- » Strengthen existing engineering policies, plans, and standards to prioritize biking and active transportation as a core aspect of all capital improvement projects, from the beginning of any new plan or project. Strengthen the city's 2006 Complete Streets Policy by updating the ordinance to reflect current best practices, such as incorporating the National Complete Streets Coalition's *10 Elements of a Complete Streets Policy*:
<https://smartgrowthamerica.org/resources/elements-complete-streets-policy>.
- » Continue to increase the amount of high quality bicycle parking available throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards, as well as to accommodate adaptive cycles, cargo bikes, and other non-standard bicycles. (See www.apbp.org/bicycle-parking-solutions)
- » Consider launching a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.
- » Continue to work with the School District, local parents and teachers, and Cascade Bicycle Club to expand and improve the Safe Routes to School program. Improve bicycle safety education for students of all ages by incorporating on-bicycle education opportunities and by expanding the program to all K-12 schools. Reviewers understand that there are efforts currently underway to reapply for grant funding that was awarded in 2020, as well as to build back the in-school education program to pre-pandemic levels, which is great to hear. Providing bicycles in schools for on-bike education will ensure that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing sem-



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FEEDBACK TO IMPROVE, CONTINUED:

in other areas. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.

- » Proactively encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Consider what other local community groups exist in Kirkland who may be good potential partners to reach new audiences and build on existing bike education, encouragement, and engagement efforts. Question F4 on the BFC application provides a wealth of suggested community partners for you to consider, beyond the existing bike clubs and organizations that are already active in this space.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The League's Benchmarking Project on Biking and Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/content/federal-funding-resources>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf