



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

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**To:** Dave Ramsay, City Manager

**From:** Daryl Grigsby, Public Works Director  
David Godfrey, P.E., Transportation Engineering Manager

**Date:** November 20, 2008

**Subject:** REPORT ON NON-MOTORIZED PLAN UPDATE

RECOMMENDATION:

It is recommended that the City Council review the following information.

BACKGROUND DISCUSSION:

At their November 12 meeting, the Transportation Commission reviewed a rough, discussion draft of the Active Transportation Plan which is an update to the current Non-motorized Transportation Plan. The draft plan is available at the Commission [website](#). Portions of the plan are now obsolete because the Commission made recommendations to substantially change the way that sidewalk improvements are handled in the plan. Still, much of the plan's structure and content is in place even though this rough, discussion draft is missing many of the graphics and text the final plan will have.

Of particular interest to the Commission is how sidewalk projects will be handled. At their November 12 meeting they directed staff to:

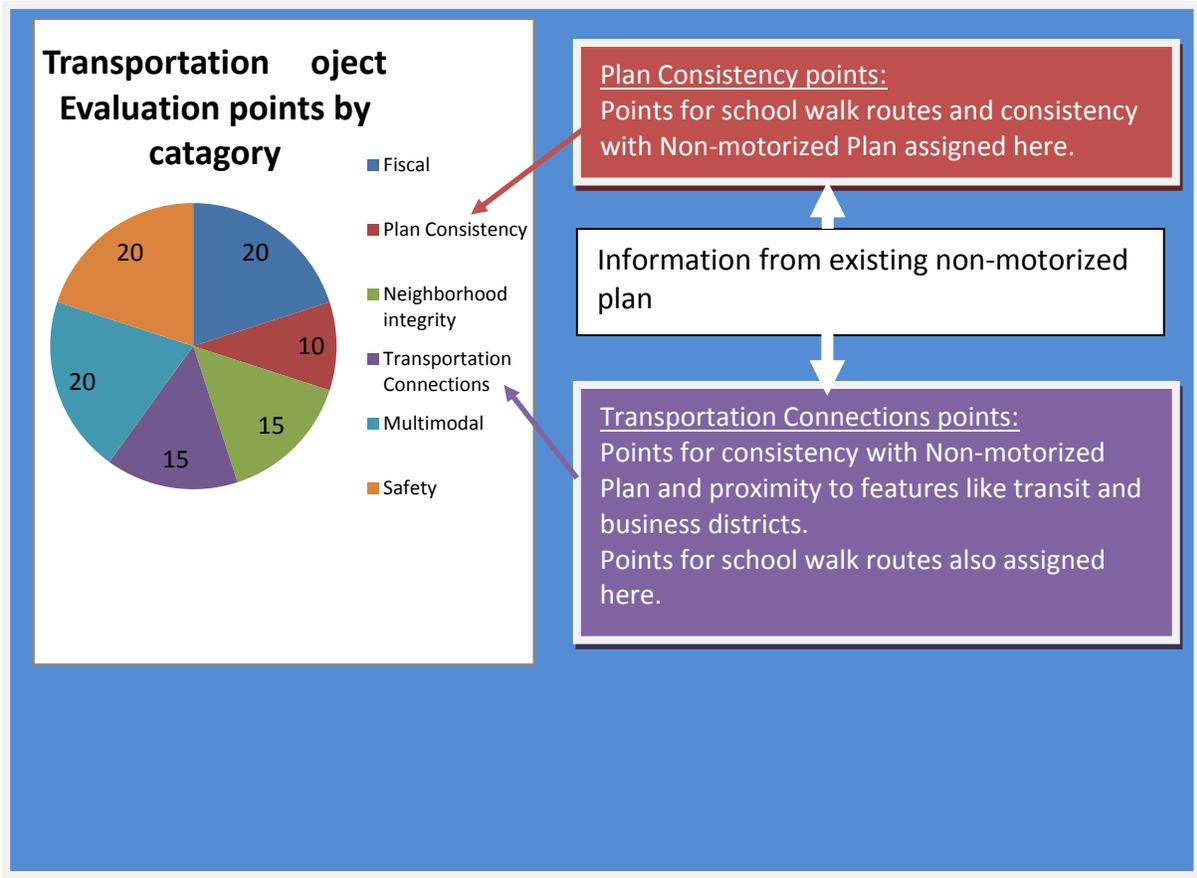
- Revise the type of information that is fed from the plan to the CIP project ranking criteria
- Propose a revision to the current Transportation Project Evaluation Criteria
- Remove the proposal of individual projects from the plan

The 1995 and 2001 Non-motorized Transportation Plans specify priority 1 and 2 routes for both pedestrians and cyclists. This information is an input to the Transportation Project Evaluation Criteria used to rank non-motorized projects for CIP funding. Figure 1 shows a schematic of how this process works. Note that input from the Plan has a relatively small effect on the overall project score.

The proposed Plan doesn't specify priority 1 and 2 networks. Instead it ranks network links based on their proximity to important pedestrian generators; bus routes, parks, commercial areas and schools. It also more highly values potential sidewalk locations that are on busy streets, and/or on school walk routes and/or where there are gaps in existing sidewalk. The Commission asked staff to revise this procedure to add schools as destinations as well as keeping a higher priority for school walk routes. Projects on School walk routes have always had a higher priority than other projects.

The Commission also asked staff to revise the way that sidewalk projects are ranked by the Transportation Project Evaluation Criteria. The goal is to make the criteria more consistent with the priorities in the revised Plan.

Figure 1. Relationship between the existing Transportation Project Evaluation process and the current Non-motorized Transportation Plan.



The draft Plan lists potential projects for sidewalks based on the plan's criteria for ranking links. The Commission asked that the Plan not propose projects; that should be the function of the CIP process, but rather, as described above, recommend how the projects are evaluated. The Commission agreed that the new Plan, like previous plans, should have goals about the amount of sidewalk that should be built within a certain time. These goals have yet to be finalized.

The Commission's goal is to adopt the Plan by the end of March. Next steps in the Plan development include preparation of a more complete draft in December and more public outreach and a Council study session in January. Details of the outreach are being developed now, but the Commission's direction to staff was to develop a process that is outside the ordinary and that reaches many people. There were 10 audience members at the November 12 Commission meeting and most of them made comments with specific suggestions for how to improve the Plan.



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## MEMORANDUM

**To:** Dave Ramsay, City Manager

**From:** Daryl Grigsby, Public Works Director

**Date:** November 20, 2008

**Subject:** School Walk Routes Update

There has been interest from community members and the City Council to improve the delivery of School Walk Route projects. The City has a long history of elevating the importance of School Walk Route projects. Much of this history was reviewed in the October 13, 2008 memo to Council that outlined the history of the development of Transportation Project Evaluation or, 'ad-hoc' criteria, the School Walk Route Committee, and the Sidewalk Bond Committee. This prior work has resulted in several projects over the last several years. Specifically, six of the city's seven elementary schools are over 83% completion and one is over 90%. The attached material in this packet includes information on route completion by elementary school, comparison of completion by street classification (arterial, minor arterial, collector, neighborhood street), School Walk Route projects by year, and other pertinent information.

The question facing the city currently is how to complete the School Walk Route network in the near future. This question is particularly timely given the other upcoming Council discussions on transportation needs. The following items represent other potential challenges.

- Construction inflation costs erode purchasing power of transportation dollars. For the 2009-10 CIP construction and supply cost inflation is 11% per year.
- Continuing need to invest in system maintenance, particularly the Annual Overlay program. Staff will bring forward the update to the State of the Streets Report within the month for a thorough discussion of city overlay needs and pavement condition.
- Initiatives such as Intelligent Transportation System (ITS) plan implementation. Council was briefed on the ITS plan and the benefits and implementation costs.

In light of these challenges, City staff proposes the following strategy to clarify City goals and expectations relative to School Walk Routes.

- Complete the Non-Motorized Plan (City of Kirkland Active Transportation Plan), including upcoming public outreach and January 20<sup>th</sup>, 2009 Council Study Session.
- Include a discussion of the School Walk Route policy questions in the January 20<sup>th</sup> Study Session. During the Study Session we propose discussing three policy issues.
  1. Funding - Including funding options such as an annual set-aside for School Walk Routes from the approximate \$1 M annual allocation for all city-wide non-motorized projects. For example, Council could set a target minimum of \$500 K or 50% of the Non-Motorized allocation.

2. Prioritization – one option is to use Non-Motorized Plan community feedback and plan development to recommend goals for School Walk Route completion. For example, we could employ specific and different percent completion goals for School Walk Routes on Minor Arterials, Collectors, and Neighborhood Streets. One outcome may be that School Walk Routes on low-volume neighborhood streets become a lower priority than Collectors or Minor Arterials. It should be noted that School Walk Routes on Arterials are 99% complete, with but one project remaining.
3. Community Input – Council could decide to reconvene the School Walk Route Citizens Committee to provide input on needs, funding and prioritization. Another option is to utilize the outreach and comments to the Non-Motorized Plan as a method for obtaining input.

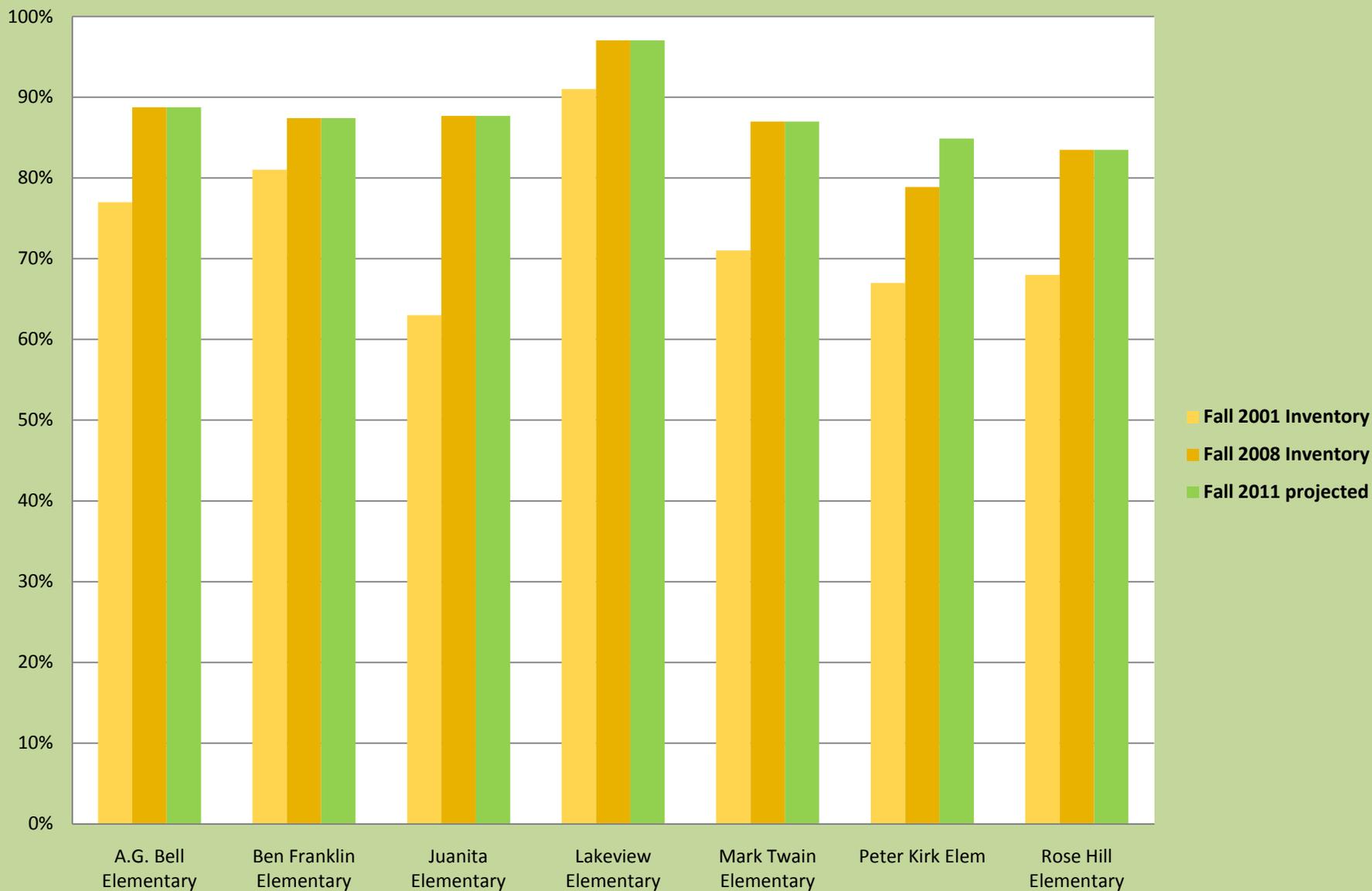
The timing of these policy issues will be beneficial in that we would have reviewed the Non-Motorized Plan and the State of the Streets report during or prior to that meeting. In addition, we will have Transportation Commission and community input on these issues. Council could provide direction to staff at the Study Session and staff could come back with responses and implications when during Non-Motorized Plan adoption in March.

On December 16<sup>th</sup> the City Council will adopt the CIP for 2009-14, including projects for the 2009-10 biennium. We recommend Council adopt the CIP pending the policy discussions the City Council will have in January and in March during the Non-Motorized Plan adoption. One element of this option is recognition that the proposed CIP for 2009-10 includes \$1.1 M for two School Walk Route projects. This proposal insures the city is making progress toward School Walk Route completion concurrent with any potential changes and improvements resulting from the Non-Motorized Plan update.

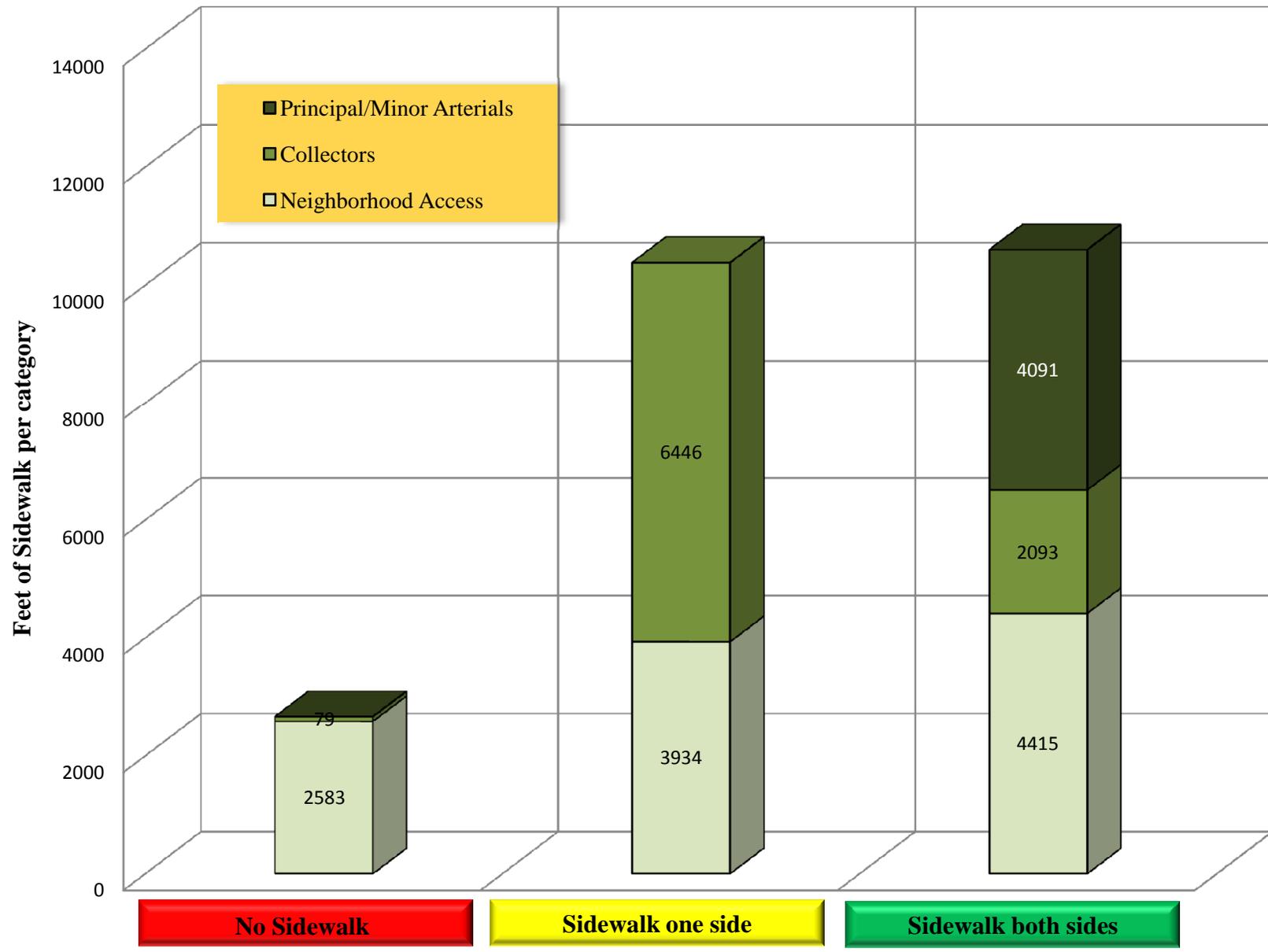
In addition to the above approaches, staff will keep Council informed of the status of the 2008 Grant Application to Washington State Department of Transportation's Safe Routes to School Program. Last spring Public Works submitted a grant request for \$498,000 to fund seven sidewalk connections on existing elementary school walk routes. Included in the grant request were for education and enforcement along School Walk Routes. We also submitted a Safe Routes to School Grant of \$171,550 for 116<sup>th</sup> Avenue NE, Peter Kirk Elementary. The proposed project includes the installation of sidewalk along the eastside of 116<sup>th</sup> Avenue NE from the existing sidewalk north of NE 100<sup>th</sup> Street to NE 94<sup>th</sup> Street, installing crosswalks at intersections, and bike lane paint striping. 116<sup>th</sup> Avenue NE is a suggested walk route to Peter Kirk Elementary School and will serve a number of pedestrians and bicyclists that utilize the NE 100<sup>th</sup> Street/I-405 ped/bike/emergency vehicle overpass that was completed in 2002. A prioritized list of projects will be submitted to the Governor's office and the legislature by December 15, 2008, to select projects for funding. Announcements are expected by June 2009.



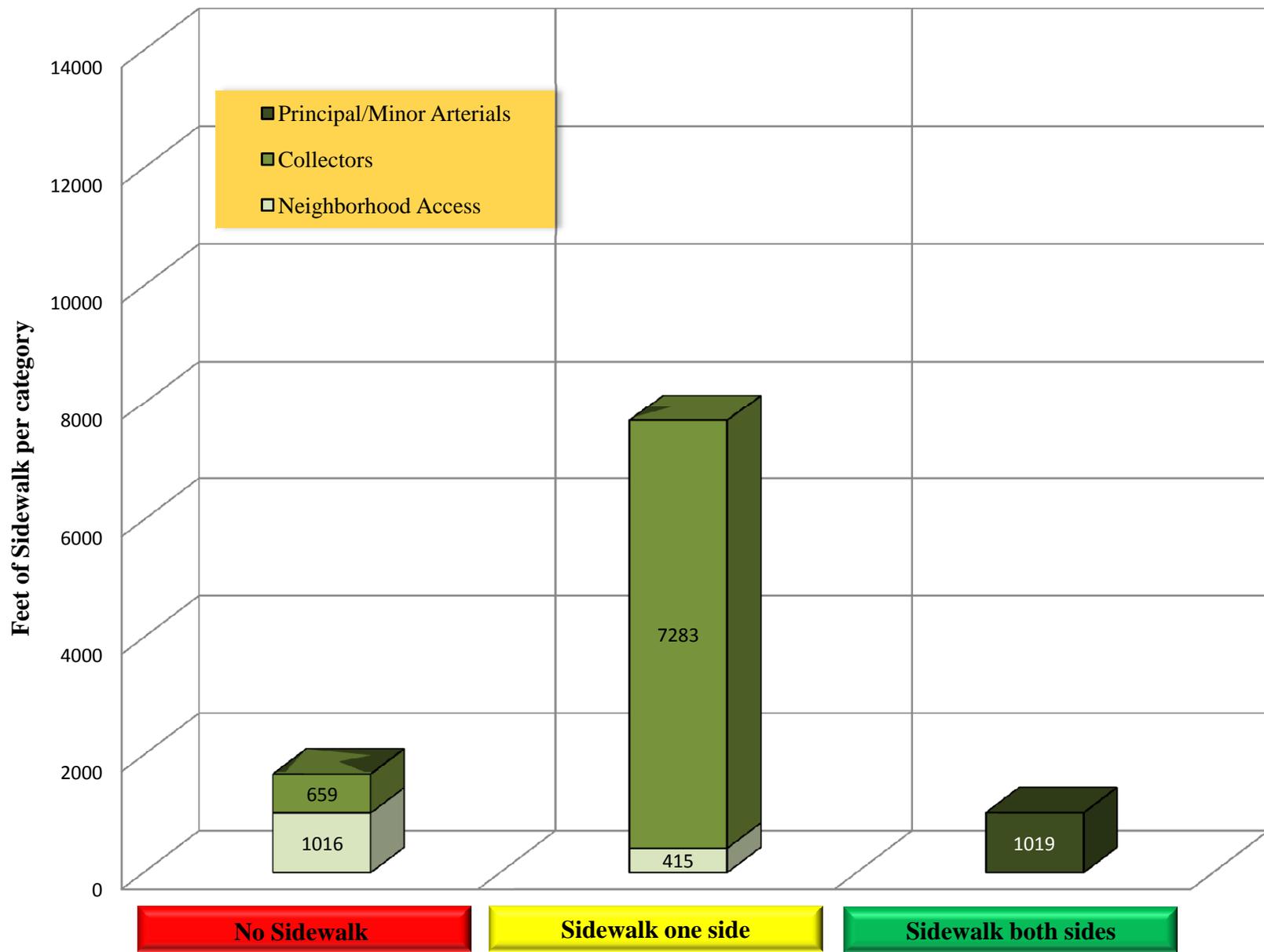
### Inventory of Kirkland School Walk Routes (percent completion of at least one side of identified routes)



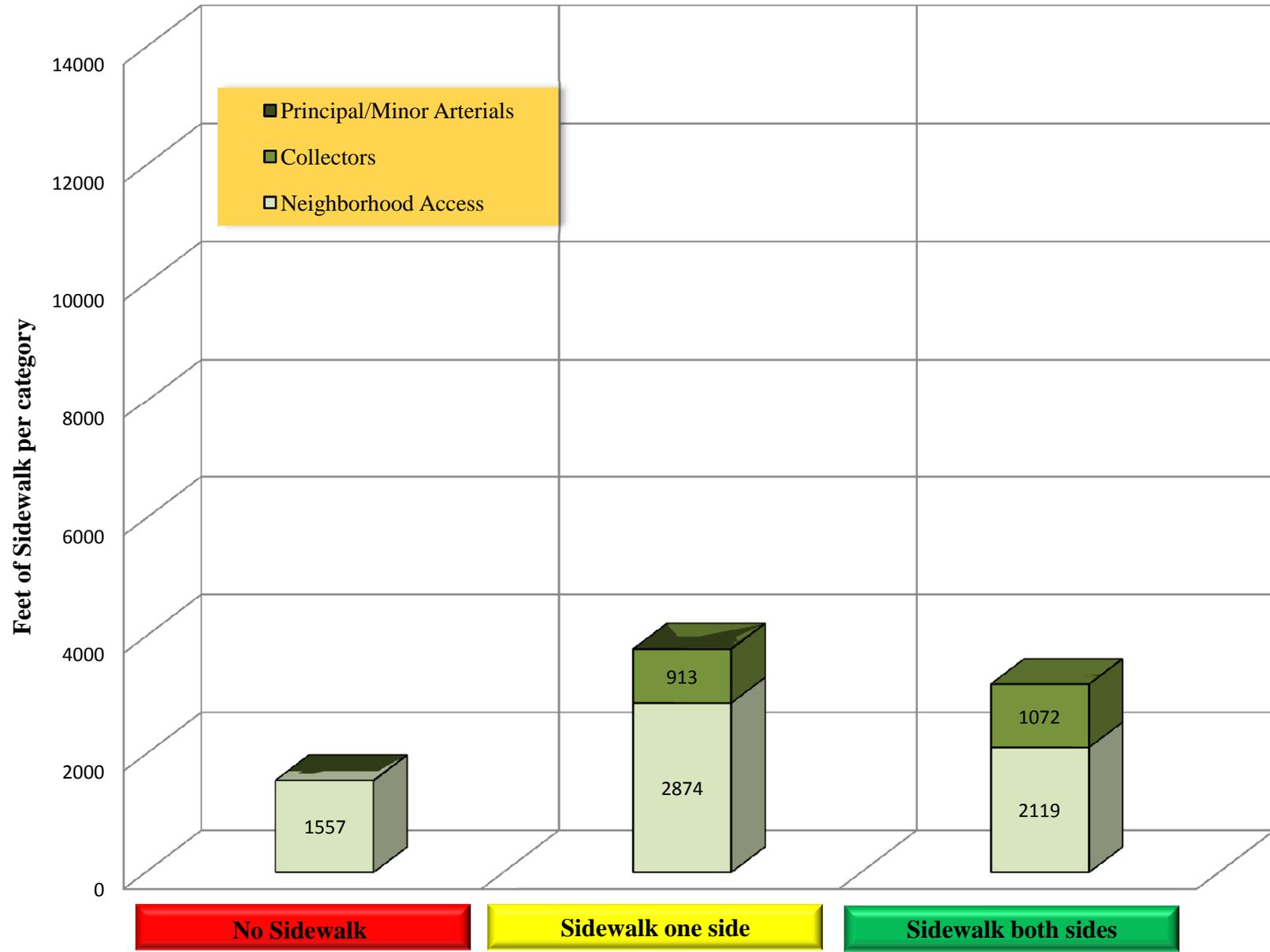
### AG Bell Elementary School Walk Routes



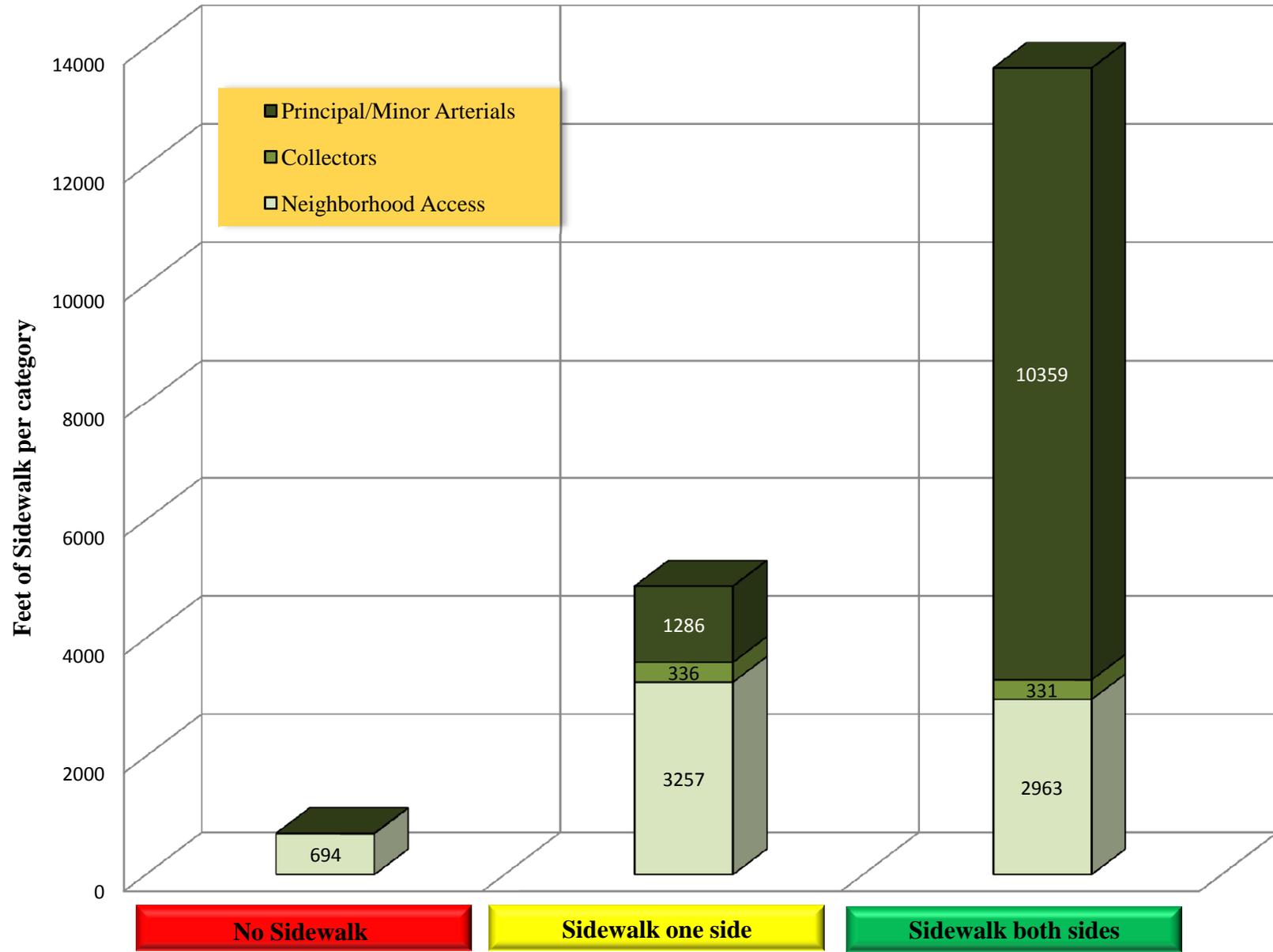
## Ben Franklin Elementary School Walk Routes



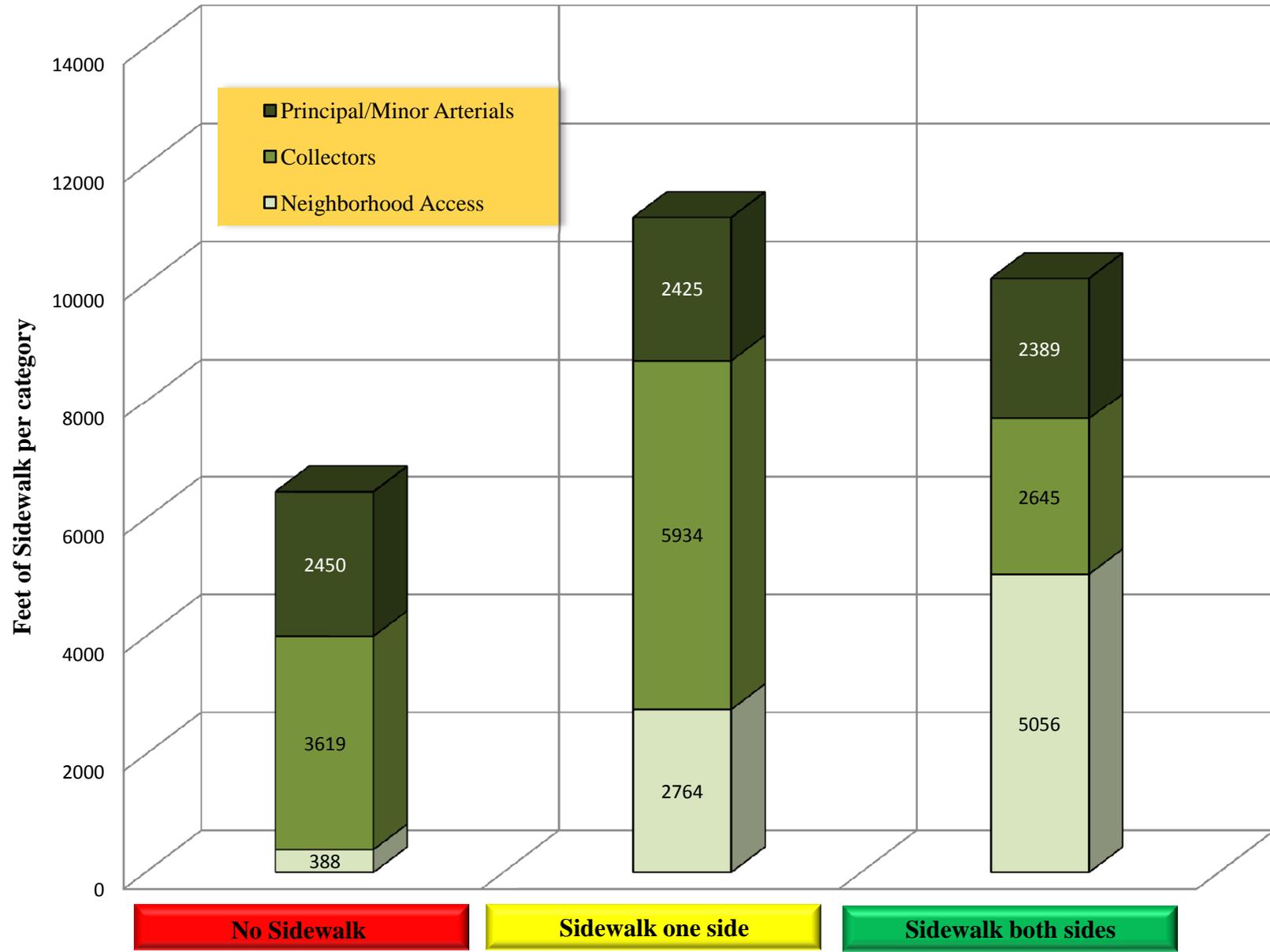
# Juanita Elementary School Walk Routes



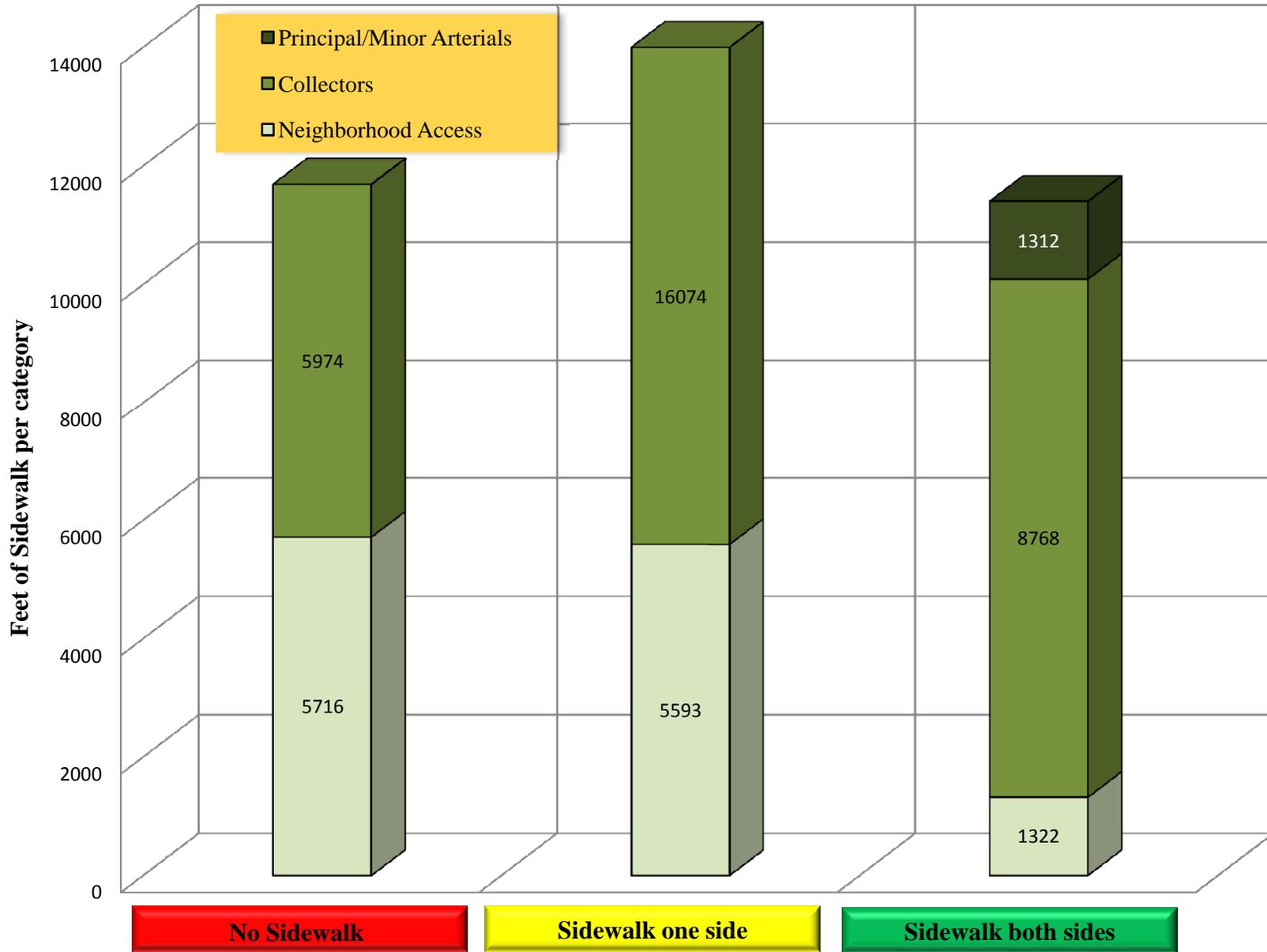
# Lakeview Elementary School Walk Routes



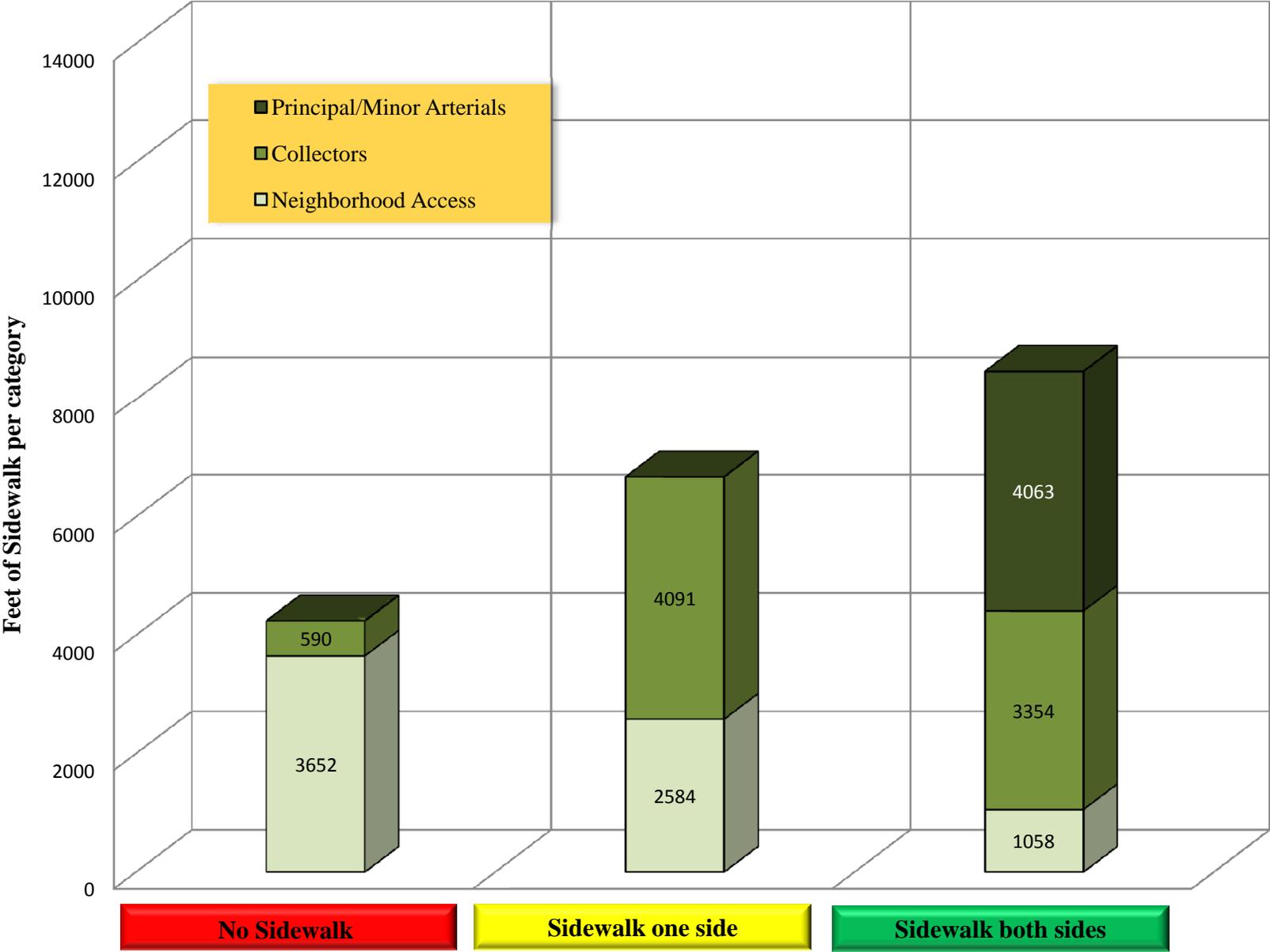
# Mark Twain Elementary School Walk Routes



# Peter Kirk Elementary School Walk Routes



# Rose Hill Elementary School Walk Routes



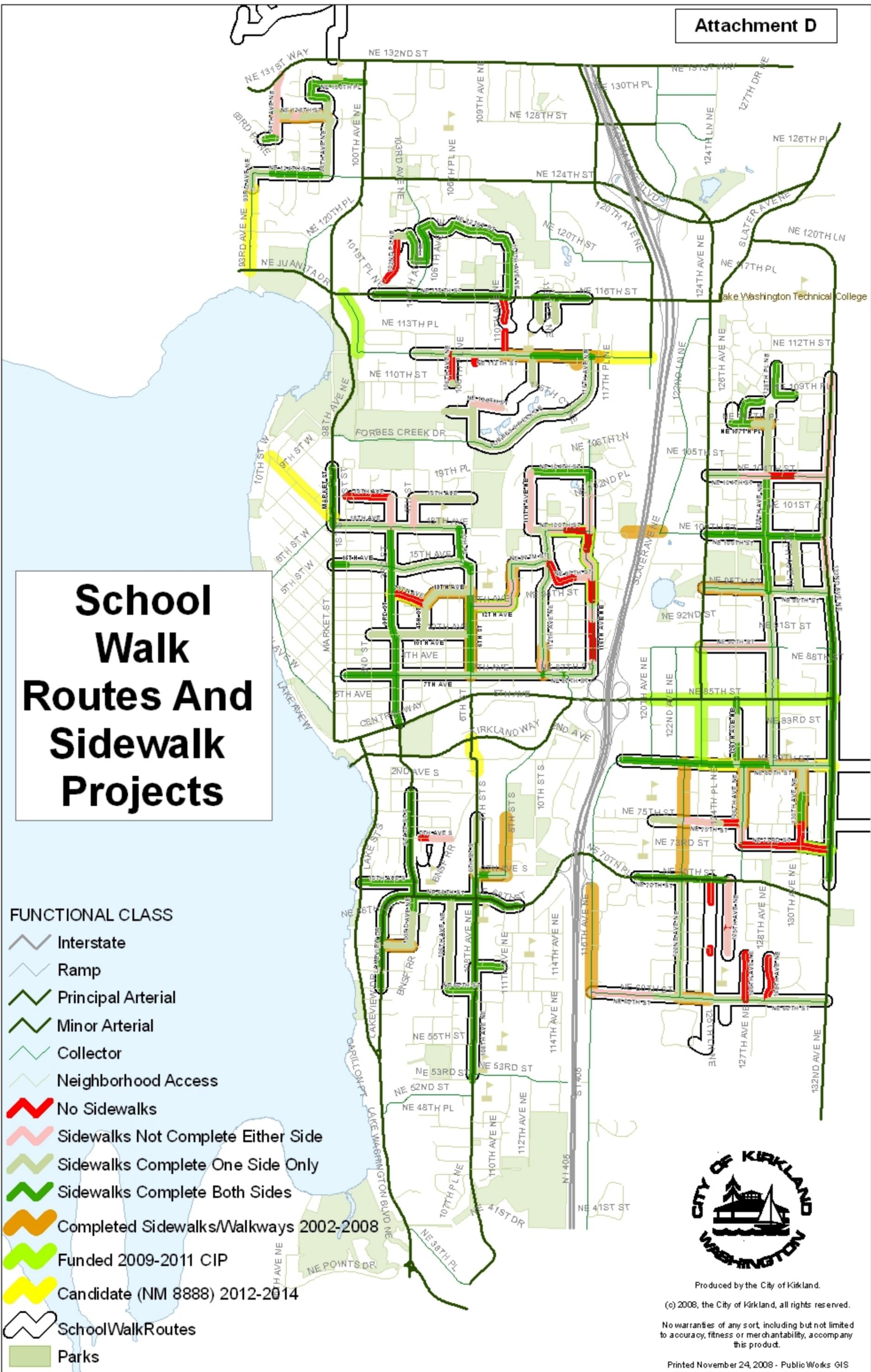
# School Walk Routes And Sidewalk Projects

**FUNCTIONAL CLASS**

-  Interstate
-  Ramp
-  Principal Arterial
-  Minor Arterial
-  Collector
-  Neighborhood Access

-  No Sidewalks
-  Sidewalks Not Complete Either Side
-  Sidewalks Complete One Side Only
-  Sidewalks Complete Both Sides
-  Completed Sidewalks/Walkways 2002-2008
-  Funded 2009-2011 CIP
-  Candidate (NM 8888) 2012-2014

-  SchoolWalkRoutes
-  Parks



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