



CITY OF KIRKLAND

Department of Public Works

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To: Transportation Commission

From: David Godfrey, P.E., Transportation Engineering Manager

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Subject: Thoughts on Level of service by principles

The Transportation Commission asked staff to develop potential level of service standards based on the Transportation Conversation principles: *Move People, Be Sustainable, Be an Active Partner*, and *Link to Land Use*.

Move people

This principle suggests using standards that focus on each major mode. For example:

Pedestrian/Bicycle

- To what extent are sidewalks present on both sides of streets?
- Are sidewalks available on school walk routes?
- Are adequate bicycle facilities available? What portion of the bicycle network is completed?

Transit

- What is the nature of transit service and transit facilities?

Auto

- Are traffic signals up-to-date? Do they have appropriate technology and recent timing? Is information available to travelers?
- Are there missing links in the transportation network? Are there locations where capacity improvements should be made?
- How much delay do motorists experience at traffic signals or along road segments?

Other

- What programs are available to support alternative modes?

Be Sustainable

This principle supports limiting expensive improvements, encouraging non-auto travel and ensuring that revenue is adequate to meet expenses. It also suggests level of service measures that support maintenance of existing infrastructure and making investments that have a high benefit to cost ratio. For example:

- What is the size of the funding gap necessary to maintain and replace infrastructure at desired levels?
- Are programs in place to replace traffic signal infrastructure?
- What is the pavement condition rating?

- Is traffic signal timing up-to-date?
- Level of auto ownership

Be an Active Partner

To fulfill this principle, any level of service standards should be fully vetted with those who they may effect. This could include neighborhood groups, people from the development community, representatives of agencies such as WSDOT or King County Metro.

Link to Land Use

Linking to Land Use will require that different measures or acceptable standards vary by location, in order to coordinate with the land use. It might also mean that standards vary by street classification. For example the type of bicycle facilities adequate for a local street may not be adequate for an arterial. Or, presence of an aggressive Transportation Demand Management program could be an appropriate requirement for the Totem Lake Urban Center but not for other areas.

Council Goal

Earlier this year, the Transportation Commission suggested the following performance measures for the Council's Transportation Goal.

Performance Measures:

MEASURE	2007	2008	2009	2010	GOAL
Numbers of bicycles and pedestrians as measured by annual count program (Bicyclist/Pedestrian)		176/398	128/480		10% over 2008 levels by 2015
Annual feet Percentage completion of sidewalk construction on at least one side of school walk route on collectors and arterials					Complete all by 2019
Number Rate of auto crashes accidents involving bikes or pedestrians (Bicyclist/Pedestrian)	11/21	12/15	8/13	0/2	Annual decrease Downward trend
Metro/Sound Transit Ridership					Upward trend
Automobiles per household					Downward trend