



KIRKLAND
Transit Implementation Plan

Presented to:

**Kirkland Transportation
Commission**

July 25, 2018

Agenda

- Background
- The Project List
 - Speed & Reliability
 - Non-Motorized
 - Flexible Transit
- Next Steps



Background on the Project

Transit Implementation Plan (KTIP)

Getting Kirkland residents where they want to go in the fastest and most convenient way

Objectives

- ✓ Improve transit connections in key areas of Kirkland
- ✓ Build on 2015 Transportation Master Plan
- ✓ Prioritize transportation projects through 2035
- ✓ Ensure transit is efficient, safe, reliable, and convenient



Timeline



Project Schedule Adjustments:

- Online Open House 5/8 – 6/18
- Develop Transit Implementation Plan throughout July and August



Developing the Project List



Developing the Project List

Potential projects fall under three project types:



Speed and Reliability



Non-Motorized



Flexible Transit Service



Speed & Reliability



- Speed & Reliability ranked by community as the top priority in the fall 2017 survey and open house
- Strategies meant to address specific routes and locations

Ranking of Transit Service Priorities – Fall 2017 Outreach

Priorities	Weighted Average
Speed and reliability	1.8
Frequency	2.5
Accessibility	3.1
Safety	3.7
Information Technology	4.3
Comfort	4.7



Developing a Project List

Speed and Reliability



- King County Metro analysis
- Transportation Master Plan hotspot locations
- Public feedback
- Field visits
- Updated demand analysis

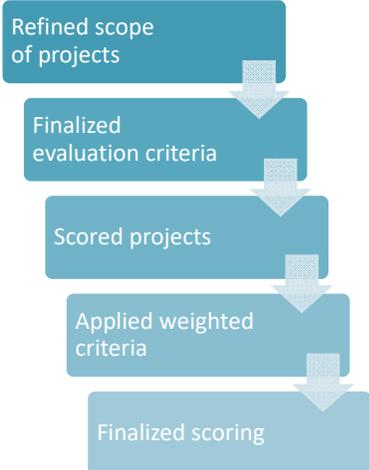


Evaluation Process

Speed and Reliability 

Key themes:

- Accommodate growth in demand
- Integrate with transit agencies



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graph TD
    A[Refined scope of projects] --> B[Finalized evaluation criteria]
    B --> C[Scored projects]
    C --> D[Applied weighted criteria]
    D --> E[Finalized scoring]
            
```




Methodology

Speed and Reliability 

Evaluation Criteria
Ridership: Average daily number of riders
Travel Time: Person-hour savings estimate (daily)
Cost: High-level cost estimate
General Purpose Traffic: Potential to have neutral or positive impact on auto travel time
Agency Plans: On future RapidRide corridor (2025 or 2040)
TMP: On a Primary or Secondary Transit Corridor
Feasibility/Complexity: Feasible and achievable
Activity Density: Serves area with current or expected high population/employment activity
Access to Regional Centers: Improves a connection to/from a regional center or transit node
Community Survey: Identified as a priority by community




Results

Speed and Reliability 

<Present Draft Scoring of Project List>




Non-Motorized Strategies



- Accessibility and safety ranked moderately as a priority by community in the fall 2017 survey and open house
- Strategies meant to address access to specific transit activity hubs

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Priorities	Weighted Average
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Methodology



Non-Motorized

- Walkshed ratio
- Comparison to “perfect grid”
- Identifies areas with poor connectivity

Example of Walkshed Analyzed



Kirkland TC




Results



Non-Motorized

- Evaluated 26 locations
- These **10 locations** had the poorest non-motorized connectivity

Location	Walkshed Index	
S Kirkland Park & Ride	40	Poorest connectivity
Carillon Point Mixed Use Business Center	45	
10th Ave S/Lake Washington Blvd Residential Market	55	
Totem Lake Transit Center	60	
Houghton Park & Ride	60	
Totem Lake Urban Center	60	
I-405 at NE 85th St Bus Rapid Transit	65	
Kingsgate Park & Ride	65	
North Rose Hill Neighborhood Center	70	
Yarrow Bay Mixed Use Business Center	70	




Flexible Transit Strategies



- Flexible transit addresses frequency and accessibility priorities
- Focus of analysis on providing more efficient transit service

Ranking of Transit Service Priorities – Fall 2017 Outreach

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Methodology

Flexible Transit



- Identify opportunity areas to provide “flexible transit”
- Developed cost-per-trip calculation for existing routes and compared to estimated on-demand transit costs
- Evaluation Criteria (opportunity assessment)
 - **High** – On-demand transit cost is >\$5 cheaper per trip than existing
 - **Medium** – On-demand transit cost is \$1-\$5 cheaper than existing
 - **Low** – On-demand transit cost is \$0 to \$1 cheaper than existing



Results

Flexible Transit



Route & Time Period	Route Destinations	TNC Opportunity
236 – Peak	Between Woodinville and DT Kirkland	High
236 – Off-Peak	Between Woodinville and DT Kirkland	High
248 – Night	NE 85 th St to/from Redmond	High
238 – Peak	Between Woodinville and DT Kirkland	Medium
235 – Night	Between Totem Lake and Bellevue TC	Medium
238 – Off-Peak	Between Woodinville and DT Kirkland	Medium
234 – Night	Between Juanita and Bellevue TC	Low
248 – Off-Peak	NE 85 th St to/from Redmond	Low



Next Steps

- Draft Plan
- Meet with Council Committees
- Additional outreach
- Council approval process



THANK YOU

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