

KIRKLAND

Transit Implementation Plan

Presented to:

**Kirkland Transportation
Commission**

June 27, 2018

Agenda

- Background
- Travel Demand Analysis
- Project and Criteria Development Process
- Next Steps

Background on the Project

Transit Implementation Plan (KTIP)

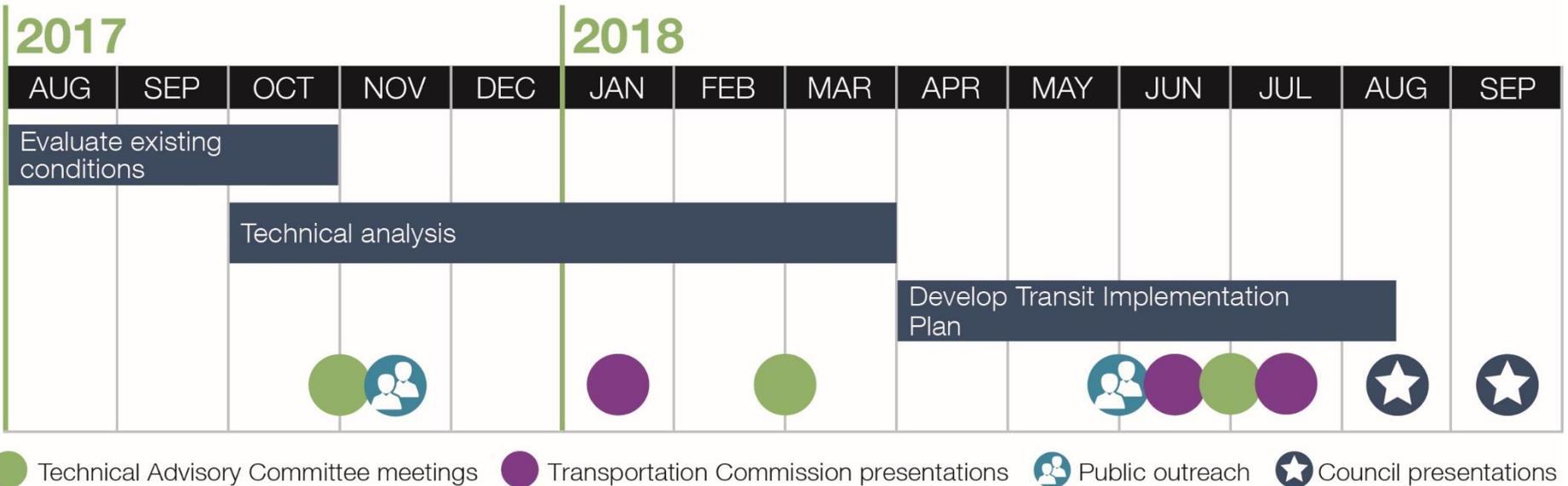
Getting Kirkland residents where they want to go in the fastest and most convenient way

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

Project Website

kirklandwa.gov/depart/Public_Works/Transportation_and_Traffic/KTIP.htm



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GETTIN' AROUND TOWN

METRO TRANSIT

NEIGHBORHOOD TRAFFIC CONTROL PROGRAM

NEIGHBORHOOD TRAFFIC CONTROL PROGRAM - HOW IT WORKS

NEIGHBORHOOD SAFETY

NEIGHBORHOOD WALKS

PEDESTRIAN FLAGS - FAQs

PARKING

Kirkland Transit Implementation Plan (KTIP)



Project background

The Kirkland Transit Implementation Plan (KTIP) is a tool to improve transit in Kirkland to get residents where they want to go in the fastest and most convenient way possible. The plan incorporates the work of the regional [King County Metro](#) and [Sound Transit](#) plans and uses previously collected community input which was used to develop the City's [Transportation Master Plan](#) in 2015.

Additional public comment on the plan was collected at an Open House in November 2017 and now an [online survey](#) is available for resident participation through the end of 2017. After these comments are collected, the

Status Update:

12/3/2017

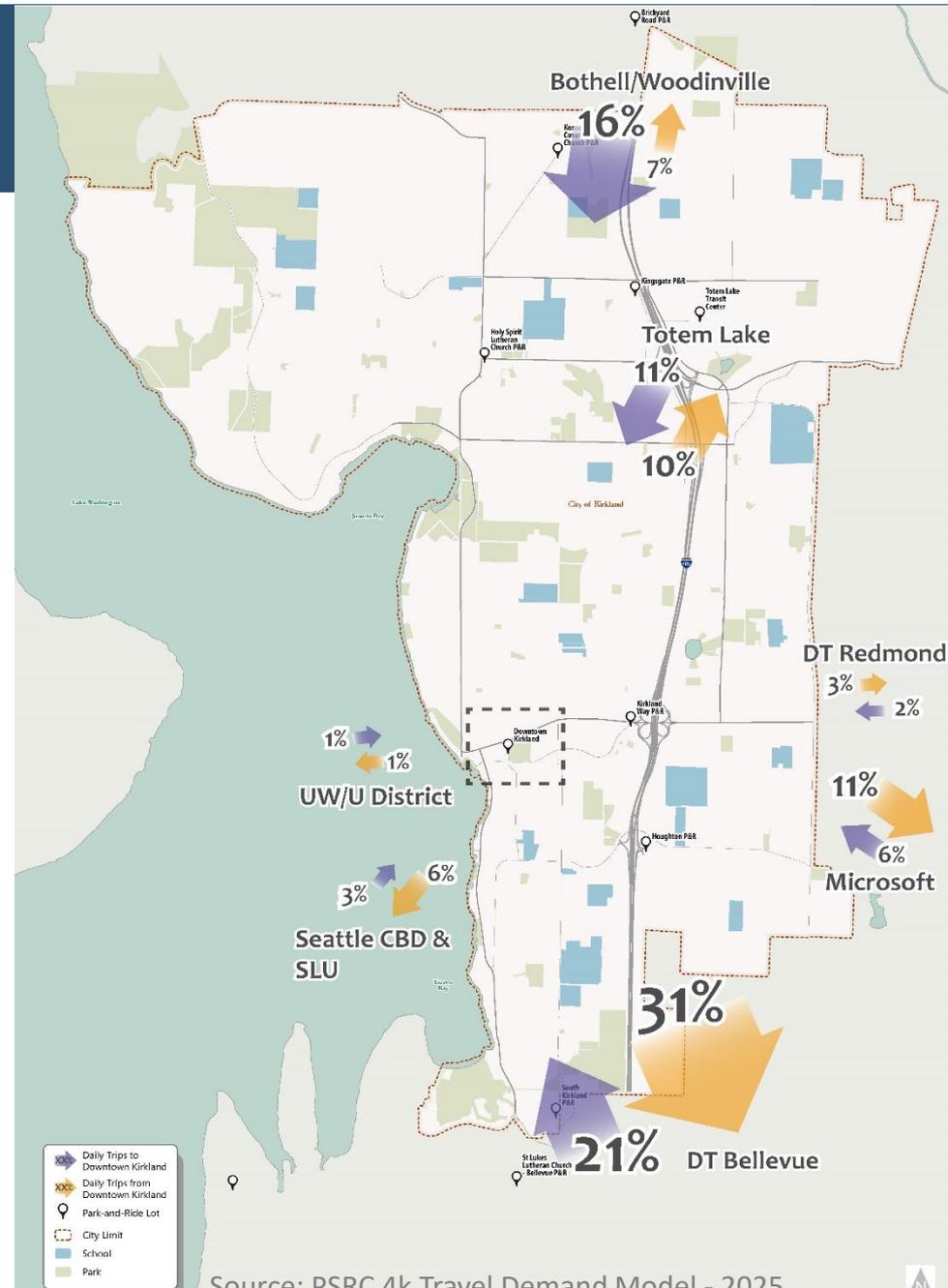
If you were not able to attend the Open House and speak with project staff, please take our survey and let us know your thoughts on transit today and in the future. You can access the [KTIP Survey](#) by clicking the link. The survey will close on December 31ST.

Travel Demand Analysis



Travel Demand

- 2025 forecasts
- Total travel demand (all modes)
- To/From Downtown Kirkland

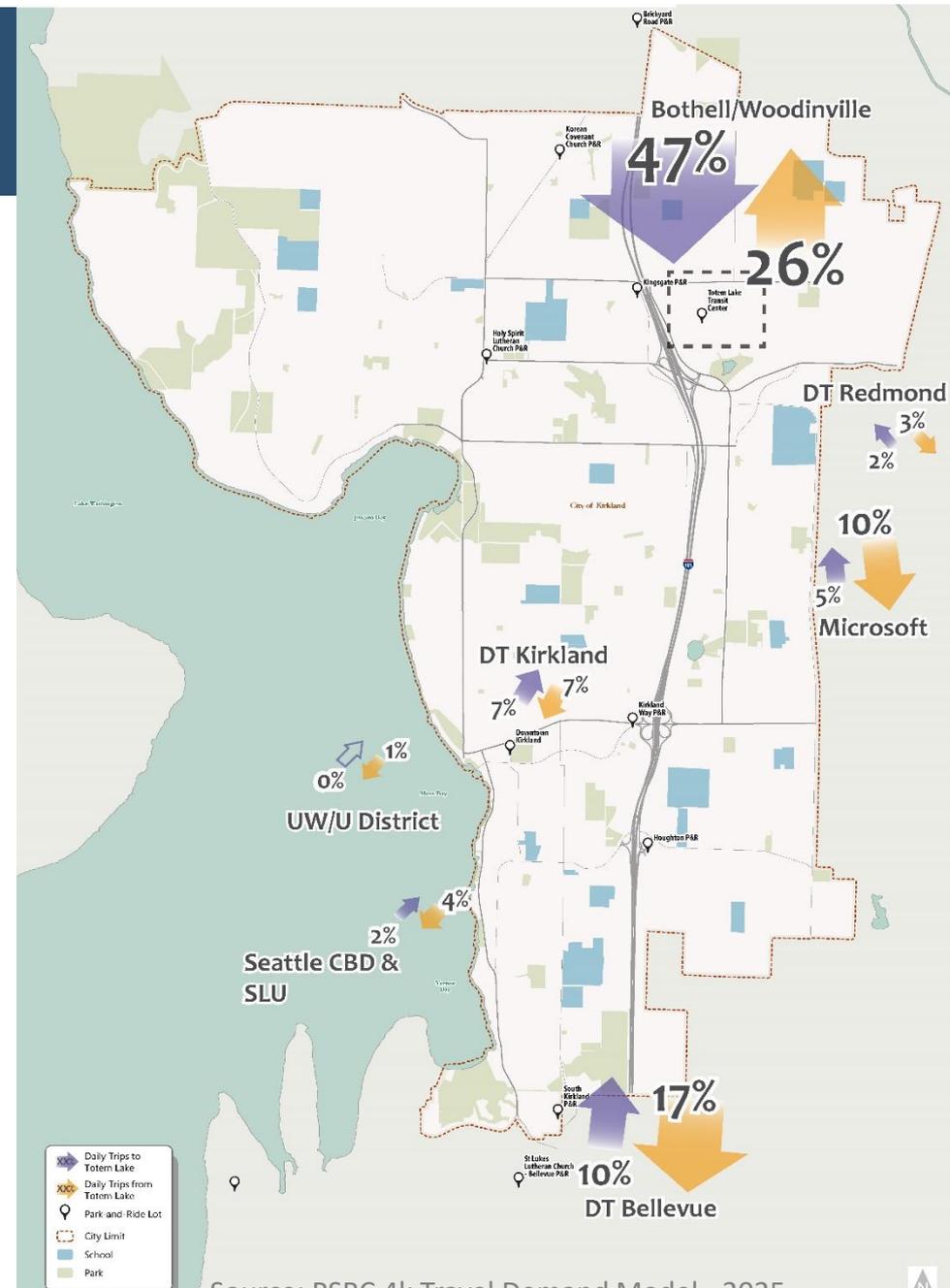


Source: PSRC 4k Travel Demand Model - 2025



Travel Demand

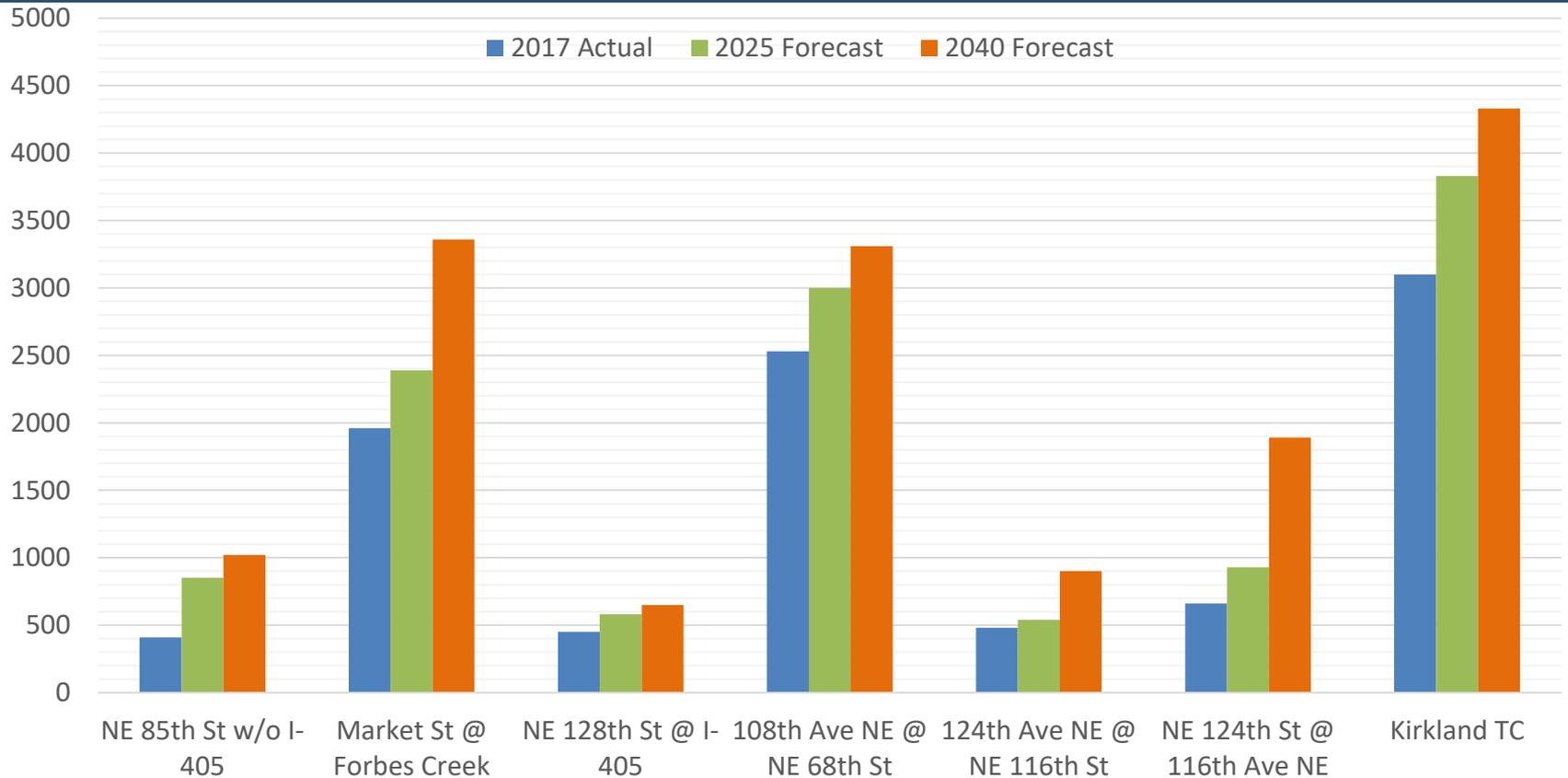
- 2025 forecasts
- Overall travel demand (all modes)
- To/From Totem Lake



Source: PSRC 4k Travel Demand Model - 2025



Daily Ridership on Corridors



*2017 Ridership is based on average daily departing number of riders on the bus in both directions. The 2025 and 2040 forecasts are based on link ridership growth rates from the Sound Transit Model.

Developing the Project List



Developing the Project List

32 Projects, fall under 3 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

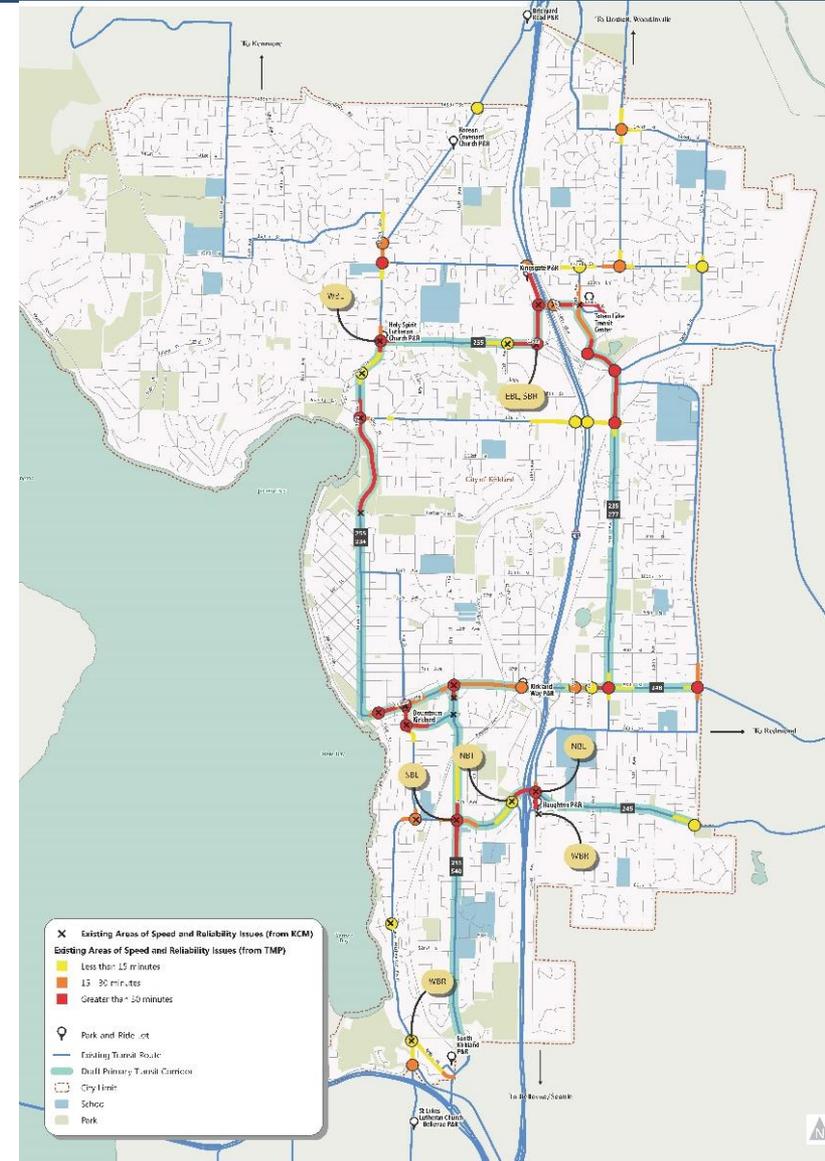
Priorities	Weighted Average
Speed and reliability	1.8
Frequency	2.5
Accessibility	3.1
Safety	3.7
Information Technology	4.3
Comfort	4.7

Developing a Project List

Speed and Reliability



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



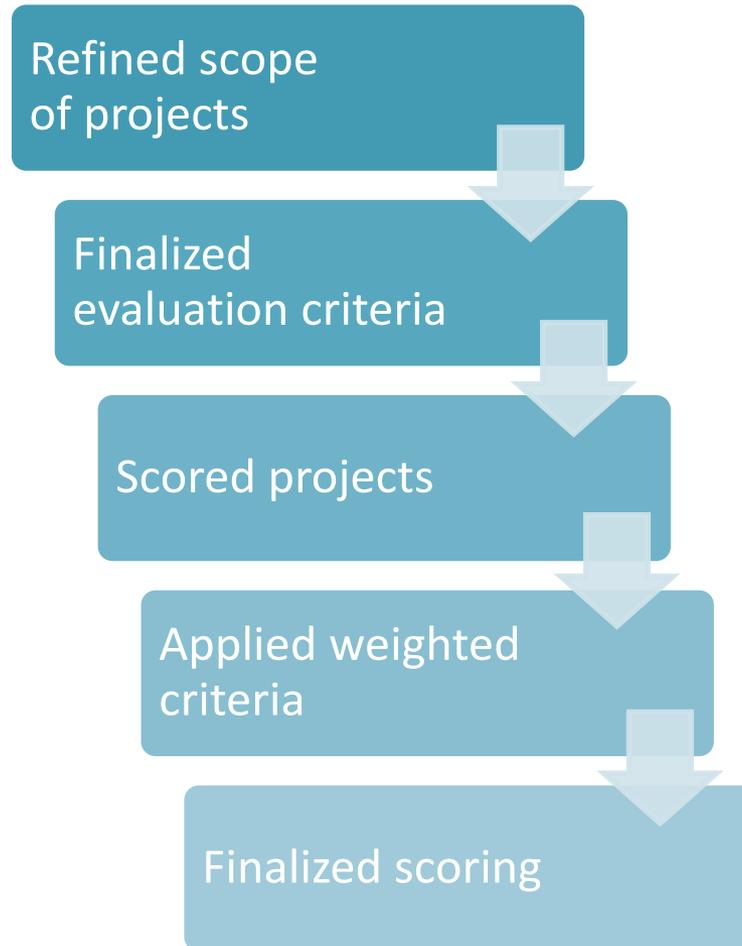
Evaluation Process

Speed and Reliability



Key themes:

- Accommodate growth in demand
- Integrate with transit agencies



Evaluation Criteria

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

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

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

Methodology

Non-Motorized



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

Example of Walkshed Analyzed



Kirkland TC

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

Priorities	Weighted Average
Speed and reliability	1.8
Frequency	2.5
Accessibility	3.1
Safety	3.7
Information Technology	4.3
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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 less per trip than existing
 - Medium – On-demand transit cost is \$1-\$5 less than existing
 - Low – On-demand transit cost is \$0 to \$1 less than existing

Next Steps

July

- Transportation Commission 7/18
 - Prioritized project list
 - Funding approach
 - Additional analysis for prioritized projects

August

- Draft Plan
- Meet with Council Committees

September

- Council approval process

THANK YOU

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