



## CITY OF KIRKLAND

### Department of Public Works

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[www.kirklandwa.gov](http://www.kirklandwa.gov)

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#### MEMORANDUM

**To:** Transportation Commission

**From:** Blair Daly, Transportation Program Coordinator

**Date:** May 16, 2022

**Subject:** TRANSPORTATION MASTER PLAN 2021 PROGRESS REPORT

#### **RECOMMENDATION:**

Transportation Commission receive the Transportation Master Plan 2021 Progress Report accompanied by a staff presentation.

#### **BACKGROUND DISCUSSION:**

The City Council adopted the [Transportation Master Plan](#) (TMP) in November 2015. Chapter 9 of the TMP, titled "Transportation Measurement," states, "Progress toward the goals of this plan should be reported annually to the City Council and Transportation Commission." Policy T-8.2 in Chapter 9 guides the City to "Establish an acceptable level of service for all modes." It goes on to say that the reporting should track a handful of measures over time that are easy to understand for a wide range of audiences. Page 101 of the TMP identifies a series of level of service (LOS) measures to be used in annual reporting.

The TMP 2021 Progress Report is the third such report, with the Council having received reports for 2018 and 2019. There was no 2020 report because of a lack of staff resources.

The first two pages of the three-page TMP 2021 Progress Report contain six infographic sections with between one and three topics per section. The first five sections are ordered consistent with the five priority areas established in the TMP: safety, walking, biking, transit, and driving. A sixth section highlights key ongoing transportation projects. Each topic in the infographic corresponds to a "level of completion area" listed in the LOS table in Policy T-8.2 (page 101).

For certain level of completion areas identified in the LOS table, it was challenging to produce a progress monitoring metric that would be meaningful, easy to understand, and feasible for staff to measure. To address this, staff identified metrics that are replicable and straightforward to update on an annual basis.

Annual TMP progress reports intend to offer transparency about the progress being made toward completing 20-year LOS objectives set in 2015. Page 3 of the report provides a year-over-year overview of the rates of completion. The data in the infographic are a snapshot of what the City has accomplished by the end of each calendar year. (The report does not include

projects or activities that have been completed thus far in the current/publication year or that are anticipated to be completed in the current year).

Below is a selection of noteworthy items in the 2021 report that staff wishes to call to attention.

### **Safety**

The graphs show a slight upward trajectory in the rates of serious injuries and fatalities on Kirkland's roads in recent years. This also was the case on the 2019 progress report. The trajectory is consistent with what Washington State as a whole has seen.

In 2015, Kirkland set a goal to achieve zero fatalities and serious injuries on our streets by 2035. Ongoing City initiatives to improve safety on our roads include the Neighborhood Safety Program, Vision Zero Action Plan, Active Transportation Plan, and Safer Routes to School Action Plans.

### **Walk**

The report shows that by the end of 2021, 54% of the crosswalks in the TMP that were slated for lighting upgrades had received lighting upgrades. That is up from 16% in 2018 and 35% in 2019.

### **Transit**

The proportion of Kirkland's 30 highest ridership bus stops that are sheltered is one of the metrics under the transit section. That proportion was 90% in both 2018 and 2019. In 2021, it dropped to 80% because of a reshuffling related to which bus stops in the city received the highest ridership. The reshuffling brought a few unsheltered bus stops into the list of 30 stops with the highest usage. King County's construction of shelters at unsheltered bus stops is ongoing, with a new one expected in 2022 at the southbound stop at 116<sup>th</sup> Avenue NE/NE 124<sup>th</sup> Street.

### **Drive**

One of the TMP goals that the City likely will achieve well before 2035 pertains to signalized intersections. At the end of 2021, 87% were fully updated to the City's standard for equipment and connectivity to the Transportation Management Center.

The 2021 infographic presents the overall Pavement Condition Index (PCI). This metric replaces what was presented on the 2018 and 2019 progress reports, which was the number of lane miles of arterials, collectors, and neighborhood streets resurfaced since the 2012 Streets Levy. That metric was becoming increasingly challenging to present accurately, and, additionally, it was a measure of inputs. The Pavement Condition Index, in contrast, is an outcome metric. Also, it is a more efficient metric to use because staff must produce it for several other annual reports. The 2021 PCI of 75 is above the Council-designated target of 70.

Many City initiatives that are underway now will have outcomes that will directly contribute to increasing the rates of completion of TMP goals. Such plans and programs include:

*Active Transportation Plan;*  
*Safer Routes to School Action Plans;*  
*Transit Implementation Plan;*  
*Intelligent Transportation Systems Plan;*

Capital Improvement Program;  
Neighborhood Safety Program;  
Neighborhood Traffic Control Program; and  
*Vision Zero Action Plan.*

Along with the Streets and Pedestrian Safety Levy Report, the TMP Progress Report is one of multiple tools the City uses to monitor performance. Staff will continue to refine and adapt the progress report in future years.

**NEXT STEPS:**

Staff will use the TMP 2021 Progress Report in coordination with other planning documents to guide recommendations and decisions for future investments through the Capital Improvement Program or funding opportunities that arise. The TMP Progress Report will be posted on the [Transportation Master Plan webpage](#) on the City's website. Also, the City's Communications Program Manager will utilize the infographic for articles in the weekly email newsletter and posts on social media.

Attachment A: Transportation Master Plan 2021 Progress Report



# Attachment A

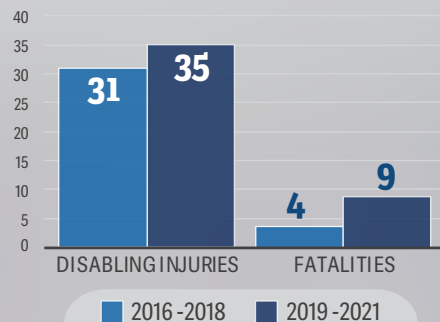
Monitoring progress toward transportation goals for 2015-2035 (TMP p. 101)

## Kirkland Transportation Master Plan 2021 Progress Report

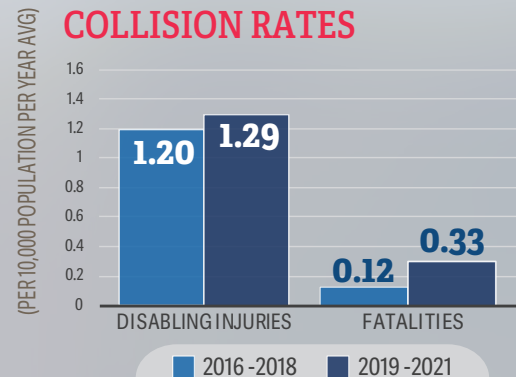


### SAFETY

#### COLLISION NUMBERS



#### COLLISION RATES



### WALK

#### SCHOOL WALK ROUTES (SWR)

**99%** of SWRs network has sidewalk\*  
**10 of 12** elementary school walk routes are **100%\***  
> Sandburg 97%, Twain 91%



\*refers to arterials and collector streets, with sidewalk on at least one side of the street

#### CROSSWALKS

**54%** of 71 light deficient crosswalks now have sufficient lighting.



**TEN MINUTE NEIGHBORHOODS** **99.7%** of highest scoring 10 Minute Neighborhood walk routes has sidewalk\*

“ In 10 minute neighborhoods, residents can walk short distances from home to destinations that meet their daily needs. See the [City website](#) and [TMP p. 4](#) for an explanation of which areas citywide score highest for the 10 minute neighborhood concept.



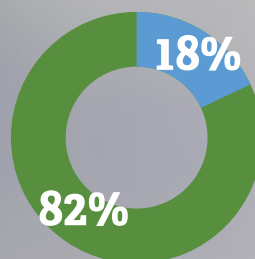
### BIKE

#### BIKE LANES NETWORK

- > **45 of 58 miles** = **78%** of planned bike lane network complete
- > **6 of 33 miles** = **18%** of planned greenways network underway



#### NEIGHBORHOOD GREENWAYS NETWORK



UNDERWAY PLANNED

“ Neighborhood Greenways are residential streets generally off of main arterials with lower car volumes and speeds where people walking and rolling are given priority.





Monitoring progress toward transportation goals for 2015-2035 (TMP p. 101)

# Kirkland Transportation Master Plan 2021 Progress Report

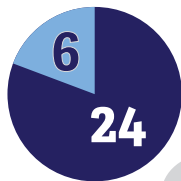


## TRANSIT

### SPEED AND RELIABILITY

**11 projects** slated for completion between 2020 and 2035 contained in the **Transit Implementation Plan**

- I-405 Bus Rapid Transit coming 2027 (Sound Transit)
- RapidRide K-Line in planning (Metro Transit)



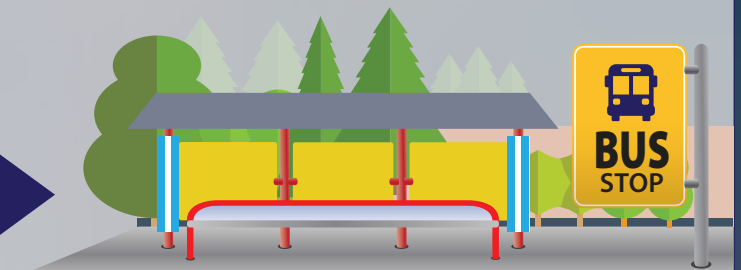
**80%** of Kirkland's 30 highest ridership bus stop have shelters

■ SHELTER ■ NO SHELTER

### PASSENGER ENVIRONMENT

**Next stop receiving a shelter (expected 2022):**

- 116th Ave NE & NE 124th St (southbound)

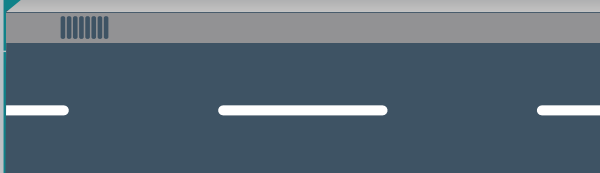


## DRIVE

### PAVEMENT CONDITION INDEX

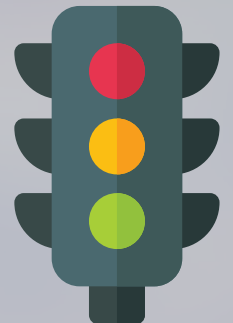
Condition of overall pavement network:

**75** (target = 70, max = 100)



















### INTELLIGENT TRANSPORTATION SYSTEM (ITS)

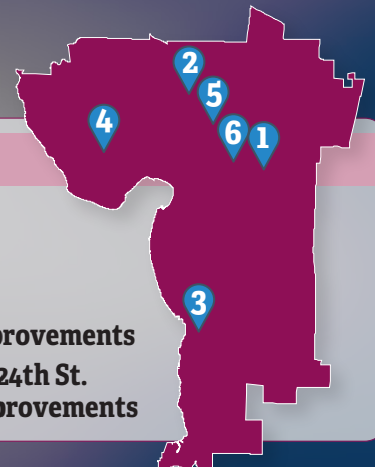
**87%** 54 of 62 City of Kirkland operated signalized intersections are fully updated to City's standard for both equipment and connectivity to Transportation Management Center



## KEY TRANSPORTATION PROJECTS

41 City transportation projects are underway. Examples:

- |   |  |
|---|--|
|   <b>1.</b> Totem Lake Connector Pedestrian/Bicycle Bridge  |    <b>4.</b> Juanita Drive Improvements   |
|     <b>2.</b> 100th Ave. NE Multimodal Improvements |   <b>5.</b> NE 132nd Street Intersection Improvements  |
|  <b>3.</b> Lake St. & Kirkland Ave. Pedestrian Scramble  |     <b>6.</b> 116th Ave & NE 124th St. Intersection Improvements |





Monitoring progress toward transportation goals for 2015-2035 (TMP p. 101)

# Kirkland Transportation Master Plan 2021 Progress Report



## TRACKING PROGRESS YEAR OVER YEAR

	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>SAFETY</b>									
Population (WA OFM)	81,730	82,590	83,460	84,680	86,080	87,240	88,940	90,660	92,110
Disabling Injuries	13	7	10	11	10	10	12	13	10
Fatalities	0	2	1	1	1	1	3	2	4
Disabling Injuries Rate (per 10,000 pop.)	1.6	0.9	1.2	1.3	1.2	1.2	1.3	1.4	1.1
Fatalities Rate (per 10,000 pop.)	0	0.2	0.1	0.1	0.1	0.1	0.3	0.2	0.4

	2018	2019	2020	2021	2022	2023	2024	...	2035
<b>WALK</b>									
Sidewalk on School Walk Routes	96%	98%	-	99%					
Sidewalk on Ten Minute Neighborhood Routes	99.7%	99.7%	-	99.7%					
Crosswalks Lighting	16%	35%	-	54%					
<b>BIKE</b>									
Bike Lanes Network	69%	74%	-	79%					
Neighborhood Greenways Network	12%	12%	-	18%					
<b>TRANSIT</b>									
Shelters at Bus Stops	90%	90%	-	80%					
<b>DRIVE</b>									
Pavement Condition Index	76	75	-	75					
Intelligent Transportation System	66%	80%	-	87%					

**Note:** 2018 was the first year the City published a Transportation Master Plan Progress Report. The 2018 report presented data on serious injuries and fatalities that went back to 2013. The City did not produce a **TMP Progress Report** for the year 2020.