



CITY OF KIRKLAND

Public Works Department

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MEMORANDUM

To: Transportation Commission

From: Kim Scrivner, Transportation Planner – Public Works
Doug McIntyre, Transportation Manager – Public Works
Truc Dever, Interim Director of Public Works

Date: February 28, 2024

Subject: TRANSPORTATION STRATEGIC PLAN (TSP) UPDATE

RECOMMENDATION:

It is recommended that the Transportation Commission provide feedback to staff on the packaging of projects and TSP performance measures.

BACKGROUND:

Project History

The Transportation Strategic Plan (TSP), formerly known as the Transportation Master Plan (TMP), is in the process of being updated as part of the larger [Comprehensive Plan Update](#). The Transportation Commission has dedicated a significant portion of their time and work program on this topic with [eight briefings](#) beginning in July, 2022 and two workshops May and June, 2023. These briefings included topics ranging from scope, schedule and public engagement processes to guiding principles, updating the goals and policies and project prioritization.

City Council has also been engaged twice on this topic at their [September 19th, 2023](#) and [November 21, 2023](#) study sessions. Council comments are summarized in [Attachment B](#) to the Transportation Commission's January meeting materials.

Community Outreach and Engagement Activities

Beginning in early 2023, staff conducted a substantial number of public outreach and community engagement activities to implement the community engagement plan. Below is a summary of community engagement activities accomplished to date, or in progress to date:

- [Community Engagement Plan](#), prepared by Broadview Planning consultants
- Project webpage updates and listserv email announcements
- Over 500 survey responses through Transportation and Land Use survey launched in June 2023.
- Focus Group meetings for Transportation and Land Use elements

- Publication of informational handouts (included introduction materials translated into the four most common languages in the City besides English)
- Presentations to community groups, Boards and Commissions (City Council, Planning Commission, Transportation Commission, Youth Council, Senior Council, Human Services Commission), neighborhood associations, and Kirkland Alliance of Neighborhoods
- Community events (Town Hall on Bikes, Eastside for All event, Kirkland City Hall for All events)
- Tabling events (seasonal events, Evergreen Health Fair)
- Class projects with Lake Washington and Juanita High Schools and student surveys
- Community-wide visioning event (January 2023)
- Project engagement web-map (Feb 2024) – podcast, social media, etc. [Kirkland's Transportation Project Engagement Map | Social Pinpoint \(mysocialpinpoint.com\)](https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Plans-and-Studies-Transportation-Division)

TSP PROJECTS

Project list development

A 20-year project list is a required component of the Transportation Element and of the Capital Facilities Element of the Comprehensive Plan. It is a set of projects that is estimated at a high level to be funded within reasonably expected revenues. This will become the ‘fiscally constrained’ project list over the next 20-years and will be prioritized for local and external funding.

A major component of developing the project list is to incorporate projects identified by various plans and processes and reconcile any competing interests and overlaps. Project candidates are identified in the following categories:

- Projects yet to be completed from [plans and studies](#)¹
- Unfunded projects in the 6-year Transportation Improvement Program
- Other projects identified through safety analysis
- Projects from public comments or suggested projects that have been vetted by appropriate staff

Together, all projects will be sorted and prioritized to develop the fiscally constrained 20-year project list that will be incorporated into the Comprehensive Plan’s Capital Facilities Plan. Those projects will be sorted in the following ways:

- Individual projects identified with a clear location and description
- Projects identified as part of a ‘program’ (with their own prioritization processes such as sidewalk gaps, neighborhood traffic control, neighborhood safety program, maintenance and preservation)
- Establishing which projects will not be subject to prioritization:

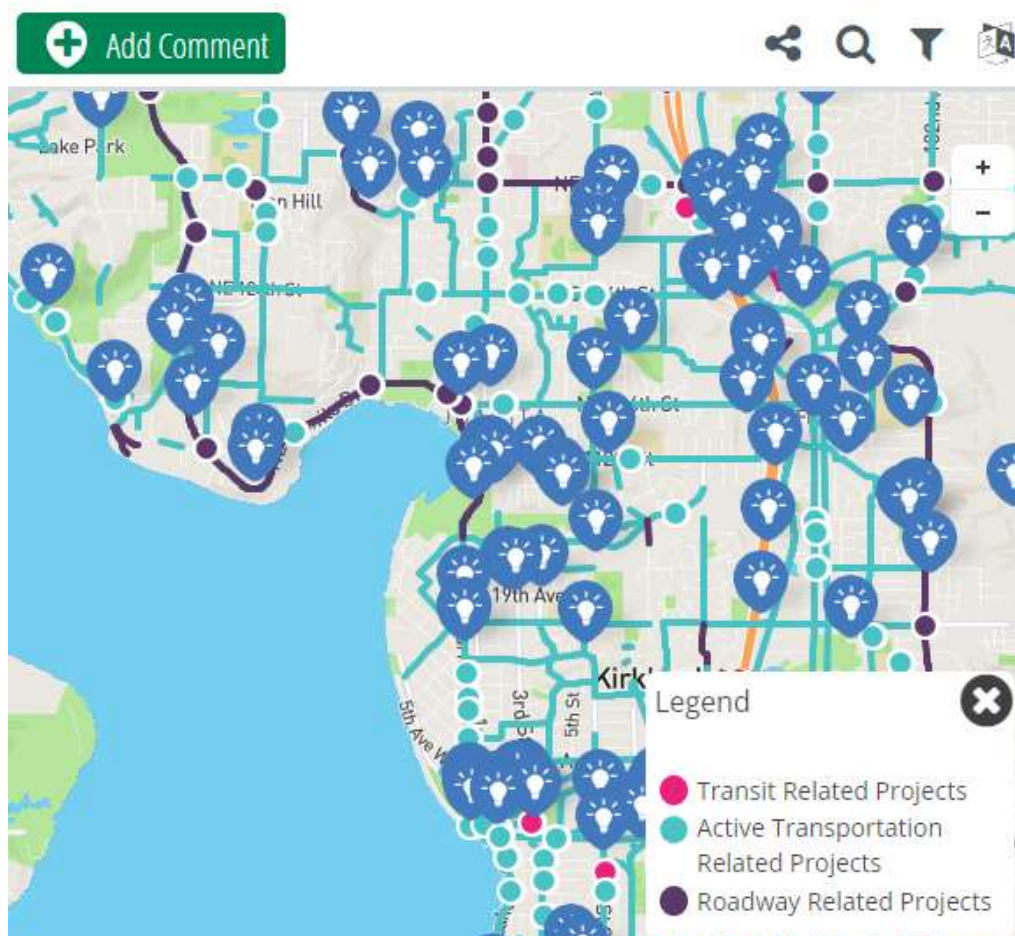
¹ Kirkland Transportation Studies and Plans - <https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Plans-and-Studies-Transportation-Division>

- Those that are already funded (or partially funded). There are over 450 projects in the unfunded list.
- Required projects for concurrency / system failures
- Developer-driven projects such as new connections or those that require right-of-way that would otherwise not be acquired
- Projects that are part of a larger program, e.g. ADA Transition Plan or sidewalk gap program

From this list, projects that are identified with a clear location and project description will be evaluated through the [KTP project prioritization process](#). The intent behind prioritization is to demonstrate to the community and decisionmakers the highest priorities for investment in the Kirkland transportation system.

Project List Outreach:

There are over 450 projects that have been identified through various plans and processes. A [public engagement map](#) of these was launched to the public on February 5, 2024. This map allows people to comment on any specific project in the map or drag a comment to identify something that may be missing. There have been over 1400 comments to date. The map will be available through the end of February for public comment.



The Transportation Commission presentation will highlight this map and report on some of the high-level themes of comments or any new projects identified. The public comment period will not have yet closed so the information will be preliminary.

Project Prioritization:

Prioritization helps identify which projects best implement the goals and policies of the KTP, helps the city make the best use of limited resources (funding), helps to prioritize which projects should come first and assists decision-makers in budgeting, planning and making grant applications.

Considerations

- Use readily available data
- Measures should be easy to replicate
- Measures should directly reflect the goals of the plan
- Measures should be transparent and easy to understand

Projects subject to prioritization will address the following goals:

T-1: Safety	By 2035 eliminate all transportation related fatal and serious injury crashes, while reducing all crashes in Kirkland.
T-2: Active Transportation	Create and maintain a high-quality network of complete and connected low-stress walking, rolling and bicycling facilities, including sidewalks, trails, crosswalks, and bikeways making active transportation a first choice for many trips
T-3: Public Transportation	Support and promote a transit system as a high value option for many trips.
T-4: Vehicle Network Management	Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.
T-5: Technology and Emerging Practices	The transportation system should be flexible and equipped to adapt to new technologies and innovative solutions that expand mobility choices for people living and working in Kirkland.
T-6: Maintenance	Ensure adequate resources to preserve and maintain the existing and future transportation system.
T-7: Equity	The transportation system should address the mobility needs of all people, regardless of age, ability, or background while prioritizing the needs of the most vulnerable users to advance the City's commitment to Diversity, Equity, Inclusion, and Belonging.
T-8: Sustainability	Minimize transportation environmental impacts through mode shift, stormwater mitigation and other GHG reduction efforts.
T-9: Link to Land Use	Coordinate transportation and land use planning and policies to ensure future growth is supported and sustained by a livable, walkable, connected and transit-oriented city.
T-10: Partnerships	Coordinate with a broad range of groups; public and private, to help meet Kirkland's transportation Goals.

The table in [Attachment B from January's Transportation Commission materials](#) outlines the proposed project prioritization measures associated with each goal.

Anticipated Revenue and Project Cost Estimation

The 20-year financial projections to fund transportation projects are being developed. Funding sources include Impact Fees, Real estate excise tax (REET), gas tax, Business License (RGRL) and Surface Water contributions, Solid Waste contribution, the 2012 Street Levy, School Zone Safety Cameras and Kirkland's Transportation Benefit District \$20 vehicle license fee.

High level planning cost estimates are currently being evaluated for the unfunded projects. These will include basic project elements with inflation factors for soft costs, stormwater implications, and general inflation. Right-of-way costs will not be included. Federal funds are not being included in the anticipated 20-year revenue projections, so costs related to implementing a federal project are also not included.

Packaging of Projects

The 20-year project list will need to be balanced with anticipated revenue in that timeframe. Not all projects are able to be funded. The high-level planning costs estimates and project prioritization, both being finalized, will help to inform which projects will be included in the 20-year fiscally constrained list. This list will ultimately go into the Capital Facilities element of the [K2044 Comprehensive Plan](#).

In preparation for the March 19, 2024, Council discussion, staff will be preparing some proposed project packages that can help narrow the scope of the project list. Some proposed packages could include:

- Highest scoring projects through the prioritization projects (top down)
- Transit supportive – access to transit
- Climate focused – bike, ped, transit
- Active Transportation focused
- Other?

Staff will review some suggestions about how these various categories may be identified and sorted. Staff would also like to gain feedback from the Transportation Commission on these proposed project packages.

Performance Monitoring

In addition to projects, it is required that the TSP is monitored over time to track progress toward the goals. The discussion with the Transportation Commission will include a review of the existing performance measures, with Blair Daly's presentation, and discussing which measures should remain or if there is a proposal to update them. This will include discussing potential data sources.

NEXT STEPS:

Staff will report Transportation Commission feedback and results from the community engagement project map to Council at their March 19th meeting. They will also see the proposed list of project packages for discussion.

Draft plan materials need to be finalized by June. Staff will continue briefings with the Transportation Commission each month through that time.