



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Blair Daly, Outreach Coordinator/Assistant Transportation Planner
Joel Pfundt, Transportation Manager
Julie Underwood, Interim Director of Public Works

Date: April 9, 2020

Subject: TRANSPORTATION MASTER PLAN 2019 PROGRESS REPORT

RECOMMENDATION:

Staff recommends that the City Council receive and discuss the Transportation Master Plan 2019 Progress Report and the accompanying "Transportation by the Numbers" infographic.

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 Council received the first annual TMP Progress Report at its meeting on June 4, 2019. The attached progress report is City's second annual report.

The first two pages of the three-page TMP 2019 Progress Report is an infographic that contains six units with between one and three topics per unit. The first five units are ordered consistent with the five priority areas established in the TMP: safety, walking, biking, transit, and driving. An additional sixth unit 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. 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 take credit for 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. Page 3 of the report provides goal completion data year-over-year.

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;
Neighborhood Safety Program;
Neighborhood Traffic Control Program; and
Vision Zero.

One portion of this year's report that merits attention is the Safety unit on page 1. The bar graphs show a slight upward trajectory in the number of serious injuries and fatalities on Kirkland's roads in recent years. In 2015, the City set a goal to achieve zero fatalities and serious injuries on our streets by 2035 (Vision Zero). Staff is monitoring whether the recent uptick proves to be an outlier or indicative of a trend in the wrong direction.

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

In response to requests from the City Council and Transportation Commission to provide transportation-related data and facts beyond what belongs in the TMP Progress Report, staff developed a new, companion "Transportation by the Numbers" infographic as a complement to the TMP Progress Report. This document addresses such topics as commuter mode split and travel times, and it answers questions like "How many marked crosswalks are in Kirkland?" and "How many transit boardings occur on a typical day?" The reverse side of the document identifies data sources and explanatory notes.

The Transportation Commission provided helpful input and feedback on development of both infographics during its January 22, 2020 meeting.

NEXT STEPS:

Staff will use the TMP 2019 Progress Report in coordination with other planning documents to guide recommendations and decisions for future investments through the Capital Improvement Program and other funding sources. The TMP Progress Report and "Transportation by the Numbers" infographics will be posted on the [Transportation Master Plan webpage](#) on the City's website. Also, the City's Communications Program Manager intends to utilize various units of the infographics for multiple social media posts.

Staff will continue producing annual TMP Progress Reports, aiming to submit them to Council by the end of the first quarter of each year.

Attachment A: Transportation Master Plan 2019 Progress Report
Attachment B: "Transportation by the Numbers" infographic



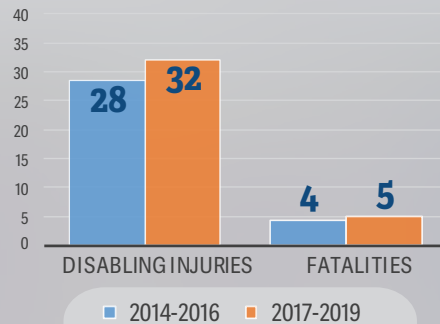
Monitoring progress toward transportation goals for 2015-2035 (TMP p. 101)

Kirkland Transportation Master Plan 2019 Progress Report

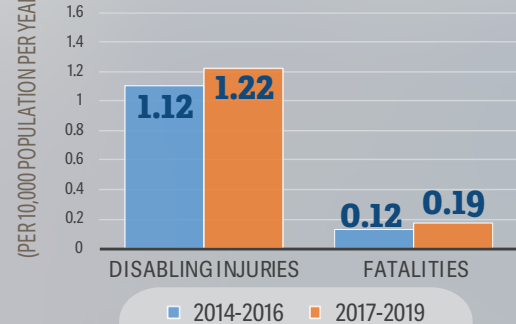


SAFETY

COLLISION NUMBERS



COLLISION RATES



WALK

SCHOOL WALK ROUTES (SWR)

98% of SWRs network has sidewalk*
10 of 12 elementary school walk routes are **100%***
 > Sandburg 93%, Twain 91%



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

CROSSWALKS

35% 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.



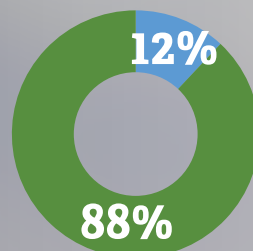
BIKE

BIKE LANES NETWORK

> **43 of 58 miles = 74%** of planned bike lane network complete
 > **4 of 33 miles = 12%** 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 pedestrians and cyclists are given priority.





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

Kirkland Transportation Master Plan 2019 Progress Report

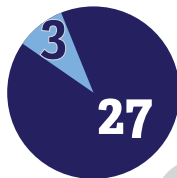


TRANSIT

SPEED AND RELIABILITY

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

- I-405 Bus Rapid Transit coming 2024 (Sound Transit)
- RapidRide K-Line coming 2025 (Metro Transit)



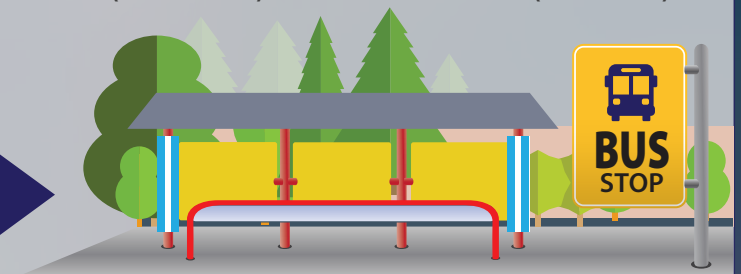
90% of Kirkland's 30 highest ridership bus stops have shelters

■ SHELTER ■ NO SHELTER

PASSENGER ENVIRONMENT

Next stops receiving shelters (expected 2021):

- 6th St & Kirkland Way (southbound)
- NE 132nd St & 100th Ave NE (eastbound)



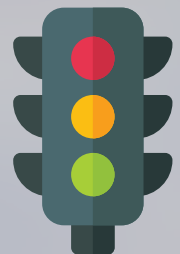
DRIVE

PAVEMENT

	Lane Miles Resurfaced Since 2012 Levy (Levy included 20-year goals)
Arterials	31 Miles (35% of goal)
Collectors and Neighborhood Streets	69 Miles (29% of goal)

INTELLIGENT TRANSPORTATION SYSTEM (ITS)

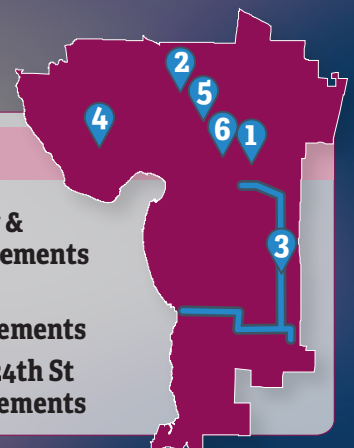
80% 48 of 60 City of Kirkland operated signalized intersections are fully updated to City's standard



KEY TRANSPORTATION PROJECTS

43 City transportation projects are underway. Examples:

- 1.** Totem Lake Connector Pedestrian/Bicycle Bridge
- 2.** 100th Ave NE Multimodal Improvements
- 3.** 128th Ave NE / NE 75th St Greenways
- 4.** Juanita Drive Safety & Intersection Improvements
- 5.** NE 132nd St Intersection Improvements
- 6.** 116th Ave NE & NE 124th St Intersection Improvements



Transportation Master Plan Progress Report

Tracking Progress Year Over Year

	2013	2014	2015	2016	2017	2018	2019
SAFETY							
Disabling Injuries	13	7	10	11	10	10	12
Fatalities	0	2	1	1	1	1	3
Disabling Injuries Rate (per 10,000 pop.)	1.6	0.9	1.2	1.3	1.2	1.2	1.3
Fatalities Rate (per 10,000 pop.)	0	0.2	0.1	0.1	0.1	0.1	0.3

	2018	2019	2020	2021	2022	2023	2024	...	2035
WALK									
School Walk Routes	96%	98%							
Crosswalks Lighting	16%	35%							
BIKE									
Bike Lanes Network	69%	74%							
Neighborhood Greenways Network	12%	12%							
TRANSIT									
Shelters at Bus Stops	90%	90%							
DRIVE									
Lane Miles Resurfaced									
Arterials	31%	35%							
Collectors and Neighborhoods Streets	26%	29%							
Intelligent Transportation System	66%	80%							

Note: 2018 was the first year the City published a *Transportation Master Plan Progress Report* . The 2018 report presented data on fatalities and serious injuries that went back as far as 2013.



Kirkland Transportation By the Numbers



TRANSIT RIDERSHIP



8,233
Daily Transit
Boardings (weekdays)

ASSETS MAINTAINED

68 Traffic
signals
820 Marked
crosswalks
12,050 Signs



TRAVEL TIMES

Driving the City End to End

	Northbound		Southbound	
	AM	PM	AM	PM
School Year	17 MIN	29 MIN	25 MIN	18 MIN
Summer	17 MIN	28 MIN	21 MIN	19 MIN

Planning Our Drives

To ensure on-time arrival, compared with when there is zero traffic congestion, plan for the trip to take...

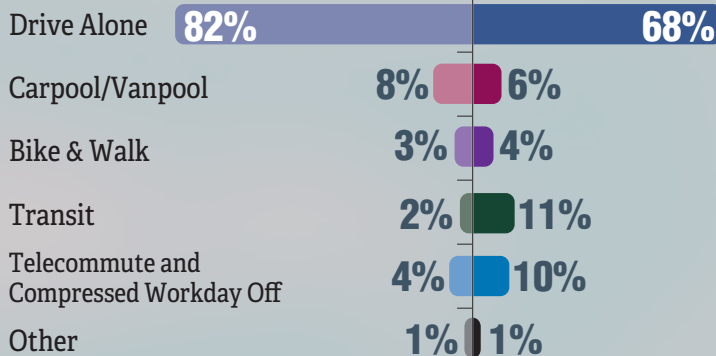


	6 - 9 am	3:30 - 6:30 pm
School Year	80% longer	90% longer
Summer	60% longer	80% longer

COMMUTE MODE SPLIT

People Who Work in Kirkland

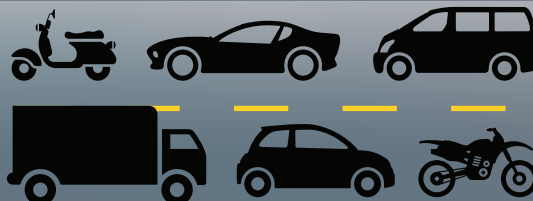
People Who Live in Kirkland



TRAFFIC COUNTS

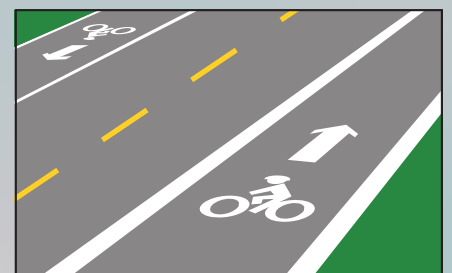
278,250

Daily Vehicle
Trips (weekdays)



PAVEMENT STRIPING

1 MILLION
feet of annual
pavement striping



Data sources and explanations
located on back >>

Want to learn more? See additional reports tracking Kirkland transportation-related performance: *Performance Measures Report*, *Streets Levy Report*, and *Transportation Master Plan Progress Report*.



Kirkland Transportation

By the Numbers: Data Sources



TRANSIT RIDERSHIP

Data source: King County Metro Transit and Sound Transit

Notes: Average weekday daily boardings during the Spring 2019 service period (3/23/19 - 6/14/19). Includes boardings at all bus stops in Kirkland for all King County Metro Transit and Sound Transit routes serving those stops.

ASSETS MAINTAINED

Data source: City of Kirkland GIS

Notes: Includes traffic signals, marked crosswalks and streets signs maintained by the City of Kirkland.

TRAVEL TIMES

• Driving the City End to End

Data source: City of Kirkland INRIX Data

Notes: The chosen sample corridor is from NE 145th St, at the north end of the city, to Northup Way, at the south end of the city, taking 100th Ave NE to Market St to Lake Washington Blvd. AM means 6 to 9 a.m. and PM means 3:30 to 6:30 p.m.

• Planning Our Drives

Data source: City of Kirkland INRIX Data

Notes: To ensure on-time arrival, for example, in the evening commute during the school year, plan for the trip to take 90% longer than it would under free-flow conditions. This is based on a composite of INRIX data for all principal arterial roads in Kirkland on Tuesdays through Thursdays in the months of August ("Summer") and September ("School Year"), 2019.

MODE SPLIT

Data source: City of Kirkland Mode Split Survey

Notes: EMC Research, on behalf of the City of Kirkland, surveyed people who work in the city and people who live in the city in February and March of 2018. Respondents were asked, "Last week, what type of transportation did you use each day to commute to your usual work location?"

PAVEMENT STRIPING

Data source: City of Kirkland Striping Program

Notes: Includes edge lines, center lines, skip lines, and bike lane lines.

TRAFFIC COUNTS

Data source: City of Kirkland Traffic Count Program

Notes: Kirkland collects seasonal traffic counts every year. The counts include all vehicular trips, including transit, in all directions at 17 selected locations citywide.