



CITY OF KIRKLAND
Department of Public Works
 123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
 www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Truc Dever, Interim Director of Public Works
 Doug McIntyre, Transportation Manager
 Blair Daly, Transportation Program Coordinator

Date: March 21, 2024

Subject: TRANSPORTATION STRATEGIC PLAN 2023 PROGRESS REPORT

RECOMMENDATION:

Staff recommends that the City Council receive the Transportation Strategic Plan (formerly known as the Transportation Master Plan) 2023 Progress Report.

BACKGROUND DISCUSSION:

The City Council adopted the [Transportation Strategic Plan](#) (TSP) in November 2015. The Transportation Measurement section of the TSP (Chapter 9) provides guidance on measuring performance of the transportation system TSP as required under Washington’s Growth Management Act. Chapter 9 states that progress toward strategic goals should be measured by level of completion and reported annually to the City Council and Transportation Commission. The TSP uses level of completion and level of service (LOS) interchangeably with LOS performance areas shown in Chapter 9, Policy T-8-2 (page 101); those LOS performance areas are also shown in Figure 1 below for convenience.

Level of Service	
Level of Completion Area	What is to be completed with the 20 year plan
Maintain: Pavement condition	All collector and arterial streets have new surface.
Walk: School Walk Routes	Sidewalk on one side of school walk routes on collector and arterial streets.
Walk: 10 minute neighborhoods	Sidewalk on one side of collector and arterial streets in highest scoring 10 minute neighborhood routes.
Walk: Crosswalks	Upgrade 85 crosswalks on arterials that have limited improvements and 71 crosswalks with poor lighting.
Bike: On-street bike lanes	Improve the bike system to better than 5’ wide unbuffered lanes.
Bike: Greenway network	Complete the greenway network ³
Transit: Passenger environment	Improve lighting, shelters, etc. at 30 highest ridership locations.
Transit: Speed and reliability	Transit signal priority at 45 intersections ⁴ on high priority transit routes.
Auto: ITS	Improvements to ITS system ⁵ including connecting signals, parking technology, advance control methods and improved traveler information.
Auto: projects	Completion of roadway projects that support plan goals such as NE 132 nd Street intersection and street projects 100 th Avenue design and construction I-405 Interchange design/development Juanita Drive Auto improvements

Figure 1: Transportation Strategic Plan Level of Service Performance Areas

2023 TSP Progress Report

The first two pages of the three-page TSP 2023 Progress Report (see Attachment A) contain six infographic sections showing one to three topics per section. The first five sections are ordered consistent with the five priority areas established in the TSP: 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).

The annual TSP progress reports provide 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 in 2024).

Below is a selection of noteworthy items in the 2023 report:

Safety

After having zero fatalities on Kirkland’s streets in 2022, there was one fatality in 2023. There were also 20 serious injuries in 2023, which was an abnormally high number compared to an average of 11 serious injuries per year between 2015 and 2022. Staff’s analysis of the 2023 collision data has not revealed an explanation for the high number of serious injuries in 2023; however, as Kirkland’s population continues to grow, traffic volumes increase as well. In fact, Kirkland saw higher traffic volumes in 2023 than in each of the prior three years, potentially due to recovery from the COVID-19 pandemic.

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. Additionally, the Transportation Strategic Plan, currently under development and anticipated to be adopted in late 2024, will further prioritize transportation capital projects that have a safety focus. Over time, the City of Kirkland’s investments in safety improvements will work toward the goal of zero fatalities and serious injuries on Kirkland’s streets by 2035.

Walk

Pertaining to improving the nighttime illumination of crosswalks, the 2023 report shows that 54% of the crosswalks in the TSP that were slated for lighting upgrades had received upgrades. Staff will continue working with Puget Sound Energy to complete more crosswalk lighting upgrades.

The other items under the Walk section of the infographic – those pertaining to school walk routes and ten-minute neighborhood walk routes – are near 100% completion. The goals related to these metrics are expected to be modified or replaced in the Transportation Strategic Plan, which will replace the 2015 TSP when it is adopted later in 2024.

Transit

The proportion of Kirkland’s 30 highest ridership bus stops that are sheltered is one of the metrics under the transit section. 90% of Kirkland’s highest ridership bus stops have shelters, which is similar to what it has been since staff began producing annual TSP

progress reports in 2018. King County Metro's construction of shelters at unsheltered bus stops is ongoing.

Drive

A TSP goal that the City likely will achieve well before 2035 pertains to signalized intersections. At the end of 2023, 90% of signalized intersections were updated to City standard for equipment and connectivity to the Transportation Management Center.

The TSP 2023 Progress Report also monitors citywide pavement condition. The Pavement Condition Index (PCI) for this report was 72, which was slightly down from 73 in 2022 and 75 in 2021. While 72 is still above the Council-designated target of 70, the overall PCI trend is headed in a direction that requires attention. While the City's pavement preservation program budget has increased gradually since 2013, including periodic one-time additions of funding, the inflation of construction and material costs have risen by 76% over that same time frame, with costs outpacing the increases. The City is currently working on a 10-year pavement preservation plan that will address this issue.

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

- Transportation Strategic Plan
- Active Transportation Plan
- Safer Routes to School Action Plans
- Transit Implementation Plan
- Intelligent Transportation Systems Plan
- Vision Zero Action Plan
- Capital Improvement Program
- Neighborhood Safety Program
- Neighborhood Traffic Control Program

Along with the Streets and Pedestrian Safety Levy Report, the TSP Progress Report is one of multiple tools the City uses to monitor performance.

The TSP update is expected to be completed in 2024 and will involve refining and updating the goals and performance measures of the TSP.

Staff presented the TSP 2023 Progress Report to the Transportation Commission at its meeting on February 28, 2024. At that meeting, staff also began soliciting input from the commissioners about which metrics to continue tracking once the TSP update is completed.

TRACKING CIP INVESTMENT BY TRANSPORTATION MODE:

The 2015 TSP included a 20-year Project Table (page 78-81) which contains a summarized list of planned transportation investments, and divides projects and funding into the following six categories:

- Safety
- Maintenance
- Walk
- Bike
- Transit

- Auto

To help ensure that the City’s transportation investments are consistent with the priorities put forth in the 2015 TSP, staff regularly monitors the percentage of investment in capital projects by mode and compares this to the percentage of investment by mode reflected in the 20-Year Project Tables. The investment levels for the 2023 performance progress are shown in Figure 2 below. Figure 2 includes a comparison of the modal percent allocation of investment from the TSP (column 1), the to-date dollars spent (column 2), and planned investment included in the adopted 2023-2028 CIP Update (column 3). Figure 2 shows that the City has invested significantly more in transportation projects in the first ten years than originally projected. However, inflation has also raised the cost of most projects over this same time frame.

Capital Improvement Program Investment Tracking - February 2024								
Primary Mode*	Adopted 2015	1			2		3	
	TMP 20 Year Project "Orange" Table (millions \$)	TMP 20-Year Project List Target Percent by Mode	To-date dollars spent by mode prior to 2024 (millions \$)	To date Percent by Mode	To date % - target % (2-1)	Revised 2023-2028 CIP Update - Adopted 12/12/2023	2023-2028 Update percent by mode	CIP - target (3-1)
walk	47.0	18%	43.4	26%	8%	48.1	32%	14.1%
safety	5.0	2%	5.7	3%	2%	5.5	4%	1.8%
bike	24.0	9%	29.3	17%	8%	18.5	12%	3.2%
transit	10.5	4%	3.4	2%	-2%	9.6	6%	2.4%
auto	53.5	20%	42.3	25%	5%	27.8	19%	-1.8%
other	14.2	5%	2.7	2%	-4%	1.1	1%	-4.7%
maintenance	108.5	41%	41.3	25%	-17%	39.6	26%	-15.0%
	262.7	100%	168.1	100%	0%	150.1	100%	0.0%

Figure 2: 2023 Level of Service Investment Table

Figure 2 shows that the City’s investments are higher for safety, walk, and bike. This can be attributed to the decision to accelerate the implementation of the Safer Routes to School Action Plan and the Active Transportation Plan through the City’s Transportation Benefit District. The transit mode investment is lower than anticipated primarily due to updated environmental compliance related requirements and the pursuit of external construction funds. The maintenance mode investment is being addressed through the development of the 10-year pavement preservation plan.

NEXT STEPS:

Staff will use the TSP 2023 Progress Report in coordination with other planning documents to guide recommendations and decisions for future investments through the Capital Improvement Program or other funding opportunities that arise. The TSP Progress Report will be posted on the [Transportation Strategic Plan webpage](#) on the City’s website. Also, the City’s Communications Program Manager will utilize the infographic for a piece in the weekly email newsletter and posts on social media. The City will also continue to track CIP investment by mode and report out on an annual basis.

As staff continue to make progress on the Transportation Strategic Plan, there will be opportunities to further discuss the monitoring and progress reporting that will be done to track performance against the new plan during the planning horizon of 2024 - 2044.

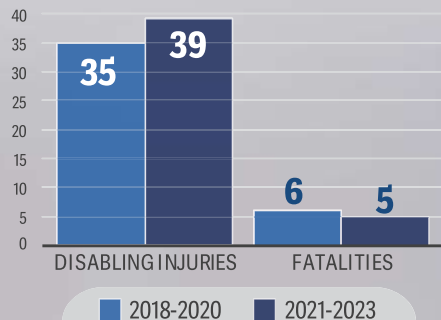


Kirkland Transportation Master Plan 2023 Progress Report

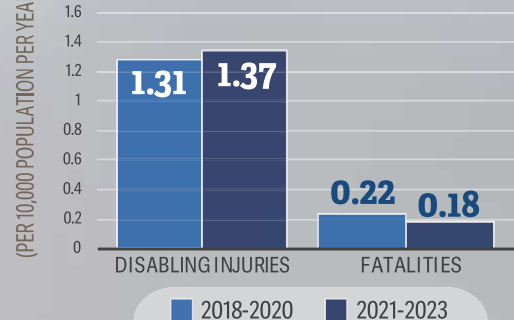


SAFETY

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 93%



*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.



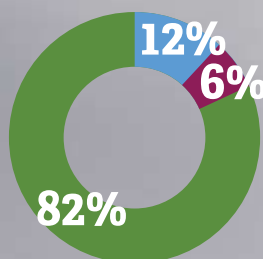
BIKE

BIKE LANES NETWORK

- > **47 of 58 miles = 81%** of planned bike lane network complete
- > **6 of 33 miles = 18%** of planned greenways network complete or in design



NEIGHBORHOOD GREENWAYS NETWORK



■ COMPLETE ■ IN DESIGN ■ 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 2023 Progress Report

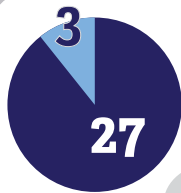


TRANSIT

SPEED AND RELIABILITY and PASSENGER ENVIRONMENT

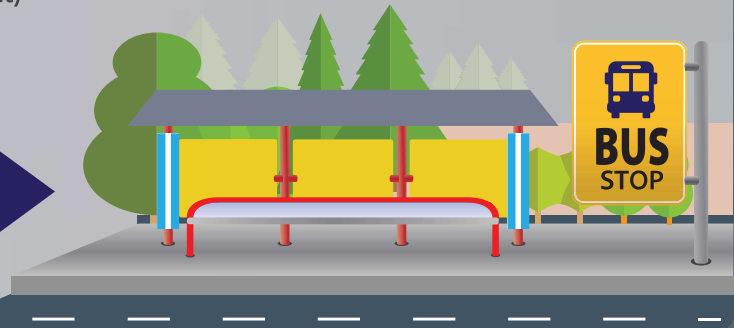
The Transit Implementation Plan (2019) identified **11 projects** for completion between 2020 and 2035. Five projects have been completed, and several others are partially funded.

- I-405 STRIDE Bus Rapid Transit coming 2027 (Sound Transit)
- RapidRide K-Line coming 2030 (King County Metro)



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

■ SHELTER ■ NO SHELTER

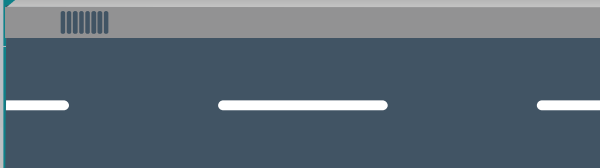


DRIVE

PAVEMENT CONDITION INDEX

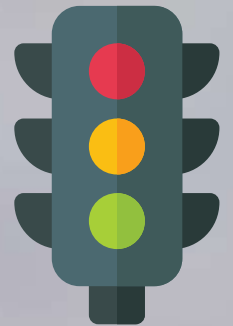
Condition of overall pavement network:

72 (target = 70, max = 100)



INTELLIGENT TRANSPORTATION SYSTEM (ITS)

90% 56 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

42 City transportation projects are underway. Examples:

- | | |
|--|--|
| <p>1. Safer Routes to School Projects
(40 locations citywide)</p> | <p>4. Juanita Drive Improvements</p> |
| <p>2. 100th Ave. NE Multimodal Improvements</p> | <p>5. NE 132nd Street Intersection Improvements</p> |
| <p>3. Lake St. & Kirkland Ave. Pedestrian Scramble</p> | <p>6. I-405 & NE 132nd Street Interchange Project</p> |





Kirkland Transportation Master Plan 2023 Progress Report



	2015	2016	2017	2018	2019	2020	2021	2022	2023
SAFETY									
Population (WA OFM)	83,460	84,680	86,080	87,240	88,940	90,660	92,110	93,570	96,920
Disabling Injuries	10	11	10	10	12	13	10	9	20
Fatalities	1	1	1	1	3	2	4	0	1
Disabling Injuries Rate (per 10,000 pop.)	1.2	1.3	1.2	1.2	1.3	1.4	1.1	1.0	2.1
Fatalities Rate (per 10,000 pop.)	0.1	0.1	0.1	0.1	0.3	0.2	0.4	0.0	0.1

	2018	2019	2020	2021	2022	2023	2024	...	2035
WALK									
Sidewalk on School Walk Routes	96%	98%	-	99%	99%	99%			
Sidewalk on Ten Minute Neighborhood Routes	99.7%	99.7%	-	99.7%	99.7%	99.7%			
Crosswalks Lighting	16%	35%	-	54%	54%	54%			
BIKE									
Bike Lanes Network	69%	74%	-	79%	81%	81%			
Neighborhood Greenways Network	12%	12%	-	18%	18%	18%			
TRANSIT									
Shelters at Bus Stops	90%	90%	-	80%	93%	90%			
DRIVE									
Pavement Condition Index	76	75	-	75	73	72			
Intelligent Transportation System	66%	80%	-	87%	90%	90%			

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.