



## MULTIMODAL LEVEL OF SERVICE

Kirkland has a complete vehicular network but does not have a complete network for the other modes of travel, including sidewalks, bicycle facilities, and transit. Multimodal standards help Kirkland measure comprehensive system performance and identify investment needs to build out a transportation system that includes non-automobile modes, consistent with GMA goals.

Multimodal network capacity to accommodate future growth comes from projects and programs in the transportation capital project list, part of Kirkland’s Capital Facilities Plan (CFP). These projects and programs collectively provide the necessary multimodal capacity to support growth over the next 20 years. Kirkland has a MMLOS based on level of investment in multimodal projects and is measured by level of completeness for different modes. The City uses level of completeness to track progress toward the multimodal goals of the TSP over the 20-year horizon.

Multimodal LOS measures based on completeness of the transportation system are shown in Table 5-3. Objective measures are used to develop and prioritize projects included in the 20-year transportation capital project list. Generally, the level of completeness is based on available funding as well as the goals and policies of the TSP and Transportation Element.

TABLE 5-3. MULTIMODAL LEVEL OF COMPLETENESS

Transportation Strategic Plan Priorities	Measurement	2044 Level of Completeness	2024 Level of Completeness
Walk: School walk routes	% of streets on school walk routes with sidewalks on at least one side.	100%	85% (98% on collectors and arterials, 74% on local streets)
Walk: Sidewalks on arterial streets and transit routes	% of arterial streets and all-day service transit routes with sidewalks or pedestrian walkways on at least one side of transit	100%	85%
Walk: Crosswalks <sup>†</sup>	% of new crosswalk improvements complete that are identified in the TSP	50%	0%
Bicycle: On-street network*	% of planned bicycle network complete as identified in the TSP (excluding greenways)	80%	40%
Bicycle: Greenway network	% of planned greenway network complete as identified in the TSP	25%	21%
Transit: Passenger environment	% of transit stops with lighting and shelters on frequent service routes	50%	22% with shelters and streetlights (5% with pedestrian oriented lighting)
Auto: ITS	% of investment allocated to Intelligent Transportation Systems (ITS) Capital Projects as identified in Table 4-1 in the Kirkland ITS Plan	100%	48%
Auto: Pavement Condition Index (PCI)	Citywide PCI	PCI of 70	72



TABLE 6-4. PERFORMANCE MEASURES AND EVALUATION

TSP Goal	Performance Measure	Performance Measure Evaluation
T-1: Safety	Annual totals of fatalities, serious injuries, and bicycle/pedestrian related crashes. Analysis of priority locations and leading contributing factors reported every two years with the Local Road Safety Plan.	Monitor trends. Summary level crash data will also be continuously available with a website dashboard dynamically connected to a police report database.
T-2: Active Transportation	Annual totals of bicycle and pedestrian volume counts on the CKC	Monitor trends. Data collected by tube, infrared, and camera sensors and potentially crowdsourced data.
T-3: Public Transportation	Annual total ridership numbers on all day routes in Kirkland.	Monitor trends and/ or link to Metro's ridership dashboard
T-4: Vehicle Network Management	Narrative summary of annual progress towards completing ITS Implementation Plan	Narrative
T-5: Technology and Emerging Practices	Narrative summary of new technologies and the implementation of improvements that support future technologies such as Smart Cities Initiative, fiber optic connectivity, parking technologies, and other infrastructure upgrades reported every two years.	Narrative
T-6: Maintenance	Percentage of maintenance program and/or project funding in the capital improvement program	% of funding levels
T-7: Equity	Narrative summary of CIP Equity Tool scores of completed projects.	Narrative
T-8: Sustainability	Percentage of funds spent per transportation mode in the CIP, reported every two years.	% of funding levels
T-9: Link to Land Use	Link to the Sustainability Strategic Plan monitoring of the 7 goals and 21 actions under Land Use and Transportation	Link
T-10: Partnerships	Narrative summary of project updates that support land use goals (transit, centers, etc.). Grant updates included.	Narrative
T-10: Partnerships	Narrative summary on Kirkland's partnerships if any for that year (K line example)	Narrative

The actions in this plan outline additional support to better monitoring including Policy T-1.4 to build a robust and transparent data framework. The performance measures outline baseline conditions that the City can monitor and report on each year. This is in addition to the many other monitoring activities such as the City's traffic count program, speed studies, and inventories.