



MEMORANDUM

To: Transportation Commission

From: Blair Daly, Transportation Program Coordinator
Stephen Padua, Transportation Manager

Date: March 25, 2026

Subject: **Review Transportation Strategic Plan Metrics Proposed Changes**

Purpose

The purpose is to discuss three proposed changes to the performance metrics in the Transportation Strategic Plan.

Background

The City Council adopted the updated Transportation Strategic Plan in November 2024. The plan includes two methods for monitoring system performance and how well Kirkland is addressing the goals outlined in the plan.

- Table 5-3 Multimodal Level of Completeness contains measures designed to track Kirkland's Multimodal Level of Service (MMLOS) as part of Kirkland's concurrency program which is a requirement under the Growth Management Act (GMA). The multimodal standards help Kirkland measure comprehensive system performance and help to identify all investment needs to build out a transportation system consistent with GMA goals. The MMLOS measures are based on level of completeness of the transportation system.
- Table 6-4 Performance Measures and Evaluation lists measures designed to track the progress of addressing each goal in the TSP over the 20-year plan horizon.

Tables 5-3 and 6-4 (see Attachment 1) contain a total of 19 items to report on and the proposal is to report on these measures every two years.

Page #	Table #	Table Name	# of Metrics
116	5-3	Multimodal Level of Completeness	8
131	6-4	Performance Measures and Evaluation	11

When the TSP was developed in 2024, the Transportation Commission and City staff discussed metrics and performance measures during meetings on March 27, 2024¹, April 24, 2024², and July 24, 2024³. The intention was to choose reasonable measures that staff could report on that would allow the City Council, the Transportation Commission, and the public to periodically gauge progress with implementing the plan. Metrics and performance measures should ideally be produceable under current conditions and should be replicable on a biennial basis.

Staff formerly produced annual progress report infographics related to the Transportation Master Plan adopted in 2015⁴.

Analysis

Staff recommends altering three of the nineteen metrics in the Transportation Strategic Plan, while keeping their intent intact.

Transit: Passenger Environment (Table 5-3, Multimodal Level of Completeness)

The TSP's passenger environments metric is:

Percentage of transit stops with lighting and shelters on frequent service routes.

Recognizing the importance of transit passengers benefiting from a shelter and a bench while waiting for a bus, the waiting environments at bus stops with the highest utilization should be of highest priority. King County Metro has data on which bus stops see the highest utilization. Metro can provide data on average weekly boardings for each bus stop in Kirkland.

For Metro to install a shelter at a bus stop, an average weekday boardings count of 25 is typically a minimum requirement, along with consideration of other criteria like the availability of physical space.

Kirkland has 36 bus stops that saw an average weekday boardings count of 25 or above during the latest service period. Of those 36 stops, eight lack a shelter. Five of the eight have counts of between 26 and 30 daily riders, which is only slightly above the 25 minimum. The remaining three stops lacking a shelter saw average daily boardings of 40, 40, and 64, respectively.

Given Metro's criteria for prioritizing shelters at bus stops, and given the City of Kirkland's limited influence over the installation of shelters, staff proposes that the transit passenger environment metric be "Percentage of transit stops with average weekday boardings over 25 with a shelter." Kirkland's status for 2025 would be 78%, calculated as 28 stops with a shelter divided by 36 stops with average daily boardings of 25 or higher. The proposed target for 2044 would be 95%.

¹ https://www.kirklandwa.gov/files/sharedassets/public/v/1/boards-and-commissions/transportation-commission/2024/03_mar-27/tc-agenda-mar-27-2024.pdf

² https://www.kirklandwa.gov/files/sharedassets/public/v/1/boards-and-commissions/transportation-commission/2024/04_apr-24/transportation-commission-meeting-agenda-april-24-2024.pdf

³ https://www.kirklandwa.gov/files/sharedassets/public/v/3/boards-and-commissions/transportation-commission/2024/07_jul-24/tc-meeting-agenda-7-24-2024.pdf

⁴ The most recent infographic of this kind was the TMP 2023 Progress Report: <https://www.kirklandwa.gov/files/sharedassets/public/v/1/public-works/transportation/plans-and-studies/2023-tsp-progress-report.pdf>

Auto: Intelligent Transportation Systems (Table 5-3, Multimodal Level of Completeness)

The TSP’s Intelligent Transportation Systems metric is:

Percent of investment allocated to Intelligent Transportation Systems (ITS) Capital Projects as identified in Table 4-1 in the Kirkland ITS Plan.

Certain items in the ITS Plan are no longer priorities or relevant to the City’s current work, which means this metric may not capture accurate progress on ITS. Also, rather than reporting on spending on capital projects, it would be more accurate to report on the status of Kirkland’s ITS infrastructure deployed in the field as capital spending doesn’t necessarily display full impact of ITS improvements.

Staff proposes to report a completion percentage for the City’s traffic signals planned for upgrades. The completion percentage would be based on two factors: 1) multimodal detection capabilities and 2) connectivity. The traffic signals’ detectors have varying degrees of capabilities, from basic capabilities (detecting vehicle presence) to more sophisticated capabilities (collecting helpful data such as road user classification and traffic counts). Connectivity refers to the traffic signal controller’s method of connection to the Traffic Management Center, whether via fiber, cellular, or no connection.

Staff developed criteria and a replicable methodology capable of producing an ITS completion percentage. Staff proposes that this completion percentage serve as the ITS metric.

The 2025 completion percentage would be 68%. That reflects that among the 68 signalized intersections in Kirkland, 3 were fully upgraded, 60 were partially upgraded, and 5 needed significant improvement. Staff’s proposed target is a completion percentage of 100 for 2044, would mean that all traffic signals are connected to the Traffic Management Center and all have a detector with the highest level of capabilities.

Goal T-4: Vehicle Network Management (Table 6-4, Performance Measures and Evaluation)

The TSP’s performance metric for vehicle network management is a “Narrative summary of annual progress towards completing ITS Implementation Plan.”

Given the thoroughness of staff’s proposed performance measure showing an ITS completion percentage (described previously), staff proposes that the ITS completion percentage serve as the performance measure for vehicle network management. Staff would not provide a narrative of progress toward completing the ITS Plan.

Questions for the Commission

1. Does the Commission have feedback on the Transit Passenger Environment metric?
2. Does the Commission have feedback on the ITS completion percentage?
3. Does the Commission have feedback on the ITS completion percentage also serving as the performance measure for the goal pertaining to Vehicle Network Management?

4. Does the Commission have other questions or concerns about TSP metrics?

Next Steps

Staff will bring a draft of the TSP metrics to the commission at their May 27, 2026 meeting.

Following the meetings with the Transportation Commission, staff plan to bring the TSP metrics to the City Council in Q3 2026.

Attachments

Attachment 1 – Tables 5-3 and 6-4 from TSP