

## Transportation Strategic Plan 2025 Metrics

**Table 5-3: Multimodal Level of Completeness**

<b>Priorities</b>	<b>2024</b>	<b>2025</b>	<b>2044 Goal</b>
<b>Walk:</b> Sidewalk on school walk routes	85%	85%	100%
<b>Walk:</b> Sidewalk on arterials and transit routes	85%	85%	100%
<b>Walk:</b> Crosswalk improvements	-	20%	50%
<b>Bicycle:</b> On-street network	40%	41%	80%
<b>Bicycle:</b> Greenways network	21%	22%	25%
<b>Transit:</b> Passenger environment	-	78%	95%
<b>Auto:</b> Intelligent Transportation Systems	-	68%	100%
<b>Auto:</b> Pavement Condition Index	72	73	70

**Table 6-4: Performance Measures and Evaluation**

Goal	2025																												
T-1: Safety	<a href="#">See Fatal and Serious Injury Traffic Collision Dashboard</a>																												
T-2: Active Transportation	<p style="text-align: center;"><b>CKC User Counts - 2025</b></p> <table border="1"> <caption>CKC User Counts - 2025 (Estimated)</caption> <thead> <tr> <th>Location</th> <th>Ped</th> <th>Bike</th> <th>All</th> </tr> </thead> <tbody> <tr> <td>6th St S</td> <td>140,000</td> <td>60,000</td> <td>200,000</td> </tr> <tr> <td>NE 87th St</td> <td>80,000</td> <td>50,000</td> <td>130,000</td> </tr> <tr> <td>TLC Bridge</td> <td>115,000</td> <td>80,000</td> <td>195,000</td> </tr> <tr> <td>128th Ln NE</td> <td>120,000</td> <td>30,000</td> <td>150,000</td> </tr> </tbody> </table>	Location	Ped	Bike	All	6th St S	140,000	60,000	200,000	NE 87th St	80,000	50,000	130,000	TLC Bridge	115,000	80,000	195,000	128th Ln NE	120,000	30,000	150,000								
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T-3: Public Transportation	<p style="text-align: center;"><b>Metro Bus Ridership: Sept 2024 - March 2026</b></p> <table border="1"> <thead> <tr> <th>Route</th> <th>Sep 2024 - Mar 2025</th> <th>Mar 2025 - Sep 2025</th> <th>Sep 2025 - Mar 2026</th> </tr> </thead> <tbody> <tr> <td>225</td> <td>321.8</td> <td>333.7</td> <td>313.1</td> </tr> <tr> <td>230/231</td> <td>262.3</td> <td>308.2</td> <td>278.6</td> </tr> <tr> <td>239</td> <td>575.6</td> <td>539.9</td> <td>540.5</td> </tr> <tr> <td>245</td> <td>471.3</td> <td>482</td> <td>526</td> </tr> <tr> <td>250</td> <td>760.4</td> <td>832.2</td> <td>782.4</td> </tr> <tr> <td>255</td> <td>1420.1</td> <td>1641.7</td> <td>1497.3</td> </tr> </tbody> </table>	Route	Sep 2024 - Mar 2025	Mar 2025 - Sep 2025	Sep 2025 - Mar 2026	225	321.8	333.7	313.1	230/231	262.3	308.2	278.6	239	575.6	539.9	540.5	245	471.3	482	526	250	760.4	832.2	782.4	255	1420.1	1641.7	1497.3
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T-5: Technology and Emerging Practices	<ul style="list-style-type: none"> <li>• Expanded the use of Miovision cameras, which collect traffic counts, speeds, and turning movements at intersections.</li> <li>• Piloted radio connections at signalized intersections that lack a fiber connection to the Traffic Management Center.</li> <li>• Added VivaCity camera-based counters on the Cross Kirkland Corridor.</li> <li>• Expanded parking sensor technology and initiated a project to provide real-time information on downtown parking availability via a webmap.</li> <li>• Created a GIS-based collisions dashboard displaying real-time data from the Washington State Patrol.</li> <li>• Began work to expand electric vehicle charging infrastructure.</li> </ul>																												

**T-6: Maintenance & T-8: Sustainability**

Capital Improvement Program Investment Tracking - March 2026								
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 2025 (millions \$)	To date Percent by Mode	To date % - target % (2-1)	Revised 2025-2030 CIP Update - Adopted 12/9/25	2025-2030 Update percent by mode	CIP - target (3-1)	
Primary Mode*								
walk	47.0	18%	71.0	33%	16%	22.6	25%	7.3%
safety	5.0	2%	10.1	5%	3%	2.2	3%	0.6%
bike	24.0	9%	30.6	14%	5%	10.4	12%	2.5%
transit	10.5	4%	3.7	2%	-2%	-	0%	-4.0%
auto	53.5	20%	47.1	22%	2%	12.2	14%	-6.7%
other	14.2	5%	2.8	1%	-4%	0.5	1%	-4.8%
maintenance	108.5	41%	47.2	22%	-19%	41.6	46%	5.1%
	262.7	100%	212.5	100%	0%	89.6	100%	0.0%

Capital Improvement Program Investment Tracking - March 2026 (Without Other & Maintenance Categories)								
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 2025 (millions \$)	To date Percent by Mode	To date % - target % (2-1)	Revised 2025-2030 CIP Update - Adopted 12/9/25	2025-2030 Update percent by mode	CIP - target (3-1)	
Primary Mode*								
walk	47.0	34%	71.0	44%	10%	22.6	48%	14.0%
safety	5.0	4%	10.1	6%	3%	2.2	5%	1.2%
bike	24.0	17%	30.6	19%	2%	10.4	22%	4.9%
transit	10.5	8%	3.7	2%	-5%	-	0%	-7.5%
auto	53.5	38%	47.1	29%	-9%	12.2	26%	-12.5%
	140.0	100%	162.5	100%	0%	47.5	100%	0.0%

**T-7: Equity**

The Washington State Department of Health’s Environmental Health Disparities Map displays census data for each census tract, including rankings for each tract on various socioeconomic measures of equity (e.g. Lacking High School Diploma, Unaffordable Housing, Unemployment, etc.) Rankings are between 1 and 10, with 1 meaning the population in that tract is *least impacted* by that socioeconomic measure, and 10 meaning the population is *most impacted* . For example, a census tract with a ranking of 10 on the measure “Lacking High School Diploma” means that the percent of people in that tract who report lacking a high school diploma is among the very highest compared to all other tracts in the state.

In 2025, the City completed four transportation-related capital projects in areas of the city where adjacent census tracts scored 6 or higher on at least three socioeconomic measures of equity. This indicates that the people in Kirkland who are benefitting from the City’s transportation improvements include those who have the fewest resources. (View the Washington State Department of Health’s Environmental Health Disparities Map for the specific 1 to 10 rankings on each socioeconomic factor for the census tracts.)

- **124th Avenue Northeast Improvements** – improve access to jobs and economic opportunity, increase safe transportation options, improve access to essential services, improve the reliability of utilities
- **100th Avenue Northeast Corridor Improvements** – improve access to jobs and economic opportunity, increase safe transportation options, improve access to essential services, reduce time spent waiting in traffic
- **Stores to Shores Greenway** – improve access to jobs and economic opportunity, increase safe transportation options, improve access to essential services
- **Juanita Drive Corridor Improvements** – improve access to jobs and economic opportunity, increase safe transportation options, reduce time spent waiting in traffic

**T-8: Sustainability**

[See Sustainability Strategic Plan Annual Report Cards](#)

<p><b>T-9: Link to Land Use</b></p>	<p>The City has made great strides in completing transportation projects that support the 2044 Comprehensive Plan land use goals.</p> <ul style="list-style-type: none"> <li>• The <b>Lake Street Pedestrian Scramble</b> at the busiest pedestrian intersection in the city connects the downtown business district' shops and restaurants to the waterfront park. [Goal LU-3: provide convenient access to parks, goods, and services]</li> <li>• The <b>Stores to Shores Greenway</b> connects the Totem Lake urban center to downtown with a walkable and bikeable route that utilizes neighborhood streets and traffic calming to prioritize pedestrians and bicyclists. [Goal LU-3: a connected transportation network that promotes multi-modal mobility and safety]</li> <li>• The <b>NE 85th Street/I-405 Interchange &amp; Inline BRT Station Project</b> and <b>NE 85th Street Bicycle and Pedestrian Path</b> are transit supportive projects that contribute to implementing the NE 85th Street Station Area Plan. [Goal LU-5: provide access to transit-oriented development and commercial mixed use areas]</li> <li>• The <b>124th Avenue Northeast Improvements</b> provide congestion mitigation south of the Totem Lake regional center in an area that supports light industrial land use and the I-405 interchange, while providing access to the Totem Lake Village, protected bike lanes that connect to the Totem Lake Connector bridge and the Cross Kirkland Corridor, widened sidewalks, pedestrian lights, and other transit and safety improvement. [Goal LU-3: promote multi-modal mobility and safety; Goal LU-5.6: plan for commercial mixed use areas serving community and regional needs]</li> </ul>
<p><b>T-10: Partnerships</b></p>	<ul style="list-style-type: none"> <li>• <b>King County Metro</b> – Community Van, Metro Flex, RapidRide K Line</li> <li>• <b>Eastrail Partners</b> – Cross Kirkland Corridor</li> <li>• <b>Sound Transit</b> – NE 85th St Shared-Use Pathway</li> <li>• <b>Washington State Department of Transportation</b> – I-405 / NE 85th St Interchange Project</li> <li>• <b>Sustainability Ambassadors</b> – promoting transit ridership among high school and middle school youth</li> </ul>