



MEMORANDUM

To: Transportation Commission

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

Date: May 27, 2026

Subject: **Review Transportation Strategic Plan 2025 Metrics**

Purpose

The purpose of this topic is to discuss the Transportation Strategic Plan 2025 performance metrics.

Background

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

Table 5-3 Multimodal Level of Completeness (attachment 1) 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 MMLOS measures 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 (attachment 1) 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 contain a total of 18 measures to report, and staff plan to report on them every two years.

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Staff formerly produced annual progress report infographics related to the Transportation Master Plan adopted in 2015.¹

When the Transportation Strategic Plan was developed in 2024, the Transportation Commission and City staff discussed metrics and performance measures during meetings on March 27, 2024², April 24, 2024³, and July 24, 2024⁴. 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 with available resources and should be replicable on an annual basis.

During the March 25, 2026 meeting of the Transportation Commission, staff proposed and the Commission approved altering three metrics in the TSP while keeping their intent intact.⁵ The three metrics included the Transit Passenger Environment (Table 5-3), Intelligent Transportation Systems (Table 5-3), and Vehicle Network Management (Table 6-4).

Analysis

Attachment 2 shows the 2025 findings for all of the TSP metrics, and they are summarized below. They represent a snapshot of available data as of December 31, 2025.

Table 5-3 Multimodal Level of Completeness

Walk

- In 2025, 268 feet of sidewalk were constructed along school walk routes. By the end of the year, 85% of the street network on school walk routes had sidewalk on at least one side.
- In 2025, 309 feet of sidewalk were constructed along arterial streets and all-day service transit routes. By the end of the year, 85% of arterial streets and all-day service transit routes had sidewalk or pedestrian walkways on at least one side of the street.
- By the end of 2025, 20% of the crosswalk improvement projects identified in the TSP were substantially complete (18 of 88 projects).

Bicycle

- In 2025, the City added 9,860 feet of bike lanes, the bulk of which were part of the 100th Avenue Northeast Corridor Improvements project, bringing the completion percentage of the on-street bike facilities network to 41%.
- The opening of the Stores to Shores Greenway brought to 21% the completion percentage of the planned greenway network.

Transit

¹ www.kirklandwa.gov/files/sharedassets/public/v/1/public-works/transportation/plans-and-studies/2023-tsp-progress-report.pdf

² www.kirklandwa.gov/files/sharedassets/public/v/1/boards-and-commissions/transportation-commission/2024/03_mar-27/tc-agenda-mar-27-2024.pdf

³ 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

⁴ www.kirklandwa.gov/files/sharedassets/public/v/3/boards-and-commissions/transportation-commission/2024/07_jul-24/tc-meeting-agenda-7-24-2024.pdf

⁵ www.kirklandwa.gov/files/sharedassets/public/v/1/boards-and-commissions/transportation-commission/2026/03_march-25/tsp-metrics-memo.pdf

- In 2025, 78% of transit stops that saw an average weekday boarding count of 25 or higher were equipped with a shelter to make the waiting environment more comfortable (28 of 36 transit stops).

Auto

- The metric for Intelligent Transportation Systems is a completion percentage that reflects the level of multimodal detection capabilities and the level of connectedness to the Transportation Management Center for each of the City’s 68 traffic signals. At the end of 2025, the ITS completion percentage was 68%, which reflects that among Kirkland’s signalized intersections, 3 were fully upgraded, 60 were partially upgraded, and 5 needed significant improvement.
- The 2025 citywide pavement condition index was 73, which is above the ongoing goal of 70 and identical to the 2024 citywide pavement condition index of 73.

Table 6-4 Performance Measures and Evaluation

T-1: Safety

Kirkland’s Fatal and Serious Injury Traffic Collision Dashboard shows that among collisions in 2025 there were 23 serious injuries and 2 fatalities on Kirkland’s streets. There were a total of 64 crashes reported in which a pedestrian or a cyclist was involved.

T-2: Active Transportation

The graph of counts of users of the Cross Kirkland Corridor shows that the number of users varied by location along the corridor, with the counters at 6th Street South and the Totem Lake Connector bridge recording the highest combined counts of people walking and biking. Future years’ data will be compared to 2025 numbers to observe trends.

T-3: Public Transportation

The graph of King County Metro bus onboardings at bus stops in Kirkland shows that ridership varied substantially by route during the three service periods that overlapped with 2025 (fall 2024 service period, spring 2025 service period, fall 2025 service period). Route 255, a high-frequency service route, had the highest average weekday boardings, and Route 225, a once-an-hour service route, had the lowest average weekday onboardings. Future years’ data will be compared to 2025 numbers to observe trends.

T-4: Vehicle Network Management

(See the Intelligent Transportation Systems completion percentage above.)

T-5: Technology and Emerging Practices

The bullet points in attachment 2 convey Kirkland’s transportation technology advancements. For example, in 2025 the advancements included expanding the use of Miovision cameras that collect multimodal counts at intersections and initiating a project to provide real-time information on downtown parking availability via a webmap.⁶

T-6: Maintenance & T-8 Sustainability

The table provided in attachment 2 shows the percentages of the Capital Improvement Program invested in maintenance and in different transportation modes. It shows, for example, that the CIP has invested a slightly higher percentage in projects to improve accessibility and safety for

⁶ www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Downtown-Parking-Information/Real-Time-Parking-Availability-Map

people walking than was the target percentage in the Transportation Strategic Plan's 20-year project list.

T-7 Equity

The bullet points provided in attachment 2 show the equity impacts of capital projects completed in 2025. These included improving access to jobs and economic opportunity, increasing safe transportation options, and improving the reliability of utilities.

T-8 Sustainability

The Sustainability Strategic Plan 2025 report cards show progress on completing the goals and actions under Land Use and Transportation in the Sustainability Strategic Plan.

T-9 Link to Land Use

The bullet points provided in attachment 2 show that transportation-related capital projects completed in 2025 support the Comprehensive Plan land use goals, for example by providing convenient access to parks, goods, and services and by building out a connected transportation network that promotes convenient multimodal access, mobility and safety.

T-10 Partnerships

The bullet points provided on attachment 2 list the entities Kirkland cooperated with and the projects and programs on which they cooperated. For example, the City cooperated with King County Metro to run the Community Van program and to continue planning the RapidRide K Line.

Questions for the Commission

Does the Commission have feedback on the TSP 2025 Metrics?

Next Steps

Staff will bring the TSP metrics to the City Council in Q3 2026 for an update.

Attachments

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

Attachment 2 – TSP 2025 Metrics