TSP Goal	Draft Performance or Level of Service Measure	Level of Service	2015 LOS Measures and Status
T-1: Safety	Dashboard on website with rates of serious injuries, fatalities and bicycle/ pedestrian related crashes. Dashboard will be updated regularly, annual summary should include more context and semi-annually the Local Road Safety Plan will be updated. Summary of key safety projects and programs progress	Monitor trends	*See comment below
T-2: Active Transportation	Count data on key corridors (CKC and representative corridor) to track bike/ ped activity. Data sources include existing and newly acquired sensor and camera count sensors, existing and future camera technology at intersections, apply for and evaluate the use of Strava or other crowdsourced data).	Monitor trends	*See comment below
	Walk: School walk routes - percentage of the school walk routes network with sidewalks on at least one side.	LOS to 100%	Sidewalk on one side of the street on designated school walk routes that are on arterials and collectors. 2023 Progress Report shows 99% completed. New measure removes the arterial and collector requirement.
	Walk: Sidewalks on arterial streets and on all transit routes with all-day service - % of arterial streets network and transit routes with sidewalks or pedestrian walkways on at least one side of the street Alternative: Sidewalks on arterial streets and all all-day service transit routes - % of arterial streets network and all-day service transit routes with sidewalks or pedestrian walkways on at least one side of the street and both sides of the street on frequent transit routes.	LOS to 100%	Sidewalk on one side of collector and arterial streets in the highest scoring 10-min neighborhood routes. 2023 Progress Report shows 99.7% completion. Reason for change: 10-min neighborhood analysis was not repeated for the K2044 Comprehensive Plan update (which had previously included individual businesses in the analysis of what a 10-min neighborhood is). Many businesses have changed since the pandemic. The suggested focus now is on transit routes consistent with the land use vision of transit supportive growth in the K2044 Comp Plan update.
	Walk: Crosswalks - % of crosswalks improvements identified in the TSP that are completed that also comply with adopted crossing standards such as adequate lighting, sidewalk connectivity, ADA compliance, sight distance evaluation, etc. and that comply with Roadway Policy Standards identified in R-33 Crosswalk Location Evaluation Policy	LOS to 50%, % completion compared to identified crossings in the TSP	Upgrade 85 crosswalks on arterials that have limited improvements and 71 crosswalks with poor lighting. Performance Report noted 54% of 71 light deficient crosswalks now have sufficient lighting.
	Bicycle: On-street network - % of planned bicycle network (separate from greenways) complete as identified in the TSP	LOS to 80%	Improve the bike system to better than 5' wide unbuffered bike lanes
	Bicycle: Greenway network - % of planned greenway network complete as identified in the TSP	LOS to 25%	2023 Progress Report calcuated the % of planned bike network

TSP Goal	Draft Performance or Level of Service Measure	Level of Service	2015 LOS Measures and Status
T-3: Public Transportation	Metro data: Ridership, service hours	Monitor trends and/or link to Metro's ridership dashboard: https://kingcounty.gov/en/dept/metro/about/data-and-reports	Transit Signal Priority at 45 intersections on high priority transit routes. 2023 Progress Report demonstrated completion of Kirkland's Transit Implementation Plan projects. Reason for change: The Transit Implementation Plan projects are mostly completed, funded or modified. Transit signal priority also requires coordination with Metro to use them and have buses that will use them.
	Transit: Passenger environment - % of transit stops with lighting and shelters on frequent service routes	LOS to 50%	Improve lighting, shelters, etc. at 30 highest ridership locations. 2023 Progress Report showed 90% completion. Reason for change: the highest ridership locations change.
T-4: Vehicle Network Management	Progress toward ITS Implementation Plan	Narrative	*See comment below
	Auto: ITS - % of investment allocated to Intelligent Transportation Systems (ITS) Capital Projects as identified in Table 4-1 in the Kirland ITS Plan.	LOS to 100%	Improvements to ITS system including connecting signals, parking technology, advance control methods and improved traveller infomormation. Reason for change: ITS Implementation Plan is a clear benchmark to measure.
T-5: Technology and Emerging Practices	Updates on 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.	Narrative	*See comment below
T-6: Maintenance	Maintenance funding levels as compared to capital projects	% of funding levels	All collector and arterial streets have new surface.
	Pavement Condition Index (PCI) - Citywide PCI	PCI of 70	2023 Progress Report used PCI as the reporting mechanism (Council goal is 70% PCI)
T-7: Equity	Use Equity CIP Tool to report on projects.	Narrative	*See comment below
T-8: Sustainability	Report on multimodal level of service in CIP (% of funds spend per mode).	% of funding levels	*See comment below
	Link to the Sustainability Strategic Plan monitoring of the 7 goals and 21 actions under Land Use and Transportation	Link	*See comment below
T-9: Link to Land Use	Project updates that support land use goals (transit, centers, etc.). Grant updates included.	Narrative	*See comment below
T-10: Partnerships	Report on Kirkland's partnerships if any for that year (K line example)	Narrative	*See comment below

*This is a propsed performance measure, not level of service tied to concurrency (but still proposed for the annual or bi-annual performance report).