


2011 Mobility Report Card

Redmond's Transportation Performance Monitoring System


CityofRedmond
WASHINGTON
15670 NE 85th Street • PO Box 97010 • Redmond, Washington 98073-9710

Introduction

The Mobility Report Card is the performance monitoring system used by the City to track implementation of the Transportation Master Plan (TMP). The City uses these reports to provide accurate information to the public about the City's progress implementing the TMP and the current condition of the transportation system. The reports also set the stage for future updates of the TMP. The TMP will be updated in 2011. The Mobility Report Card will be updated as a result.

The Mobility Report Card is related to *Redmond Community Indicators*, a document that serves a similar purpose for Redmond's Comprehensive Plan, and includes many of the measures found here.

Understanding Indicators

Each indicator (also known as a measure) measures some aspect of transportation that is topically related to the Transportation Master Plan. For each indicator there is a *baseline* value, a current year *observed* value, and in many cases a target, or *objective*. Redmond's goal is to move toward achieving the objectives of all of the indicators included here, which would indicate successful implementation of the Transportation Master Plan.

Some indicators are measured every other year, and so were not measured this year.

Table of Contents

Provide convenient, safe and environmentally friendly transportation **connections** within Redmond, and between Redmond and other communities, for people and goods

↔ **No apparent overall positive or negative trend.**

Transit: Ridership on Metro decreased 1.5%, while ridership on Sound Transit increased 13.1% compared to 2009. Twelve of fifteen local service hour targets have been met, as there has been an improvement in local transit frequency, with three of five local connection frequency targets being met.

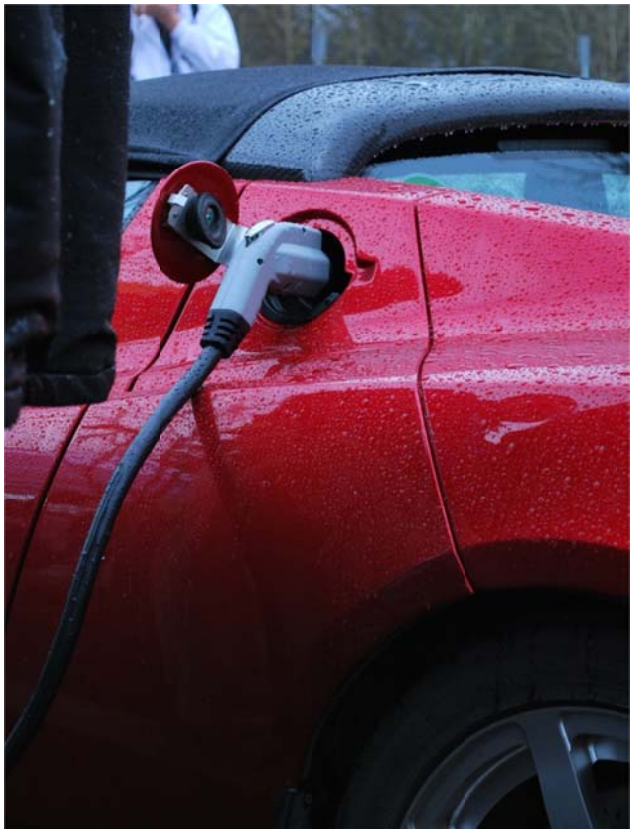
Safety: The number of collisions increased in 2010, but the number of collisions involving pedestrians or bicycles decreased for the second year in a row.

Pedestrian & Bicycle Environments: The City has completed 58% of the 2022 Bicycle Priority Network, up from 55% in 2009. The NE 36th St. bridge was a significant addition in 2010. The pedestrian environment in Downtown continues to improve: 53% is "supportive" or better (2009).

Traffic: PM peak-hour vehicle miles traveled decreased slightly from 2008 to 2009. Traffic data by transportation management district and by screenline is updated biennially and will be updated in next year's report.

Mode Split: Approximately 36% of commuters surveyed in the Commute Trip Reduction survey chose an alternative to driving alone to work in 2009. The next survey will be conducted in 2011.

Transportation System Completion: Tracking the rate that Transportation Facility Plan (TFP) projects and programs are completed, funded or partially funded is critical to ensuring that the City's transportation system keeps pace with growth and provides mobility for current and future development. Implementation of the TFP continues at a pace that provides capacity for new development to move forward. The City has also completed 31 of 34 priority actions specified in the 2005 Transportation Master Plan.



An electric vehicle is charged at Redmond City Hall's new electric vehicle charging station.

GO figure

Numbers at your fingertips

How Much/Many?	Of What?	Trend
9,200	Students riding the bus to school (2009)	↔
767	Traffic collisions not involving pedestrians or bicyclists	↔
22	Collisions involving pedestrians or bicyclists (improving: fewer collisions)	↓
7.6%	Traffic growth for selected intersections since 1996 (2008) (worsening: more traffic)	↑
36%	AM commuters traveling by non-single occupancy vehicle (2009)	↑

Data for 2010 unless otherwise noted. Visit www.redmond.gov/communityindicators for more information about the above figures.

7.1 Concurrency

City role: Significant

Ratio of transportation facility supply to transportation facility demand.

Baseline ('09): 1.31 **Observed ('10): 1.25** **Objective ('22): 1.00**	**Trend: TBD**

Concurrency is the state requirement that transportation improvements and strategies necessary to serve development are built and in place at the time of development, or financially committed within six years. The City implements project and programs in order to increase the supply of people-moving capacity in the transportation system. This supply of people-moving capacity, measured in mobility units, is then consumed by new development.

As of the end of 2010, there are 7,236 mobility units available. There is a total supply of 36,131 mobility units and a total demand of 28,895 mobility units.

The objective is to keep funding for transportation facilities and programs (supply) and pace of growth (demand) in balance and ensure that there is mobility unit supply available for new development as it occurs. In order for this to be the case the ratio of supply and demand should remain above 1.00.

Source: Public Works and Planning Departments

Updated January 2011

4.3: Downtown Transit

City role: Indirect

Number of travel time and service frequency targets met for regional transit connections to/from Downtown.

Travel Time Targets Met

Baseline ('03): 2
Observed ('10): 2
Objective ('22): 4

Trend: ↔

Service Frequency Targets Met

Baseline ('03): 1
Observed ('10): 1
Objective ('22): 4

Trend: ↔

Transit from Downtown to:				
	Downtown Seattle	Bellevue Transit Center	University District (Seattle)	Downtown Kirkland
Travel Time (fastest)	45	25	*25*	*15*
Service Frequency (best)	10	30	10	*30*
Route #	545	232	542	248

Achieved targets are bolded and italicized.

The current reported travel time between Downtown Redmond and Downtown Seattle is greater than in the 2010 report due to a change in measurement methodology, not an actual change in transit travel time.

The transit connection between Downtown and the University District improved in 2010, with the addition of the Sound Transit 542, a direct route. Previously this connection met the travel time standard, but required a ½ mile walk or a transfer to reach the University District.

Otherwise, transit connections from Downtown Redmond to other key regional centers remained about the same during 2010.

Source: Metro Transit, Sound Transit

Updated March 2011

4.4: Overlake Transit

City role: Indirect

Number of travel time and service frequency targets met for regional transit connections to/from the Overlake Transit Center.

Travel Time Targets Met

Baseline ('03): 1
Observed ('10): 3
Objective ('22): 4

Trend: ↔

Service Frequency Targets Met

Baseline ('03): 2
Observed ('10): 3
Objective ('22): 4

Trend: ↔

Transit from Overlake to:				
	Downtown Seattle	Bellevue Transit Center	University District (Seattle)	Downtown Kirkland
Travel Time (fastest)	35	*15*	*20*	**20**
Service Frequency (best)	10	*10*	*15*	*15*
Route #	545	566	542	245

Achieved targets are bolded and italicized.

The current reported travel time between Overlake and Downtown Seattle is greater than in the 2010 report due to a change in measurement methodology, not an actual change in transit travel time.

In 2010, Sound Transit consolidated the 564 and 565 routes into a single 566 route between Overlake, Downtown Bellevue, and Auburn. This provides more coordinated and frequent service for the Overlake and Bellevue Transit Center connection, which now meets the frequency target.

The transit connection between Overlake and the University District improved in 2010, with the addition of the Sound Transit 542, a direct route. Previously this connection met the travel time standard, but required a ½ mile walk or a transfer to reach the University District.

Frequency was increased on the Metro 245 to every 15 minutes in the peak period in 2010, improving the Overlake and Kirkland connection.

Source: Metro Transit; updated March 2011

7.3: Metro & Sound Transit Route Ridership in Redmond

City role: Indirect

Avreage weekday boardings for Metro and Sound Transit service in Redmond.

Metro

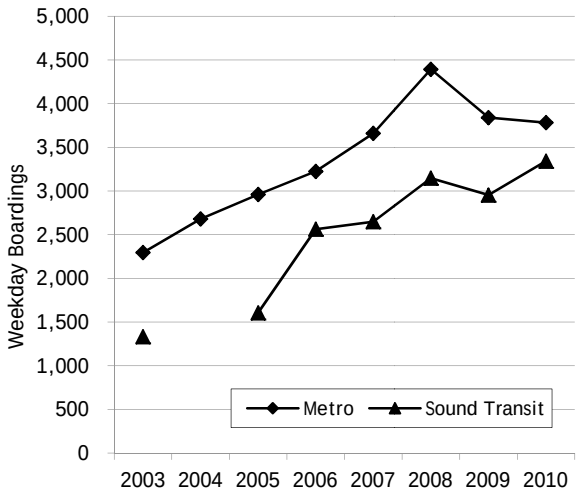
Baseline ('03): 2,296 **Observed ('10): 3,783** **Objective ('22): 4,133**	**Trend: ↓**

Sound Transit

Baseline ('03): 1,133 **Observed ('10): 2,955** **Objective ('22): 2,399**	**Trend: ↔**

Compared to 2009, ridership on Metro routes in Redmond decreased by 1.5% in 2010. For the same period, ridership on Sound Transit routes in Redmond increased by 13.1%. The chart below shows trends in ridership since 2003.

Metro & Sound Transit Ridership in Redmond



Source: Metro Transit

Updated March 2011

7.4: Service Hour Targets for Local Transit

City role: Indirect

Number of local service hour and connection frequency targets met.

Baseline ('04): 5 **Observed ('10): 13** **Objective ('22): 15**	**Trend: ↔**

All connections that have direct service are meeting or exceeding the 18 hour service hour target. There are two connections with no direct service.

There has not been a signficant change in the hours of service in 2010.

Local Destination Service Hours

to/from:	Redmond Town Center	Northeast Redmond	Overlake Transit Center	Overlake Park & Ride	Bear Creek Park & Ride
Downtown Transit Center	***19***	***18***	***19***	***19***	***19***
Route #	545, 253, 248	221	545	230	545, 253
Redmond Town Center	--	***18***	***19***	***18***	***19***
Route #	--	221*	545*, 221*	253*	545*, 248*, 253*
Northeast Redmond	--	--	***18***	0	0
Route #	--	--	221	--	--
Overlake Transit Center	--	--	--	***18***	***19***
Route #	--	--	--	245*	545
Overlake Park & Ride	--	--	--	--	***18***
Route #	--	--	--	--	253

**With an approximate ¼ mile walk*
Target service hours = 18; bolded indicates target met
Sources: Metro Transit, Sound Transit
Updated March 2011

7.5: Connection Frequency Targets for Local Transit

City role: Indirect

Number of local service hour and connection frequency targets met.

Baseline ('03): 0 **Observed ('10): 3** **Objective ('22): 5**	**Trend: ↔**

Frequencies were improved on Metro route 245 in 2010, meeting the frequency standard for the Overlake Transit Center to Overlake Park and Ride connection. However, this route requires a walk from transit stops on 156th Avenue NE to the Overlake Park & Ride area on 152nd Avenue NE.

Otherwise, service frequency for the remaining transit connections was unchanged in 2010.

Local Destination Service Frequency				
to/from:	Overlake Transit Center	Overlake Park & Ride	Northeast Redmond	Redmond Town Center
Downtown Transit Center	***10***	30	30	***10***
Route #	545	230	221	545*
Overlake Transit Center	--	***15***	NS	NS
Route #	--	245*	--	--

**With an approximate ¼ mile walk*

Target frequency = 15 minutes; bold and italicized indicates target met. NS = no standard.

Source: Metro Transit

Updated March 2011

7.8 Bicycle Environment

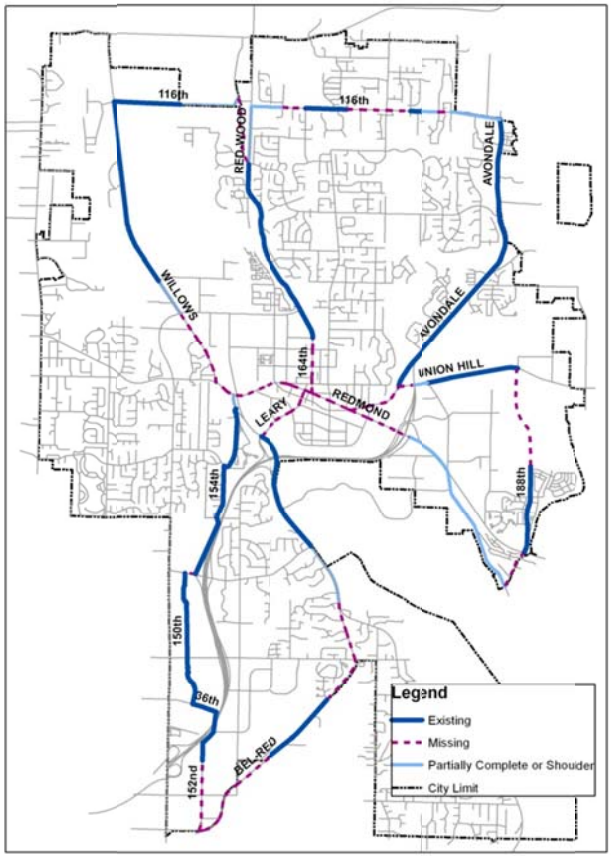
City role: Direct

Percentage of 2022 Bicycle System Priorities completed by mileage.

Baseline ('07): 51% **Observed ('10): 58%** **Objective ('22): 100%**	**Trend: ↑**

Redmond's Bicycle System Plan (chapter 5B of the Transportation Master Plan) identifies primary bicycle corridors, secondary bicycle corridors, and priorities for completion by 2022. Below is a map of the 2022 priority areas – 58% of bicycle system mileage targeted to be complete by 2022 is now complete.

In Redmond's urban centers, missing links include facilities along 152nd Avenue NE in Overlake and Leary Way in Downtown.



Source: Public Works Department

Updated March 2011

Collisions

City role: Indirect

Annual number of vehicle collisions, and annual number of collisions involving a bicycle or pedestrian.

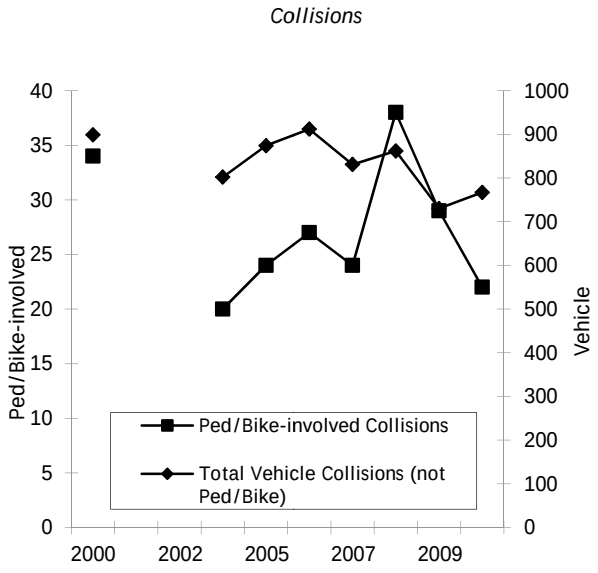
Vehicle Collisions not involving pedestrians or bicyclists

Baseline ('00): 899 **Observed ('10): 767** **Objective ('22): <900**	**Trend: ↔**

Vehicle collisions involving pedestrians or bicyclists

Baseline ('00): 34 **Observed ('10): 22** **Objective ('22): <20**	**Trend: ↓** (improving: fewer collisions)

The primary objective of the City's Transportation Master Plan is to ensure the health and safety of users of the transportation system. This indicator reflects the extent to which the City is achieving that objective. Many projects and programs that improve pedestrian and bicycle safety will also encourage travel by those modes. Note that many bicycle and pedestrian "incidents" (minor collisions and near misses) go unreported. The number of collisions may increase in the future because of the increase in the number of trips taking place in Redmond.



Source: Public Works Department; updated March 2011

7.9: Status of Three-Year Priority Action Plan

City role: Direct

Status of actions scheduled to begin in 2005-07 (from Transportation Master Plan, chapter 9).

Complete:	**31**	**91% of total**
In Progress:	**2**	**6% of total**
Future:	**1**	**3% of total**

The Three-Year Priority Action Plan Status Report shows Redmond's progress toward completing transportation studies and construction projects that the City identified in its 2005 Transportation Master Plan to be started within three years of plan approval. Each section includes different kinds of projects: ordinances, studies/plans, design projects, and construction projects. Projects in the "Design Only" section are considered complete when design is complete whereas projects under the "Construction" section are considered complete when construction is complete.

	Action	Status as of March 2011
1. Ordinance and Council Actions		
1.a	TMP Adoption/Update Transportation Element	**Complete**
1.b	Concurrency Management	**Complete**
1.c	Business Tax Extension	**Complete**
1.d	Impact Fee Ordinance Update	**Complete**
2. Studies and Plans		
2.a	Downtown HCT Corridor/Station	**Complete**
2.b	Impact Fee Update	**Last updated in 2010**
2.c	Overlake Plan	**Complete**
2.d	Adequate Maintenance	Future
2.e	Street Design Standards	**Complete**
2.f	Targeted Safety Program	**Complete**
2.g	Union Hill/Novelty Hill Network	**Complete**
2.h	Local Transit Service Study	**Complete**
2.i	2006 Mobility Report Card	**Complete**
2.j	Freight and Goods Study	**Complete**
2.k	North South Study – Willows North	**Complete**
3. Design Only		
3.a	164th Extension Across RR Right-of-Way	**Complete**
3.b	Design Downtown Couplet Conversion (Downtown East-West Corridor Study)	**Complete**
3.c	West Lake Sammamish Parkway	**Complete**
3.d	Red-Wood Road	**Complete**
3.e	BNSF Corridor	*In Progress*
3.f	172nd Extension	**Complete**
4. Construction Projects		
4.a	SR 520 Bikeway Connection to Sammamish River Regional Trail	**Complete**

	Action	Status as of March 2011
4.b	156th Ave NE Sidewalk Improvements from NE 59th St to NE 61st St	**Complete**
4.c	Union Hill Rd Phase II from Avondale Rd to 178th Pl NE	**Complete**
4.d	NE 116th St Phase I	**Complete**
4.e	Redmond Way/NE 76th St. Intersection Modifications	**Complete**
4.f	East Lake Sammamish Pkwy Intersection Improvements	**Complete**
4.g	NE 83rd St Improvements from 160th Ave NE to 161st Ave NE	**Complete**
4.h	Old Redmond Rd Improvements from 132nd Ave. NE to 140th Ave. NE	**Complete**
4.i	Redmond Intelligent Transportation System Phase I (Overlake)	**Complete**
4.j	Redmond Intelligent Transportation System Phase II (Redmond Way)	**Complete**
4.k	NE 85th St. Re-channenlization from 156th Ave. NE to 164th Ave. NE	**Complete**
4.l	164th Ave NE Re-channelization from NE 80th St to NE 87th St	*In Progress*
4.m	Bear Creek Parkway Extension	**Complete**

Source: Public Works Department

Updated March 2011