

Appendix B: Supplementary Performance Measures

Annual Vehicular Volume Change at Screenlines

This indicator is the set of year-over-year percentage changes in traffic volumes at each of the City's 11 screenlines (see Figure 59), which are the same as those used to calculate volume-to-capacity ratios. It provides an overall picture of how traffic volumes are changing in the city. There are no volume change targets; this measure is used primarily for trend analysis.

| | |
|----------------------------|---|
| Unit | Annual percent change in traffic volume by screenline |
| Baseline | 2010 |
| Objective | Not applicable |
| Reporting frequency | Yearly |
| Data source | City of Redmond Department of Public Works |

Average Motor Vehicle Traffic Change by TMD

Redmond is divided into seven Transportation Management Districts (TMD)—geographic subdivisions used for transportation planning purposes. Each year Redmond counts automobile traffic on city arterials, and the volumes are summed by TMD and compared to previous years.

Occasionally, specific count locations are unavailable due to construction or for other reasons. When this occurs, an estimate will be made by applying a citywide percentage change factor to the last complete count for that location.

| | |
|----------------------------|---|
| Unit | Annual percent change in traffic volume, by TMD |
| Baseline | 2010 |
| Objective | Not applicable |
| Reporting frequency | Yearly |
| Data source | City of Redmond Department of Public Work |

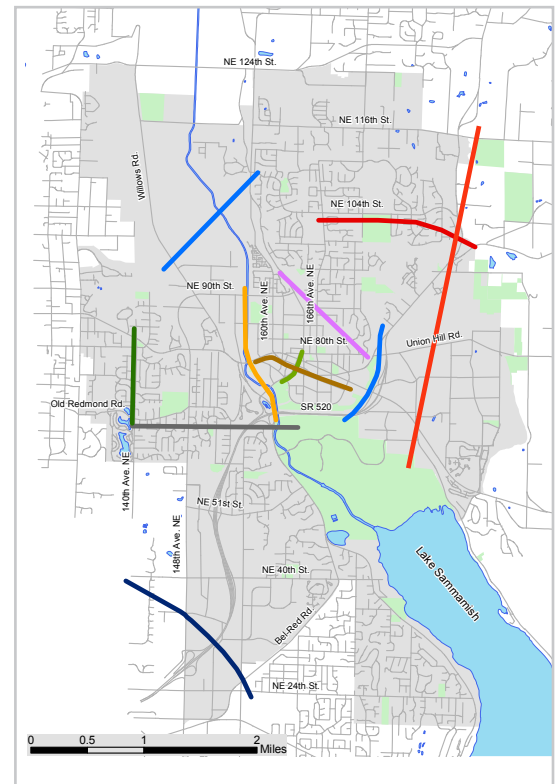


Figure 59. Traffic count screenlines

Completion of Transportation Facilities Plan

This measure reports the percentage of Transportation Facilities Plan funding that has been allocated to date, the percentage of the Transportation Facilities Plan funding that would be allocated to date assuming steady and proportionate funding each year, and the percentage point difference between the two.

| Unit | Percent of TFP funding allocated to date, by mode |
|---------------------|--|
| Baseline | 2013 |
| Objective | Commit, on average, approximately 6 percent of the TFP per year |
| Reporting frequency | Yearly |
| Data source | City of Redmond Department of Planning and Community Development |

Pedestrian and Bicycle Volumes

Each fall, the City of Redmond counts pedestrians and bicyclists at 12 locations around the city as part of its annual traffic count program. Pedestrian and bicycle volumes are expressed as a percentage change from the volumes in 2010. The PM peak (4-6 p.m.) volumes from all sites are aggregated, and the resulting number is then compared to the 2010 baseline as a percentage change. Targets are derived from the City of Redmond travel model, given expected transportation investments and land use changes.

| Unit | Average annual percent change in pedestrian and bicycle traffic |
|---------------------|---|
| Baseline | 2010 |
| Objective | Increase bicycling 75 percent by 2030. Increase walking by 110 percent by 2030. |
| Reporting frequency | Yearly |
| Data source | City of Redmond Department of Planning and Community Development |

Percentage of Project Funding Completed with Leveraged Dollars

This is the percentage of committed project funding that is provided by project partners, such as the Washington State Department of Transportation or the federal government. Grant funding allows the City of Redmond to accomplish more improvements with each tax dollar.

| Unit | Percent of committed project funding coming from grants |
|---------------------|--|
| Baseline | 2010 |
| Objective | Fund 10 percent of the TFP with grants |
| Reporting frequency | Yearly |
| Data source | City of Redmond Department of Planning and Community Development |

Status of Three-Year Action Plan

This table reports the completion status of all Three-Year Action Plan items identified in Chapter 8. Together with concurrency, this performance measure provides an indication of whether the City is meeting its Transportation Master Plan implementation goals.

| Unit | Percent of Three-Year Action Plan items complete |
|---------------------|---|
| Baseline | 2012 |
| Objective | 100 percent for each three-year period |
| Reporting frequency | Yearly |
| Data source | City of Redmond Department Planning and Community Development |

Transit Performance

In addition to ridership—one of the dashboard performance measures—transit is evaluated on several other measures. These help staff work with regional transit providers to ensure a high quality of service for Redmond commuters and residents.

Service Hours

Service hours are the number of hours spent carrying passengers, plus associated deadhead hours. Service hours are one indicator of the amount of transit service provided.

| Unit | Service hours for routes serving Redmond |
|---------------------|--|
| Baseline | 2010 |
| Objective | Increase |
| Reporting frequency | Yearly |
| Data source | City of Redmond Department of Planning and Community Development |

Local and Regional Connections

| | |
|----------------------------|---|
| Unit | Frequency, travel time, and span of service for transit connections between the following list of origins and destinations: In Redmond: Downtown, Overlake, Education Hill, North Redmond, Avondale, Bear Creek, Southeast Redmond, Idylwood, Overlake Transit Center, Overlake Village, Grass Lawn, Willows Road Outside Redmond: Downtown Kirkland, Totem Lake, Downtown Bellevue, Crossroads, University District/UW, Downtown Seattle |
| Baseline | 2010 |
| Objective | Meet standards described in Transit chapter |
| Reporting frequency | Yearly |
| Data source | City of Redmond Department of Planning and Community Development |

Access

| | |
|----------------------------|--|
| Unit | The percentage of jobs and housing (2030 projection) with half-mile access to a transit stop |
| Baseline | 2010 |
| Objective | 80 percent of Redmond jobs and housing units |
| Reporting frequency | Every two years |
| Data source | City of Redmond Department of Planning and Community Development |

High Frequency Corridors

| | |
|----------------------------|---|
| Unit | Percent of high-frequency priority corridors (see Chapter 4-2) by length that are achieving their frequency targets |
| Baseline | 2012 |
| Objective | 15-minute headways or better from 6 a.m. to 6 p.m. |
| Reporting frequency | Yearly |
| Data source | City of Redmond |