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 1), 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

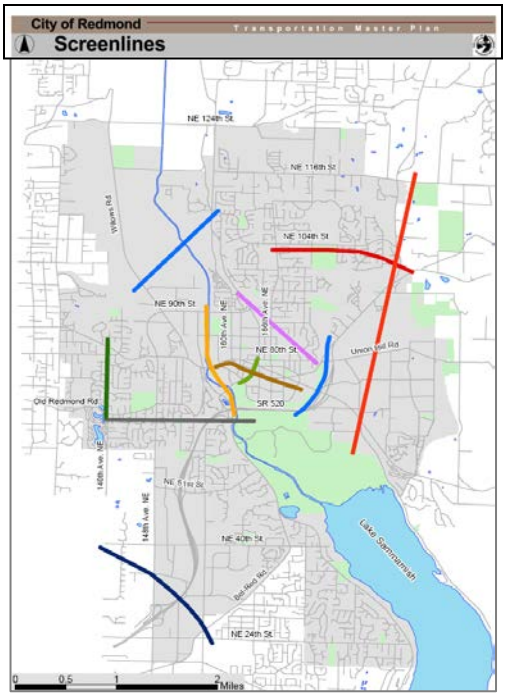

Figure 1. Traffic count screenlines.

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 Works

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