

Monitoring Progress DRAFT

TMP Update



Introduction

Performance monitoring and reporting is the regular measurement, analysis, and reporting of the results of projects, programs, and policies. It is an integral part of the City of Redmond's approach to delivering the Transportation Master Plan (TMP), and offers several benefits for the City and stakeholders:

Direction: Performance measurement reveals whether City activities are achieving the strategies and citywide principles set forth in the TMP. If they are not, the process gives decision makers the information they need to change course.

Accountability: Community members can judge how well the City of Redmond is delivering public services and whether those services are creating value for the public. Additionally, the City can use performance measurement data to improve efficiency within departments.

Motivation: Seeing progress toward goals can energize staff, decision makers, and the public.

Communication: The results of a performance measurement system can form the basis of a discussion among community stakeholders, and elected officials about the progress toward achieving the community's vision for Redmond.

Funding: Performance measurement reveals relative return on investment for the efforts the City makes to improve its transportation system and where the City may want to adjust its level of investment.

Dashboard Measures

The strategies and actions identified in the TMP are all aimed at achieving a more resilient, equitable, and sustainable transportation system. Seven performance measures have been identified to track progress towards these aims. These are referred to as the "dashboard" measures:

1. Network Completion
2. Mode Share
3. Vehicle Ownership Rates
4. Vehicle Miles Traveled (VMT)
5. Transit Ridership
6. Safety
7. Street and Sidewalk Condition

These seven measures are central to the evaluation of the progress of the TMP and will be highlighted in the City's data dashboard.

Other transportation- and land use-related performance measures that will help track progress toward reductions greenhouse gas emissions identified in the Environmental Sustainability Action Plan, including electric vehicle ownership, commute distance, and jobs:housing ratio.

1. Network Completion

The TMP identifies two modal networks: bicycle and pedestrian. The networks are intended to highlight active transportation routes that connect major local and regional destinations. The networks also help the City allocate limited street space, and in some cases, they establish design standards and service levels to ensure adequate mobility for active modes.

Progress toward the completion of these two networks is an indication that the City is successfully delivering the Transportation Facilities Plan (TFP – see Chapter 14) and implementing the policies contained in the TMP. The network completion measures reflect policies in Redmond 2050 that call for prioritizing walking, biking, and taking transit and TMP strategies focused on improving access to transit and Urban Centers and enhancing safety, particularly for active modes. It also indicates progress toward implementing the City's Complete Streets policy, which requires that projects accommodate active transportation users.

Performance Measures:

- Network completion is expressed as the percent of each modal network that is considered complete, by length.
- Bicycle network completion is defined as percent of planned low stress bicycle network completed in (i) spine, and (ii) neighborhood networks.
- Two measures are included in the pedestrian network completion, (i) percent of arterials that have sidewalks on both sides, and (ii) number of planned low-stress crossings complete.

2. Mode Share

Redmond's street network can be considered a limited resource as it is constrained by development and environmental features, and the amount of financial resources the City is willing or able to dedicate to its expansion. Today, the single occupancy vehicle (SOV) is the most common form of travel in Redmond. While drive-alone trips can be convenient, they are an inefficient way to use this limited resource, and they contribute disproportionately to congestion. The City of Redmond seeks to provide a range of transportation options so that residents, employees, and visitors can choose alternatives to the SOV when this makes sense and, in doing so, can prevent congestion and its many negative impacts.

Mode share is an indicator of how well the City and other agencies have provided attractive transportation choices for the public, and whether Redmond's urban centers are successfully accommodating the increase in travel demand that accompanies growth. But, like transit ridership, non-SOV mode share is influenced by external factors, and the City's influence on this measure is limited.

Performance Measures:

Mode share is defined as the percentage of daily trips made by each travel mode (i.e., walking, bicycling, transit, driving alone, and carpooling) within the city. Two measures are monitored, including all trips and commute-only trips.

3. Vehicle Ownership Rate

Vehicle ownership rate can be an indicator of household income as well as the accessibility and viability of other modes of travel such as walking, biking, and transit. The easier and cheaper (in terms of time and money) it is for people to walk, bike, or take transit, the more households may choose to own fewer or no vehicles. This measure directs the City to improve air quality, reduce traffic congestion, and build a more sustainable and resilient urban environment.

Performance Measures:

Vehicle ownership rate is defined as the number of vehicles registered per capita during previous calendar year.

4. Vehicle Miles Traveled (VMT)

Tracking VMT helps the City assess the efforts to reduce car dependency and prioritize investments in public transit and active transportation. Reducing VMT in Redmond is necessary to make progress on the goals related to greenhouse gas reduction, safety, and sustainability.

Performance Measures:

VMT is a unit to measure the total number of miles made by all motor vehicles in the City on an average weekday during the Fall season. To capture the increase in the population, VMT per capita is reported annually.

5. Transit Ridership

Increasing transit ridership has multiple benefits for the City of Redmond and the region and is a critical component of the City's growth strategy, which directs most additional housing and employment to the Downtown and Overlake urban centers. With proper design and service level standards, transit systems can move large numbers of people quickly and comfortably.

A trend of increasing transit ridership can demonstrate the success of transit access improvements, direct service purchases by the City, and education and encouragement efforts by the City and its partners. It also helps the City monitor transit demand considering changes in service levels and system capacity.

Performance Measures:

Transit ridership is measured as average weekday boardings for all (i) bus and (ii) light rail stops within the Redmond city limits, respectively. Vanpools, carpools, and other forms of paratransit are not included. Data is provided by King County Metro and Sound Transit annually.

6. Safety

Ensuring the safety of all people is a fundamental goal for the City as it builds and maintains the transportation system. Traffic-related injuries and deaths have a variety of causes, including how transportation infrastructure is designed, operated and maintained, as well as the behaviors of the people using the transportation system. The City can create a transportation system that minimizes the risk of crashes occurring and the severity of crashes if and when they do occur. Examples of things the City can do to enhance safety include providing sidewalks and crossing facilities where they are needed, reducing vehicles speed limits and installing traffic calming treatments, and reconfiguring streets and intersections with known safety issues. Safety data will be used to determine whether the City of Redmond is maintaining its strong safety record, particularly among more vulnerable road users such as people walking, biking, and taking transit even while it encourages more people to use these modes of travel.

Performance Measures:

Safety considers two measures, (i) the number of total crashes, and (ii) the number of serious injuries and fatalities by mode. The data is collected from WSDOT and Redmond Police Department and is reported annually.

7. Street and Sidewalk Condition

The transportation system requires constant maintenance to function effectively. The City conducts a wide range of activities to preserve the physical and information technology components of this system, the most costly of which is the preservation of roadway and sidewalk pavement. Deferred pavement maintenance can lead to far more costly repairs once road surfaces become degraded.

Adequate pavement condition is essential to the proper functioning of the roadway network for private travel and for freight operations.

Performance Measures:

Street and sidewalk condition is presented as the percent of streets/sidewalks in poor (need immediate maintenance), fair (need maintenance but the segments are still safe to use), and good (no maintenance needed) conditions. Street pavement condition is updated every other year, while sidewalk condition is updated every 3 to 5 years.