

2007 Mobility Report Card

Redmond's Transportation Performance Monitoring System





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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.

Content

The annual Mobility Report Card tracks performance measures in the following areas:

Tracking Measures

These report data that describes general transportation trends in Redmond. The data does not represent objectives, but serves to provide context for the outcomes on the objectives.

Level of Service Objectives

These describe levels of service expected by 2022 for each transportation mode.

Other Objectives

These describe other characteristics of travel and transportation in Redmond, but are not descriptions of service levels.

Concurrency Determination

Once the City has implemented the new concurrency management system as described in the Transportation Element of the Comprehensive Plan, the Mobility Report Card will also provide a routine "concurrency determination." The City will make determinations of transportation concurrency at least once a year, but more often than that if development is proceeding at an accelerated rate (as defined in the Concurrency Ordinance)

Using the Graphs and Charts

The figure below is provided as an example of the format used in many of the figures in this report.

The figures show change over time for each measure. Some measures include a forecast or objective for 2022.

The title of the measure is at the top of the chart, while the data units or other notes are at the bottom.

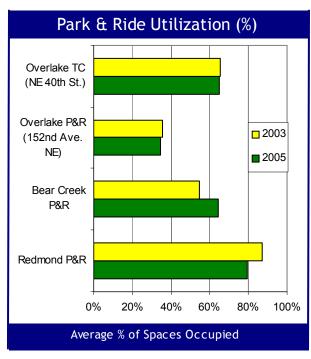


Figure 1 Sample Performance Measure

Observations and Findings

The 2007 Mobility Report Card indicates that people in Redmond are taking advantage of improved transit alternatives, but are also finding roadways congested during peak hours. The bicycle system has fewer gaps than last year, but the pedestrian environment shows significant room for improvement in the Overlake Mixed-Use Core.

An increase in use for alternate modes of travel (transit, pedestrians, bicyclists, and carpooling) is essential for meeting the concurrency and level of service goals for 2022. The trend continues to indicate that there is both a mode split shift occurring (a reduction in single occupant auto travel during peak times) and that improvements to transit service and non-motorized systems increase the opportunity to choose other modes of travel.

Tracking Measures

Transit

Boardings *in Redmond* for Metro and Sound Transit (ST) increased 9% and 60% respectively between 2005 and 2006 for routes serving Redmond. ST routes 564 and 565 were included for the first time, contributing significantly to the increased ridership on ST routes. Boardings *routewide* for the same routes increased 6% (Metro) and 85% (ST), again reflecting the addition of routes 564 and 565 to the report, but also significant ridership increases on route 545. Large increases in fuel costs have also corresponded with the increased ridership demonstrating the importance of pricing in influencing travel choices.

Boardings per revenue hour, which is a measure of route efficiency, increased from 24.3 to 24.9 (2.5%) from 2005 to 2006. This is lower than the 29.7 boardings per revenue hour reported in 1990 when there were substantially fewer hours of transit service (revenue hours) available.

Park & Ride utilization increased significantly in 2006. Three of four of Redmond's four Park & Rides were filled to 96% occupancy or more during the fourth quarter.

Vehicular Traffic and Collisions

Growth in traffic volumes varied across the City. When summed by Transportation Management District (TMD), Willows showed the greatest percentage increase.

Collisions involving pedestrians and bicyclists increased about 12% per year between 2003 and 2006. Vehicle collisions increased 4.6% per year over the same period but have remained relatively constant since 2000 despite increases in population, employment, and traffic volumes.

Level of Service Objectives

Transit

Service from Downtown to area urban centers showed incremental improvement over 2005, while service from Overlake to area urban centers remained stable. Service on the 545 gained frequency between Redmond and Downtown Seattle. This year the report notes that transit service exists between Overlake and the University District, but that it is not direct. Transit service in Redmond is likely to improve as Transit Now comes into effect.

Local transit service operated for slightly longer hours in 2006, but many local services (e.g. Redmond Town Center to the Overlake Core) do not meet Redmond's adopted service standards for duration (18 hours) or directness (1.5x the most direct route).

Vehicular Traffic

On the roadway, volume-to-capacity ratios increased up to 0.05, indicating slightly higher levels of congestion along nine of eleven screenlines.

Bicycle System

Redmond is continuing to fill in gaps in its bicycle system. The system will be greatly improved when the Eastlake Sammamish Trail opens as a hard surface trail, a project that is currently undergoing environmental review.

Pedestrian System

This is the first year that the pedestrian system has been measured. This report highlights that more than half of the roadsides of Multimodal corridors outside of the Downtown and Overlake Mixed-use Core meet TMP standards, over one third of the sidewalk areas in Downtown, and a meager one percent of sidewalks in the Overlake Mixed-Use Core meet the standard.

Mode Split

The City tracks commute mode split (i.e., how commuters are getting to work), and residential, employment, and household growth.

No new data was available on mode split in 2006. From 2002 to 2006, residential population grew by 8.4% while the number of dwellings grew by 9.5%. From 2002 to 2005 Redmond's employment base grew 6.3%.

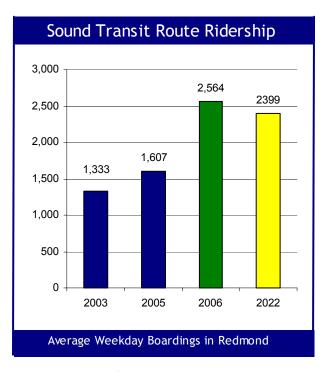


Figure 2 Sound Transit Route Ridership

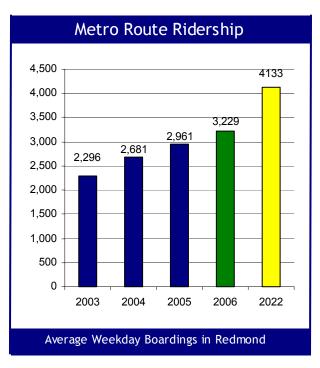


Figure 3 Metro Route Ridership

Tracking Measures

Transit

Average Daily Transit Ridership (Redmond only) - Sound Transit Routes (Figure 2)

This measure reports weekday boardings in Redmond only for Sound Transit routes. It does not count those passengers alighting in Redmond.

This data is obtained from Metro, which operates these routes for Sound Transit and reports the data quarterly.

Routes 540, 545, 564, and 565 are included in the data. Future reports will also include any additional regional ST routes and any High Capacity Transit systems that connect to and serve Redmond in the future.

Transit ridership is a bottom-line measure that indicates whether Redmond is making progress toward its mode share objectives.

Average Daily Transit Ridership (Redmond only) - Metro Routes (Figure 3)

As above, this report counts boardings in *Redmond* for Metro routes. It does not count those passengers *alighting* in Redmond.

Note that it is common for routes to be added, discontinued or changed. The criterion for inclusion in this data set is whether the route has at least one stop or transit station within the Redmond city limits.

Routes included in the 2005 data are:					
216	220	222	225	229	230
232	233	238	242	245	247
249	250	251	253	254	256
261	265	266	268	269	291
644	922	929	997		

Sound Transit Routewide Ridership 9.000 8.336 8.000 6989 7,000 6,000 5,000 4.512 3.883 4,000 3,000 2.000 1,000 0 2003 2005 2006 2022 Average Weekday Rides Routewide

Figure 4 Sound Transit Routewide Ridership

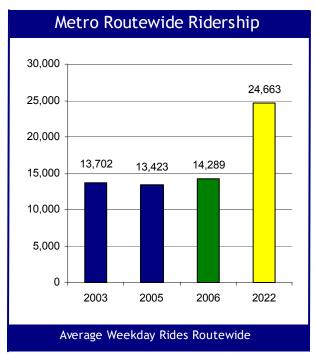


Figure 5 Metro Routewide Ridership

Average Daily Transit Ridership (Routewide) - Sound Transit Routes (Figure 4)

This data is obtained from Metro, which operates these routes for Sound Transit and reports the data quarterly. It measures the number of *morning boardings* on "inbound" (i.e., toward Seattle in most cases) buses, and *afternoon alightings* on "outbound" (i.e., away from Seattle in most cases) buses.

This report includes data for Sound Transit routes 540, 545, 564, and 565. Future reports will also include any additional regional ST routes and any High Capacity Transit systems that connect to and serve Redmond in the future.

Transit ridership is a bottom-line measure that indicates whether Redmond, and in this case, the other communities that share this transit service with Redmond, are making progress toward the region's desire to shift more trips to transit.

Average Daily Transit Ridership (Routewide) - Metro Routes (Figure 5)

This data is also obtained from Metro. It measures the number of *morning boardings* on "inbound" (i.e., toward Seattle in most cases) buses, and *afternoon alightings* on "outbound" (i.e., away from Seattle in most cases) buses.

Note that it is common for routes to be added, discontinued or changed. The criterion for inclusion in this data set is whether the route has at least one stop or transit station within the Redmond city limits.

Routes included in the 2005 data are:

216	220	222	225	229	230
232	233	238	242	245	247
249	250	251	253	254	256
261	265	266	268	269	291
644	922	929	997		

Comparing Figures 2 and 3 with figures 4 and 5 provides a picture of Redmond's ridership contributions to these routes.

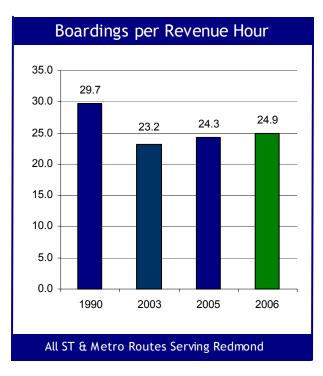


Figure 6 Boardings per Revenue Hour

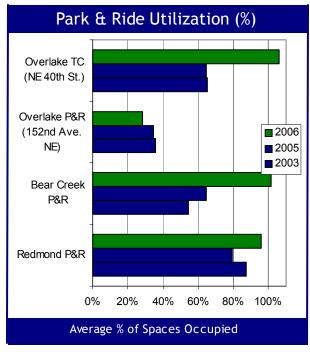


Figure 7 Park and Ride Utilization

Boardings per Revenue Service Hour - Metro and Sound Transit (Figure 6)

Metro reports weekday rides per revenue hour for each Sound Transit and Metro route. A "ride" is generally defined as an inbound (toward Seattle) boarding, or an outbound alighting. The data is an average for all portions of all routes serving Redmond (the same routes as are included in Figures 4 and 5).

This is a measure of effectiveness and performance that Metro uses to evaluate which routes are productive and which should be discontinued. While ridership has grown since 1990, it has not grown as fast as service, leading to the decline in average boardings per hour. Route efficiency has increased since 2003.

Of note: the greatest ridership changes in routes with more than 100 "rides" were in routes 545 (+52%), 232 (+51%), and 230 (-44%).

TMP objectives and strategies are designed to increase the overall productivity of the routes that serve Redmond. This will be of direct benefit to the regional transit system and will also begin to set the stage for extension of high capacity transit to Redmond.

Park and Ride Utilization (Figure 7)

This data is reported quarterly by Metro. The latest data is from the fourth quarter of 2006.

As time passes, the effect of implementing this TMP should be to increase the utilization of parking at these facilities. Thus, this measure can be interpreted as an indirect indication of the success of the City's efforts to support King County Metro and Sound Transit in development of regional transit patronage and performance.

Average PM Peak Hour VMT 200000 160000 137000 125000 120000 40000 2000 2005 Redmond Street Network

Figure 8 Average PM Peak Hour VMT

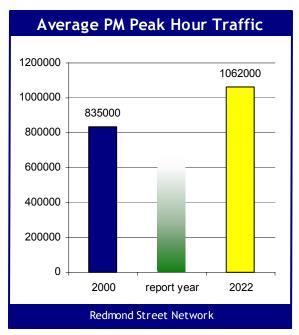


Figure 9 Average PM Peak Hour Traffic

Traffic

Average PM Peak Hour Vehicle Miles of Travel (Figure 8)

One "vehicle mile of travel" (VMT) represents one vehicle traveling one mile within the City on the Redmond arterial street network (including state routes).

This measure cannot be directly observed or counted and thus must be estimated from other data. The estimate is for an average PM peak hour.

VMT is the best variable for measuring trends in the amount of vehicular traffic in Redmond. It is also utilized in estimating air pollution, congestion and other dependent variables.

Vehicle miles of travel in Redmond can be obtained most readily by running the most recent update of the Bellevue-Kirkland-Redmond (BKR) traffic model.

This measure does not include travel on local streets because most local street travel shows up on arterials. Thus, it is not necessary to count traffic in both places to discern the overall trend. Because of this, actual PM peak VMT, including travel on local streets, would be slightly higher than what the model reports.

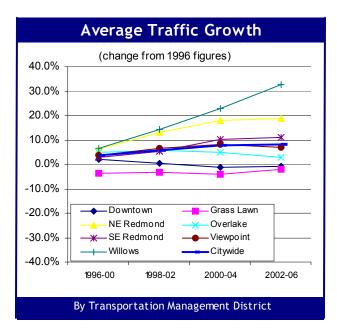
Note that the TMP describes this measure as "Average Daily VMT." The data reported actually represents PM peak hour VMT. The variation between the 2000 base and 2005 data indicate variations in the network included in the model. This measure was not updated for this year's report.

Average PM Peak Hour Traffic (Figure 9)

Average PM peak hour traffic represents the number of vehicle trips that travel on some portion of the Redmond arterial street network (including state routes) during an average weekday PM peak hour.

Again, this cannot be directly observed from count data because many vehicles will travel through more than one count station as part of a trip, leading to double counting of trips.

The best source of this data is the City's new traffic model (an updated version of the BKR model) for the report year. The data was not available for the report, but will be included in future years.



Note: One Grass Lawn data point estimated due to lack of data.

Figure 10 Average Traffic Growth: 1995-96 to 2005-06

Traffic Growth

Average Traffic Growth by TMD (Figure 10)

This data is obtained from the City's annual traffic count program. Count locations are summed within Transportation Management Districts and compared to previous years. Data is for the arterials only; local streets are not included in this measure.

Occasionally, specific count locations are unavailable due to construction or for other reasons. Also, from time to time the City will revise count locations. When this occurs, the annual comparison is made using only data from count stations represented in both data sets.

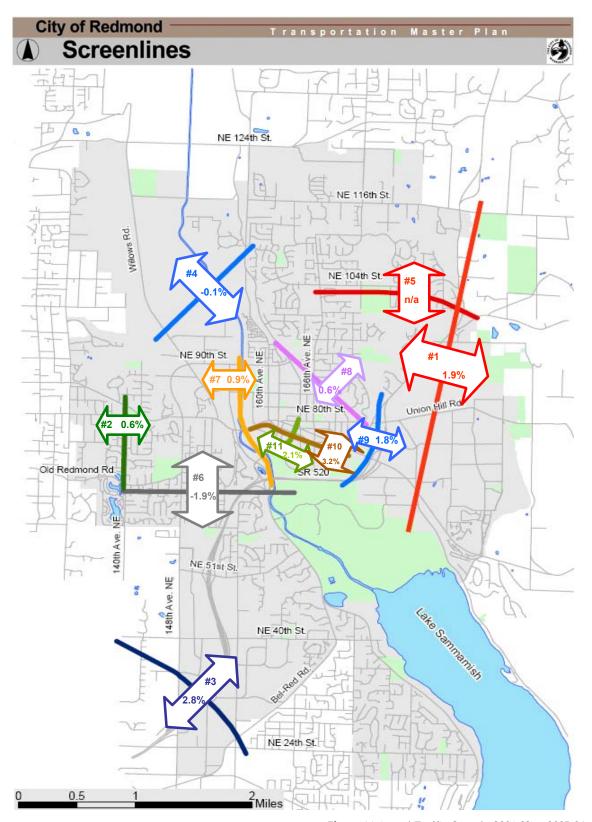
This year's report measures average traffic growth from 1996 to 2006. The Willows TMD showed the greatest increase in traffic.

Annual Traffic Growth at Screenlines (Figure 11)

The map on the next page shows the eleven screenlines utilized in the Transportation Master Plan. The same links will be counted each year as part of the City's annual traffic count program.

These screenlines are the same as the screenlines used in monitoring the City's traffic volume-to-capacity ratios in the service objectives. Thus, this data helps provide context for interpreting changes in the screenline service levels (Figure 20).

This year, data is reported for average annual growth between 2001-02 and 2005-06.



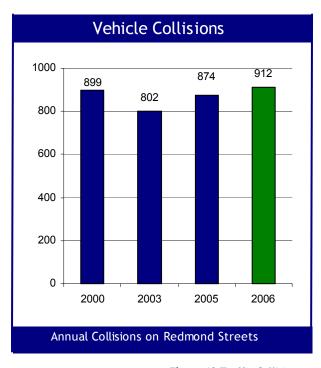


Figure 12 Traffic Collisions

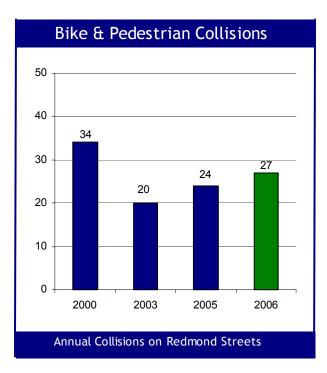


Figure 13 Bike & Pedestrian Collisions

Collisions

Annual Vehicle Collisions (Figure 12)

This information is provided by software utilized by the Public Works Department. It represents annual autorelated collisions on City streets. The trend summarizes data contained in accident reports compiled by the Police Department.

Redmond has set public health and safety as a primary objective of the Transportation Master Plan. This measure reports whether the City's efforts are reflected in actual on-the-street safety.

Annual Bicycle and Pedestrian Collisions (Figure 13)

This data has the same source as Figure 12, and reports on collisions involving vehicle and either bicycles, pedestrians, or both.

Many bicycle and pedestrian "incidents" (minor collisions and near misses) go unreported. Generally, this measure will provide information only about collisions where there was personal injury resulting in an accident report being filed by the Police Department.

Improving safety for pedestrians and bicyclists is an important objective. Many of the projects and programs that would improve safety for non-motorized travelers will also encourage travel by these means.

Note that as VMT increases in Redmond, collisions may also increase, but the rate of collisions may remain constant or decrease.

Travel Time from Downtown 15 Dow ntow n Kirkland 15 University 40 District (Seattle) Actual 25 □ Target Bellevue TC 20 35 Dow ntow n Seattle 30 10 20 30 40 50 Fastest Available Service - Minutes

Figure 14 Travel Time from Downtown

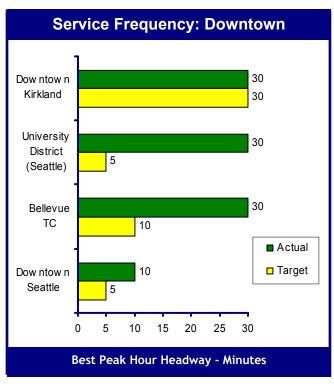


Figure 15 Service Frequency: Downtown

Level of Service Objectives

The next several figures contain data for transportation objectives established by the City. Additional background on these objectives - what they mean and why they have been established - can be found in Chapter 4 of the Transportation Master Plan.

Transit

Regional Transit Travel Time from Downtown (Figure 14)

This figure measures the best transit travel time between Downtown Redmond and other centers in the Puget Sound Region. Data is taken from published schedules for Sound Transit and Metro routes.

Generally, schedules are changed only once each year at the most. Three routes are included in the data - the 232, 540 and 545. However, future data may also reflect any additional regional ST routes and any High Capacity Transit systems that connect to and serve Redmond in the future.

Not all regional centers are represented in this data. The report highlights those regional transit connections that are most important to the City.

Regional Transit Service Frequency—Downtown (Figure 15)

This figure measures the best regional transit frequency of service between Downtown Redmond and other centers in the Puget Sound Region. Data is taken from published schedules for Sound Transit and Metro routes.

Generally, the schedules are changed only once each year, at the most. Three routes are included in the data - the 232, 540 and 545. However, future data may also reflect any additional regional ST routes and any High Capacity Transit systems that connect to and serve Redmond in the future.

Not all regional centers are represented in this data. The report highlights those regional transit connections that are most important to the City.

Travel Time from Overlake 20 Dow ntow n Kirkland 20 *University 25 District 25 (Seattle) Actual Bellevue TC □ Target 15 Dow ntow n Seattle 25 10 20 30 Fastest Available Service - Minutes

* No direct service

Figure 16 Travel Time from Overlake

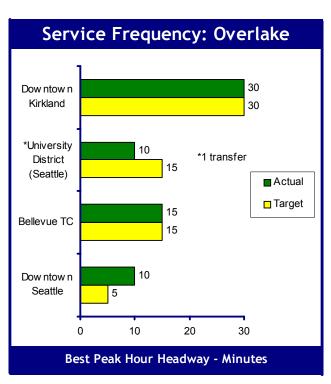


Figure 17 Service Frequency: Overlake

Regional Transit Travel Time from Overlake (Figure 16)

This figure measures the best transit travel time between Overlake and other centers in the Puget Sound Region. Data is taken from published schedules for Sound Transit and Metro routes.

Generally, the schedules are changed only once each year at the most. Three routes are included in the data - the 232, 271, and 545.

Not all regional centers are represented in this data. The report highlights those regional transit connections that are most important to the City.

Note: there is no direct service between Overlake and the University District (Seattle). There is one transfer necessary which has frequent connections to the University District via a number of different busses from the Montlake Freeway Station to the University of Washington.

Implementation of King County Metro's *Transit Now* is expected to improve service between Redmond and Bellevue, although routing details are still in the works.

Regional Transit Service Frequency—Overlake (Figure 17)

This figure measures the best regional transit frequency for service between Overlake Transit Center (NE 40th Street) in Redmond and other centers in the Puget Sound Region. Data is taken from published schedules for Sound Transit and Metro routes.

As in previous figures, the schedules are normally changed only once each year at most. Four routes are included in the data - the 271, 540, 545 and 565. However, future data may reflect additional regional ST routes and any High Capacity Transit systems that connect to and serve Redmond in the future.

All Day Service - Local Weekday Routes						
	2022 Standard: Hours of weekday service = 18 hours					
to	Redmond Town Center	Northeast Redmond	Overlake Transit Center	Overlake Core	Bear Creek Park & Ride	
Downtown Transit Center	11 hrs	15 hrs	20 hrs	19 hrs	19 hrs	
Redmond Town Center		0 hrs	0 hrs	0 hrs	0 hours	
Northeast Redmond			0 hrs	0 hrs	0 hrs	
Overlake Transit Center				15 hrs	18 hrs	
Overlake Core					13 hrs	
Note: Red text indicates "does not yet meet standard"						

Figure 18 Hours of Weekday Service - Local Routes

Hours of Local Weekday Transit Service (Figure 18)

This figure shows the service characteristics for internal connections within Redmond, based on the "priority connections" set in Chapter 4 of the TMP.

Data is obtained from published Metro and Sound Transit schedules.

This table compares actual hours of weekday service with the LOS objective of 18 hours. Where there is no direct connection between the places listed in the matrix, the entry shows a zero.

Direct Connections - Local Weekday Routes						
	2022 Standard: Route length < 1.5x most direct route [* = No connection]					
from	Redmond Town Center	Northeast Redmond	Overlake Transit Center	Overlake Core	Bear Creek Park & Ride	
Downtown Transit Center	220	254	545	253	545	
Redmond Town Center		*	*	*	*	
Northeast Redmond			*	*	*	
Overlake Transit Center				222	233	
Overlake Core					253	
Note: Red text indicates "does not yet meet standard"						

Figure 19 Directness of Weekday Service Connections - Local Routes

Directness of Local Weekday Transit Connections (Figure 19)

This figure shows the connectivity of internal connections within Redmond, based on the "priority connections" set in Chapter 4 of the TMP.

Data is obtained from published Metro and Sound Transit schedules.

The actual routing of the most direct connecting transit route is compared to the LOS objective that this should be no more than 1.5 times the most direct roadway route. Where there is no direct connection between the places in the matrix, the entry shows an asterisk.

Implementation of King County Metro's *Transit Now* may change results in future years as the County reconfigures some routes on the Eastside.

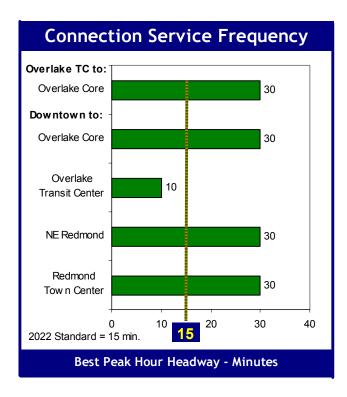


Figure 19 Connection Service Frequency

Transit Service Frequency (Figure 19)

This figure shows the frequency of weekday transit service for internal connections within Redmond, based on the "priority connections" set in Chapter 4 of the TMP.

Data represents the most frequent service if more than one route is involved.

Data is obtained from published Metro and Sound Transit schedules.

Implementation of King County Metro's *Transit Now* may impact future results as the County reconfigures some routes on the Eastside.

Screenline Map (Figure 20)

This map on the next page shows the screenlines used in Figure 22.

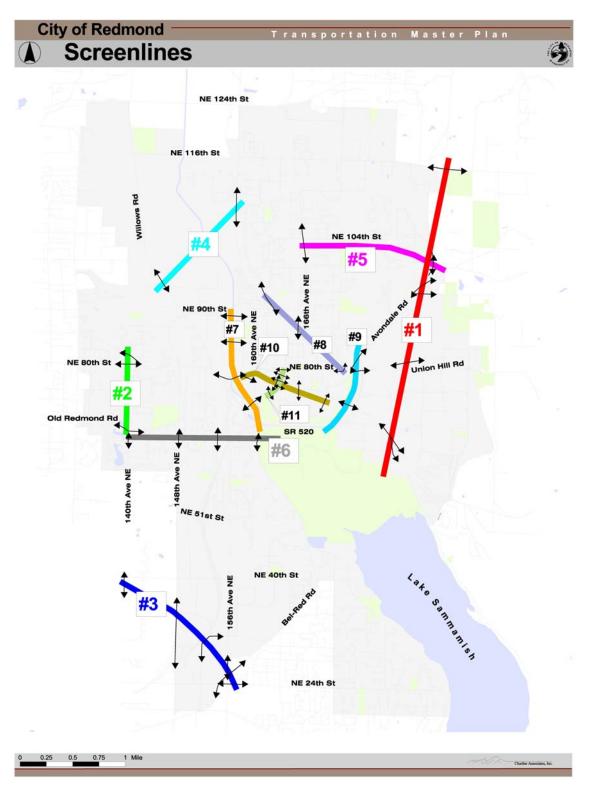


Figure 21 Screenlines Map

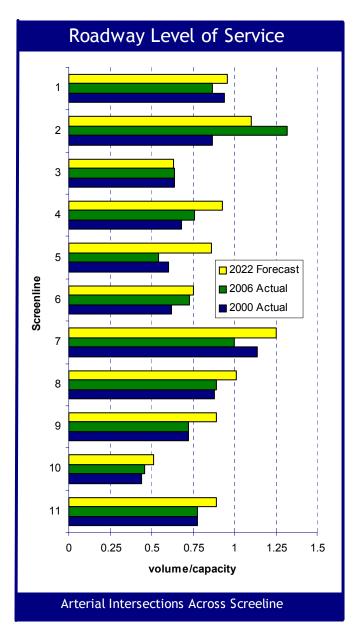


Figure 22 Roadway Level of Service

Roadway Traffic Level of Service at Screenlines (Figure 22)

LOS objectives for Redmond's arterial streets have been set by the City. These are described in Chapter 4 of the Transportation Master Plan.

This figure will be produced utilizing data from the City's annual traffic count program. Chapter 4 of the TMP provides more information about the calculation of the V/C (volume to capacity) ratios.

Most screenlines experienced higher V/C ratios in 2006 vs. 2005, all by 0.05 or less. Screenlines one showed a decrease of 0.15 and screenline six was unchanged. Screenline two, in the Grass Lawn neighborhood, is above the V/C ratio forecasted for 2022.

Bicycle System Priorities and Implementation (Figure 23)

The City has set objectives for completion of specific corridors within the ultimate bicycle system plan shown in Chapter 5. These objectives identify priority corridors to be completed by 2022. The map in Figure 23 on the next page provides an annual report of cumulative progress toward these objectives.

In 2006, the City completed bicycle facilities along portions of 116th St., NE Union Hill Rd., on the East Lake Sammamish Trail, near Leary Way. Facilities for the Bear Creek Parkway extension, NE 31st/36th freeway overpass, and the East Lake Sammamish Trail are in development.



Figure 23 Bicycle System Priorities

Multimodal Corridors Overlake Core Dow ntow n % Meeting TMP Goals

Figure 24 Pedestrian Adequacy

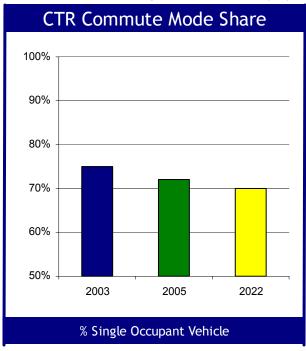


Figure 25 CTR Commute Mode Share

Pedestrian Environment Adequacy (Figure 24)

The City has set objectives for improvements in its pedestrian environment. The highest priorities are the two centers - Downtown and Overlake. The City wants the two centers and the mixed use and commercial segments of the multimodal corridors to reach "pedestrian supportive" status by 2022. (Other segments of the multimodal corridors are to reach "pedestrian tolerant" status by 2022.)

The data in this table measures the extent to which the affected areas or corridors have attained their respective priority status as a percentage of total sidewalks in the study area.

Chapter 4 also sets "pedestrian tolerant" status as the objective to be reached by 2022 throughout the City. However, the cost and effort required to measure progress toward this objective for every street in the City requires that it be included only in the Five Year Transportation Status Report. Thus, only the two centers and the multimodal corridors will be reported in the annual Mobility Report Card. A baseline measure has not yet been set for this measure and will be established in time for reporting in the 2007 Mobility Report Card.

Other Objectives

The next several figures contain data for transportation objectives established by the City that are not measures of modal level of service. Additional background on these objectives - what they mean and why they have been established - can be found in Chapter 4 of the Transportation Master Plan.

Commute Trip Reduction Program - Commute Mode Share (Figure 25)

This data is collected only in odd years; thus, there is no update for 2006. This data is provided through surveys conducted by the City as part of administration of the Commute Trip Reduction program. It measures morning peak period commute travel only, and includes only the commute trips to program employers (generally those with more than 100 employees). After driving alone, the next most popular forms of getting to work in 2005 were carpooling (15.6%), riding the bus (4.4%), and vanpooling (3.7%).

Status of Actions Scheduled for 2005-06 (Figure 26)

This table on the next page will report the completion status of all priority action items identified in Chapter 8 of the Transportation Master Plan.

Status o	Status of Actions Scheduled to begin in 2005, 2006 or 2007				
	Action	Status as of March 2007			
1. ORDIN	IANCE AND COUNCIL ACTIONS				
	TAR 4.1 (1.1. T 51				
1.a	TMP Adoption/Update Transportation Element	Complete. Ongoing. Staff has selected a consultant and will bring a			
		consultant agreement to City Council for approval in			
		May. The current schedule is to have the new "Plan-			
1 6	Concurrency Management	Based" concurrency system to City Council for its consideration by the end of 2007.			
1.b	Concurrency Management	Council approved an on-going collection of business tax			
		fees as part of the 2007-08 budget process. This is a			
		change in policy from the previous limited duration			
		extensions of the tax and allows it to be considered as an on-going source of revenue consistent with the TMP			
		revenue projections. The fee per employee is the same			
1.c	Business Tax Extension	rate established in 1997.			
		Staff completed the Phase I ordinance update on August			
		15, 2006 to increase the 1999 fees by 95% to account for inflationary increases to project costs and index future			
		increases. Phase II will update the project list and			
	l	impact fees City-wide to reflect the current TFP with an			
1.d	Impact Fee Ordinance Update	ordinance to Council in May of 2007.			
2. STUDI	ES AND PLANS				
		Complete. Staff is developing policy changes to the Downtown and Southeast Redmond sections of the			
		Comprehensive Plan to help ensure implementation of			
2.a	Downtown HCT Corridor/Station	the results of this study.			
		Ongoing. Most of the effort is in updating impact fees to			
		have growth pay for growth. This work will also be coordinated with Concurrency Management anticipated			
		to be complete in 2007. Additional funding will be			
		needed for proposed improvements to the Overlake			
2.b	Impact Fee Update	Plan. (see also 1.b Concurrency Management and 1.d Impact Fee Ordinance)			
2.0	impact i ee opdate	Ongoing. City staff has developed a schedule to have			
		this update completed during 2007 and has completed			
2.c	Overlake Plan	consultant selection.			
2.d	Adequate Maintenance	The analysis of existing and adequate street and right- of-way maintenance is a future work item.			
	Adequate maintenance	This task is currently unassigned. It will update the			
		Community Development Guide and street standards to			
2.e	Street Design Standards	reflect the intent of the TMP.			
		This new program in the TMP targets specific measures intended to create a safer infrastructure for all users.			
		Creation of the program structure and procedures is			
		under development during the first quarter of 2007.			
2.f	Targeted Safety Program	This program is funded in the CIP.			
Z.g	Union Hill/Novelty Hill Network	This task is currently unassigned.			

T		
Z.h	Local Transit Service Study	This task is currently unassigned.
2.i	2006 Mobility Report Card	Complete. To be finalized and integrated into the Redmond Community Indicators Report 2007 (2006 data used to prepare the report).
2.1	2000 Mobility Report Card	used to prepare the report).
Z.j	Freight and Goods Study	This task is currently unassigned.
		Consultant selection is scheduled for Spring 2007. The study will focus on the Red-Wood corridor, and be
Z.k	North South Study - Willows North	complete the end of 2007.
3. Proje	ECT DEVELOPMENT	
3.a	Bear Creek Parkway Extension	Ongoing. Council approved final design, property rights acquisition, and funding concept. Final design for Phase 1 (excluding 161 st extension) is on-going with 60% anticipated in April 2007. Leary Way Shop Site environmental soil clean-up is scheduled to begin Summer 2007. Property rights acquisition is underway; environmental work associated with some of the properties is anticipated. Construction of Phase 1 is anticipated to begin mid-2008.
3.b	164 th Extension Across RR Right-of-Way	Completion of this project is dependent on what happens with the BNSF right-of-way. Preliminary design for the road extension will be done as part of the Downtown East-West Corridor Study.
3.c	Design Downtown Couplet Conversion (Downtown East-West Corridor Study)	Ongoing. Consultant selection will take place during the summer of 2007 and the study is scheduled to be complete by the end of 2008. The study will focus on Redmond Way, Cleveland St, BNSF ROW and connecting cross streets from 159 th Pl NE to 170 th Ave NE.
3.d	85 th 4-lane to 3-lane Conversion	Ongoing. Construction is planned for Summer 2007.
3.e	164 th 4-lane to 3-lane Conversion	Ongoing. Coordination with WSDOT for channelization approval is ongoing. Council will give direction to proceed with final PS&E on this project following the NE 85 th Street conversion. Ongoing. Preliminary design is underway for this
3.f	West Lake Sammamish Parkway	connection on West Lake Sammamish Pkwy. between NE 51 st St. and Bel-Red Rd.
3.g	Union Hill Road	Ongoing. Preliminary design has begun, with 30% plans anticipated to come out in May. With the design 30% complete a Value Engineering Study must be completed to receive funding from the Transportation Improvement Board. See project 2K. Consultant selection is scheduled for
3.h	Red-Wood Road	Spring 2007. The study will focus on the Red-Wood corridor and be complete the end of 2007.
3.i	BNSF Corridor	King County, Port of Seattle and BNSF signed Memos of Understanding (MOUs) governing complex land transaction involving BNSF eastside corridor, King County Airport, future Intermodal Facility, and Stampede Pass. King County is negotiating with BNSF for acquisition of BNSF corridor. City of Redmond participated in PSRC study and recommendations on use of this corridor.

		Complete - Staff approved staff recommendations for
3.j	172 nd Extension	projects that came out of the study. Funding still under discussion.
4. CONST	RUCTION PROJECTS	
4.a	SR 520 Bikeway Connection to Sammamish River Regional Trail	Complete
٦.۵	Regional trail	Complete
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 178 th Pl NE	See 3.g. Construction in Spring 2008
7.0	TONE	See 3.g. Construction in Spring 2000
4.d	NE 116th St Phase I	Complete
	The Front Ser Flage F	Complete
	Redmond Way/NE 76 th St. Intersection	
4.e	Modifications	Under construction. Anticipated completion May 2007.
4.f	East Lake Sammamish Pkwy Intersection Improvements	Scheduled to begin design in 2007 and construction in 2008
4.g	NE 83rd St Improvements from 160th Ave NE to 161st Ave NE	Complete
4.h	Old Redmond Rd Improvements from 132 nd Ave. NE to 140 th Ave. NE	Construction began Fall 2006. Experienced significant delays due to snow and wind storms. Project substantial completion anticipated June 2007.
4.i	Redmond Intelligent Transportation System Phase I (Overlake)	Complete
4.j	Redmond Intelligent Transportation System Phase II (Redmond Way)	Complete
4.k	NE 85 th St. Re-channelization from 156 th Ave. NE to 164 th Ave. NE	See 3.d: Construction in Summer 2007.
4.1	164 th Ave NE Re-channelization from NE 80 th St to NE 87 th St	See 3.e: Working on channelization plan approval from WSDOT. Not scheduled for construction at this time.

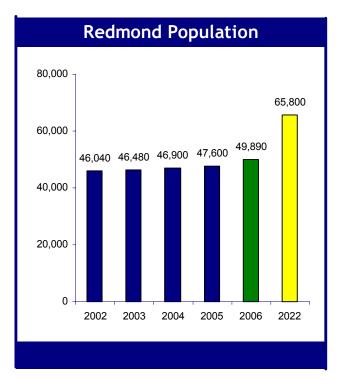


Figure 27 Redmond Population

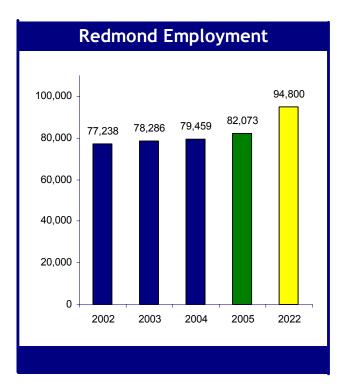


Figure 28 Redmond Employment

Mobility Report Card

Concurrency Determination

The next three figures are designed to provide context for the periodic (at least annual) determination by the City of whether transportation concurrency is being met. Further information on this topic may be found in Chapter 4 of the TMP and in the City's Concurrency Ordinance.

Redmond Population (Figure 27)

This data is obtained by the Planning Department from Regional and Census sources. The columns in the figure will be updated annually to provide context for an assessment of whether the City is growing faster or more slowly than anticipated. This information will, in turn, be utilized to assess whether the pace of Transportation Master Plan completion is proportional to the pace of development.

Redmond Employment (Figure 28)

This data is obtained by the Planning Department from State and Regional sources. The data represents full-time equivalent jobs.

The columns in the figure will be updated annually to provide context for an assessment of whether the City is growing faster or more slowly than anticipated. This information will, in turn, be utilized to assess whether the pace of Transportation Master Plan completion is proportional to the pace of development.

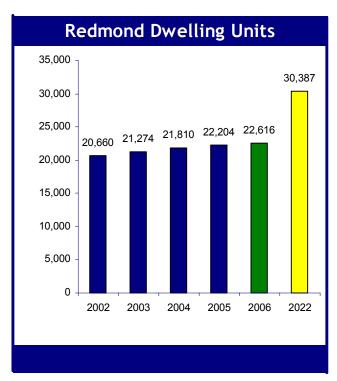


Figure 29 Redmond Dwelling Units

Redmond Dwelling Units (Figure 29)

This data is maintained obtained from the Washington State Office of Financial Management. Dwelling units includes all types of dwellings - single family and multifamily.

The columns in the figure will be updated annually to provide context for an assessment of whether the City is growing faster or more slowly than anticipated. This information will, in turn, be utilized to assess whether the pace of TMP completion is proportional to the pace of development.