# TRANSPORTATION FRAMEWORK POLICIES

**FW-30** **Ensure that Redmond's community character is protected and enhanced by planning, constructing, operating and maintaining a transportation system that embodies the City's sustainability principles and achieves Redmond's preferred land use pattern[1] and vision.**

**FW-31** **Develop accessible, safe and efficient multimodal transportation connections for the movement of people, goods and services.**

**FW-32** **Provide mobility choices by investing in transportation programs, projects and services that promote a "walkable community," a complete bicycling network and enhance the attractiveness of transit, ridesharing and use of alternate fuels that reduce greenhouse gas emissions.**

**N[2] FW-32.5** **Use performance measures to measure progress towards Redmond's planned transportation system.**

**FW-33** **Influence regional decisions and leverage transportation investments that support Redmond's preferred land use pattern and vision by increasing mobility choices and improving access between the City and the region for people, goods and services.**

[1] *Comprehensive Plan*, Chapter 2, Goals, Vision and Framework Policies, Policy FW-10, p. 2-9.
[2] New transportation policies are indicated by the capitalized letter "N".

# TRANSPORTATION ELEMENT

**Future Vision for Redmond: Transportation** *(located in front of the Comprehensive Plan; transportation portion will be repeated in this element once final)*

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## Introduction

To achieve Redmond's goals and vision, the Transportation Element policies are designed to guide development of the City's transportation system to serve the "full build out" permitted by the Land Use Plan contained in the Land Use Element and permitted by adopted zoning. The transportation policies are designed to guide the actions of public agencies, such as the City, as well as private decisions related to individual developments. Transportation policies are the foundation for development regulations that implement Redmond's Comprehensive Plan.

Under the *Comprehensive Plan*, significant amounts of new residential and commercial development, with associated population and employment, are forecasted. Redmond's growth targets through 2030 are contained in Table LU-1 in the Land Use Element. Land uses surrounding the City are assumed to develop in a pattern consistent with the regional strategies, including *VISION 2040* and *Transportation 2040*. Land use and transportation forecasts for these surrounding areas were developed by the Puget Sound Regional Council, and are integrated into the assumptions underlying the Transportation Element policies.

In developing a transportation system that serves current and future needs, Redmond's transportation policies support sustainable programs, projects and services that address economic, social and environmental needs. Redmond's transportation policies promote sustainability in three ways by:

1. Developing a transportation system that supports mixed land uses, particularly in the Downtown and Overlake Urban Centers;
2. Offering multimodal travel choices; and
3. Ensuring the safe and environmentally sound use of the system.

In supporting sustainability in these three areas, the City seeks to address the need for a better transportation system. Beginning with the policies below, a better transportation system is one that is accessible, with connections between places, helps improve air quality through the use of alternative fuels that reduce greenhouse gas emissions and is designed to encourage healthier lifestyles and independent living, particularly for vulnerable populations.

**TR-1** **Ensure that the transportation system, including all programs, projects and services, whether funded, built or operated privately or by a public sector agency, serve to achieve the preferred land use pattern contained in the Land Use Element of the Comprehensive Plan.**

**TR-2** **Ensure that the transportation system provides for the mobility and access needs of those who live, shop, visit and work in Redmond.**

## Streets

To serve Redmond, streets require maintenance, safety, and efficiency improvements. The quality of life for many people is significantly affected by how well streets function for pedestrians, bicyclists, transit riders, and motorists. To implement Redmond's Comprehensive Plan, streets need to do more than just move people and goods. They must also be compatible with and support Redmond's preferred land use pattern.

**TR-3** **Maintain a street classification system in the Thoroughfare Plan portion of the Transportation Master Plan that is designed to move people by a variety of modes and support Redmond's preferred land use pattern. Classify streets according to function so that needed traffic capacity may be properly allocated by mode and planned street improvements will be consistent with those functions.**

**TR-4** **Maintain standards for the design, construction, and safe and efficient operation of streets in Redmond, and achieve the following as part of the development process:**

- Require that all streets be complete streets, built to accommodate all travel modes in compliance with the City's design standards and plans for streets, bicycles, and pedestrian facilities;
- Require that all property be conveniently accessible from streets, walkways, and trails, subject to environmental limitations;
- Maintain continuity of the street pattern by avoiding dead-end and half-streets not having turnaround provisions;
- Avoid the creation of excessively large blocks and long local access residential streets;
- Complete missing links and improve street connections;
- Wherever possible, separate pedestrians from traffic lanes by the use of street trees and landscaped strips, and avoid the construction of sidewalks next to street curbs;
- Manage access to arterials; and
- Identify specific street improvements that benefit transit operations, and work with transit providers to prioritize street improvements.

**TR-5** **Meet the travel needs of all modes on the transportation network. Maintain the "multimodal corridor" designation described in the Transportation Master Plan to identify corridors of critical significance to transit operations, bicycle circulation, and pedestrian circulation.**

**N TR- 6** **Support the safe and efficient movement of goods and freight to, from, and within Redmond through actions such as:**

- Maintaining a network of connected truck routes to facilitate efficient and safe truck movements between manufacturing and industrial uses and their destinations;
- Addressing the needs of truck delivery and pick up in commercial areas on public streets and private development sites to facilitate adequate truck access and circulation and provide truck loading and unloading spaces;
- Taking steps to avoid safety issues between trucks and other travelers such as pedestrians; and
- Providing clear regulations for mitigating adverse impacts of truck operations, such as noise, on adjacent uses.

**N TR-7** **Use shared local streets that can accommodate all transportation modes within the street when low traffic volumes and speeds can be maintained and there is a need to create an active and efficient public space within the street.**

**Local and Regional Transit**

Transit is a key element of Redmond's multi-modal infrastructure, and plays a critical key role in providing connections, mobility and access both regionally and locally.

The *VISION 2040* and *Transportation 2040* plans contain the regional growth and transportation strategies for the central Puget Sound region. These plans call for the channeling of future growth into regional growth centers and the linking of these centers with light rail and other forms of transit. The *Countywide Planning Policies for King County* expand on this strategy by outlining guidelines for the designation and development of centers and measures to be taken by local jurisdictions in support of a regional high-capacity transit system, including regional express bus, light rail and commuter rail service.

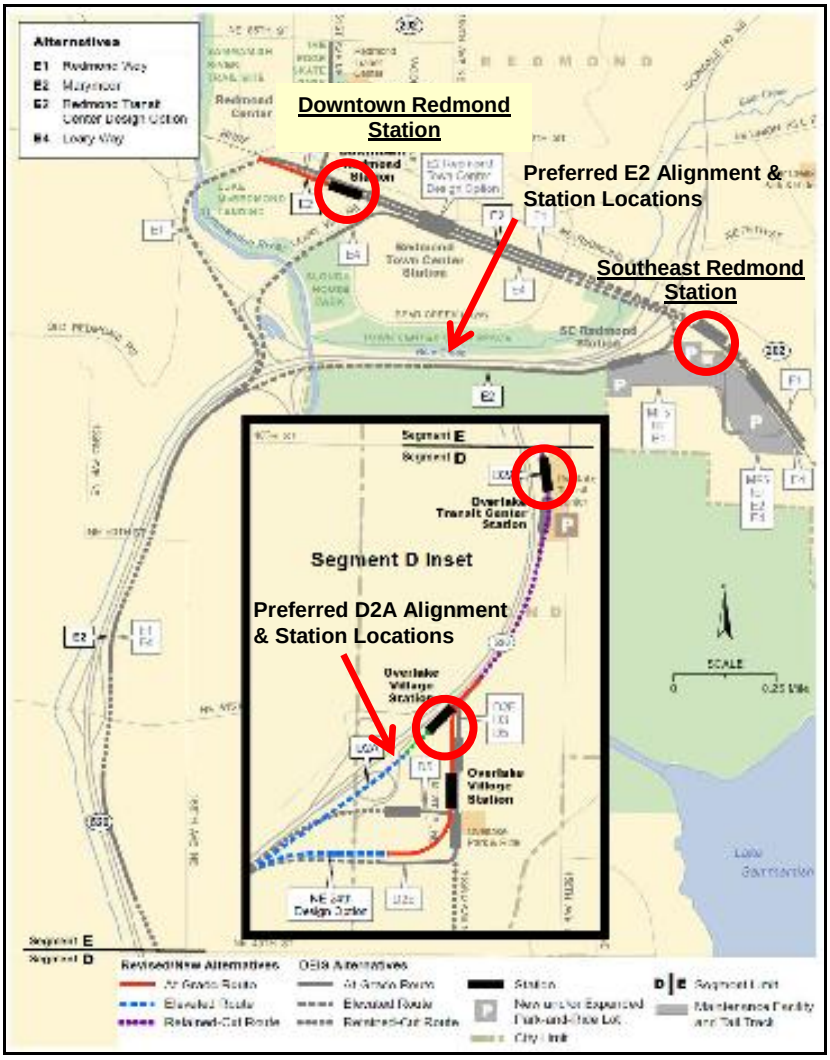
Redmond's *Comprehensive Plan* designates portions of the Downtown and Overlake neighborhoods as Urban Centers that warrant investment in light rail transit to provide both local and regional connections. Southeast Redmond, with significant employment and housing, is another destination for light rail transit service and an appropriate location for a light rail transit maintenance facility.

**TR-8** **Implement Redmond's Transit System Plan as contained in the Transportation Master Plan, and work with partner transit agencies, to provide transit service, access to neighborhoods, passenger amenities and capital improvements necessary to serve local Redmond, Eastside and regional transit needs.**

**TR-9** **Use transit as a way to provide for access, circulation and mobility needs in Redmond, especially in areas planned for higher-density mixed-use development and favorable pedestrian environments.**

**TR-10** **Plan for the extension of Sound Transit's *East Link* to Redmond Overlake and Downtown, within the City's preferred alignment identified on Map TR-1. Work closely with Sound Transit and other agencies to develop the Southeast Redmond Station and park & ride to intercept regional trips and address commuter parking needs.**

**TR-11** **Maintain the ability to construct the East Link light rail line on the preferred alignment identified through Sound Transit's planning process and illustrated on Maps TR-1. Once the preferred light rail alignment has been approved, ensure that right-of-way is preserved.**




**MAP TR-1**

**REDMOND'S PREFERRED LIGHT RAIL ALIGNMENTS**
**SOUND TRANSIT EAST LINK PROJECT-SEGMENTS D AND E**

## Walking and Bicycling

### *A System of Pedestrian and Bicycle Facilities*

The needs of bicyclists, pedestrians, and transit users must be integrated in all roadway projects. Sidewalk networks should be well connected with opportunities for regular, safe street crossings. The availability of bicycle facilities can encourage people to bike rather than drive for short and moderate distance trips. If a roadway is designed to discourage vehicular speeding, it can be comfortably used by pedestrians and bicyclists alike. Transit friendly design should support a high level of transit activity and include provision for pedestrians safely crossing the street on their return trip.

Walking and bicycling provide numerous individual and community benefits related to health, safety, the environment, transportation, and quality of life. People who cannot or prefer not to drive should have safe and efficient transportation choices. Roadway, sidewalks, trails, designated bicycle areas and other areas of public circulation should be designed to provide the highest level of safety for the protection of human life, and to ensure that there are transportation choices for people of all ages and abilities. Pedestrian facilities must meet ADA accessibility requirements, and safe, convenient, and interconnected transportation networks should be provided for all major modes of transportation. An integrated, safety-oriented pedestrian and bicycle system increases mobility choices, reduces reliance on single-occupant vehicles, provides convenient access to schools, designated centers, transit systems, parks, and other recreation areas throughout the City, and encourages regular physical activity to enhance health and wellness. It is the intent of the following policies to promote and facilitate the safe and effective use of our transportation network.

| | |
|---|---|
| **N TR-12** | **Assign high priority to pedestrian and bicycle infrastructure projects and mitigation that address safety and connectivity needs, provide access to Downtown and Overlake Urban Centers, encourage safe and active crossings at intersections and routes to schools, provide linkages to transit, and complete planned bicycle and pedestrian facilities or trails.** |
| **TR-13** | **Use the Bicycle and Pedestrian Plans to guide the design, construction, and maintenance of bicycle and pedestrian facilities by public and private parties, including the preparation of design standards and elements that promote a pleasant and safe traveling environment.** |
| **N TR-14** | **Make all street sidewalk and curb ramp areas accessible to all pedestrians including those with disabilities by constructing new pedestrian facilities in compliance with the Americans with Disabilities Act (ADA), and upgrading existing facilities to improve accessibility in accordance with the *City of Redmond ADA Transition Plan for Sidewalks and Curb Ramps*.** |

**TR-15 Require that during the review process for new development or redevelopment that:**

- Projects are consistent with the Pedestrian and Bicycle plans, applicable master plans and development standards;
- Planned facilities are secured with required frontage and crossing improvements consistent with the Bicycle and Pedestrian Plans;
- On-site bicycle and pedestrian facilities are provided which provide safe connections to the general circulation system;
- New subdivisions and short plats include, consistent with state law, the required pedestrian facilities (frontage and off-site improvements) that assure safe walking conditions for students who walk to and from school;
- Construction and implementation of other off-road and multi-use trails and trail crossings as described in the *Parks, Arts, Recreation, Culture and Conservation Plan (PARCC) Plan* or which are located within a development area or within a shared corridor, are coordinated with project review; and
- Safety and security considerations for pedestrians and bicyclists are factored into the review of development proposals.

**TR-16 Implement the Pedestrian Plan contained in the Transportation Master Plan to:**

- Achieve a walkable Redmond community to support active and independent living, health, environmental quality, and cost savings for travel;
- Provide for a safe, convenient and coordinated system of sidewalks, trails, and pathways, including through routes, crossings and connections, to meet needs for pedestrians;
- Connect neighborhoods and be coordinated with the surrounding jurisdictions to allow people to conveniently travel between and within neighborhoods and local activity centers using non-motorized means;
- Prepare and maintain a list of priority pedestrian projects to be implemented through the Pedestrian Program to meet established pedestrian system adequacy and quality goals;
- Be implemented as part of the City's review of private and public development projects; and
- Comprise an element of the Plan-Based approach to concurrency.

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**TR-17 Implement the Bicycle Plan contained in the Transportation Master Plan to:**

- Provide a bicycle friendly and supportive community enabling healthy, inexpensive and environmentally friendly travel;
- Ensure that a comprehensive system of bicycle pathways, lanes, connections, crossings, and routes are established, constructed, and maintained to specifications that encourage safe and convenient circulation for cyclists;
- Connect neighborhoods, centers, and surrounding jurisdictions to allow people to conveniently travel by bicycle for both recreational and commuter purposes;
- Maintain a typology of bicycle environments, designating bicycle paths, lanes, and routes;
- Prepare and maintain a list of priority bicycle projects to be implemented through the Bicycle Program to meet established bicycle system goals;
- Be implemented as part of the City's review of private and public development projects, including bicycle parking needs; and
- Comprise an element of the Plan-Based approach to concurrency.

## Transportation Demand Management

Transportation Demand Management (TDM) encompasses the range of actions and strategies that offer alternatives to single-occupant vehicle (SOV) travel and help to more efficiently use the transportation system. TDM focuses on more effectively using existing and planned transportation capacity, ensures the compatible use of the transportation system consistent with planned uses, helps accommodate growth consistent with community character and land use objectives, and serves to mitigate impacts and to better meet mobility needs. In Redmond, TDM is used to reduce motor vehicle impacts through incentives, parking management and similar strategies.

**TR-18 Use TDM techniques to achieve efficient use of transportation infrastructure, increase the person-carrying capacity, accommodate and facilitate future growth, and achieve Redmond's land use objectives by:**

- Requiring large employers to implement a Commute Trip Reduction Program for employees, as mandated by the State Commute Trip Reduction Act;
- Requiring new commercial development to provide for implementation of a transportation management program to mitigate commute trips consistent with the City's mode split goals;
- Implementing TDM strategies that emphasize incentives rather than disincentives. Avoid imposing disincentives to single-occupant vehicle travel when the City determines that there is an absence of reasonable transportation alternatives;
- Providing physical features supportive of the use of alternative modes of travel and maintain a list of acceptable TDM techniques and physical features;
- Encouraging participation in Transportation Management Associations (TMAs) to support trip reduction activities;
- Establishing and implementing a mitigation funding system that applies to all new development that warrants TDM conditioning for development approval; and
- Supporting the development and implementation of TDM programs for both commute/employer based, and non-commute/non-employer based sites including schools.

## Parking

Research has demonstrated that strategies involving parking supply and price influence travel behavior and enhance the market for transit and other transportation options. Minimum parking ratios can lead to underused parking lots, with negative financial impacts on building owners and developers. Excessive parking can also be contrary to land use goals that support more dense retail, office and residential centers with improved pedestrian and transit access.

**TR-19** **Implement comprehensive parking management programs that address shared parking, transit access parking, and localized parking imbalances. Evaluate parking pricing strategies as a mechanism to support Redmond's land use objectives as transportation alternatives become available.**

**TR-20** **Establish minimum and maximum parking ratio requirements consistent with the transportation and land use objectives of the Comprehensive Plan, considering constraints imposed by financial institutions. Reduce the minimum and maximum parking ratio requirements further as transportation options increase with development of enhanced transit service or as demand is managed with achievement of mode split goals. Maintain in the Zoning Code a process and decision criteria to allow under special circumstances the granting of parking ratios above or below the established ratios.**

**TR-21** **Encourage reductions in required parking ratios less than the required minimum for office, industrial, institutional and mixed land uses by:**

- Streamlining the process for new development to provide less than the minimum parking where demand for employee parking is below normal;
- Allowing and encouraging property owners of major work sites to reduce their parking supply, especially where an excess exists, to support City mode split goals;
- Allowing reductions in minimum parking ratios in exchange for contributions to improved transit services, transit facilities, or on-going programs that support alternatives to vehicle use; and
- Allowing parking to be provided below the minimum ratio where there are incentives to redevelop existing sites in employment centers supported by transit and a plan that minimizes "spill over" parking impacts on adjacent streets and land uses.

## Regional Transportation

A significant amount of travel that occurs in Redmond is regional in nature. Trips that are made through Redmond have their origin or destination, or both, outside of the City limits. The City of Redmond has the ability to significantly influence regional travel as well as the impacts of local travel within Redmond, and from Redmond to other neighboring jurisdictions. Effectively managing and maintaining service standards through concurrency controls requires coordination with neighboring jurisdictions. To do this the City shall:

**TR-22 Continue to work with neighboring jurisdictions to anticipate and mitigate significant cross-jurisdiction transportation impacts, including truck traffic, pass-through traffic, impacts to concurrency and the level-of-service standard.**

**TR-23 Manage traffic from developments in eastern King County that travels through Redmond in a manner that maintains Redmond's land use, thoroughfare plan, and community character objectives. Continue to work with the Washington State Department of Transportation, neighboring jurisdictions and other stakeholders to develop a corridor plan for the portion of SR 520 east of I-405.**

### *Eastside Transportation Partnership*

Transportation issues and their solutions generally transcend individual city boundaries. Therefore the Eastside Transportation Partnership (ETP) was created to develop a policy and facility plan for the Eastside to assure mobility, and to provide an ongoing forum for the discussion of transportation policy. ETP membership includes Eastside cities as well as key transportation agencies, such as Washington State Department of Transportation, King County Department of Transportation and Metro Transit, Sound Transit and the Puget Sound Regional Council. ETP has evolved into the primary body for the development of transportation policy and strategy for the Eastside, with its positions carrying significant weight in County, regional and State decision-making forums.

**TR-24 Participate in the Eastside Transportation Partnership on an ongoing and cooperative basis to implement transportation plans and policies that affect the City, the Eastside, and the region.**

*State Highways*

**TR-25 Maintain an inventory of State-owned highways, and monitor the State-established level-of-service on these highways. Examine the impact of development generating traffic on these highways. Refer to the Transportation Master Plan for the state highway inventory and level-of-service information.**

## Concurrency and Level-of-Service

Transportation concurrency and level-of-service standards are key requirements of the Washington State Growth Management Act (GMA). By policy and regulation, the City of Redmond is required to ensure that transportation programs, projects and services needed to serve growth are in place when growth occurs, or within six years of opening. Regulations implementing concurrency and level-of-service (LOS) standards are contained in the Zoning Code. The City's policies on transportation concurrency and level-of-service seek to:

- Promote Redmond's goals and vision, particularly desired land uses and community character;
- Expand travel choices; and
- Ensure efficiency and accountability in managing the City's transportation system.

**TR-26** **Use a "Plan-Based" approach as the basis for Redmond's transportation concurrency management system. Ensure through the Plan-Based approach that the funding of programs, construction of projects, and provision of services occur in proportion to the needs of the City, and the pace of growth. Ensure that the transportation system, under the Plan-Based approach, explicitly supports achievement of Redmond's preferred land use pattern and vision.**

**TR-27** **Support planned land use through the use of a City-wide person mile of travel based transportation level-of-service standard. Redmond's transportation level-of-service standard is established to mean that so long as the growth of the City and the development of the City's transportation system are proportionate, work in parallel, and are consistent with the Comprehensive Plan, all concurrency management requirements are considered met.**

**TR-28** **Ensure that Redmond's transportation concurrency management responses to growth have the effect of expanding travel choices and achieve a multimodal travel environment. Programs, projects and services in response to existing and growth-related travel include those that improve access and connections, including motor vehicle operations, public transit service levels, the walking and bicycling environment and transportation demand management.**

**TR-29 Take the following actions in the event that the City is unable to fund the programs, projects and services identified in the Transportation Facilities Plan (not in priority order):**

- Delay development until such time that programs, facilities, or services can be funded;
- Amend the City's Comprehensive Plan to reduce the travel demand placed on the transportation system;
- Obtain needed revenue or revise the Transportation Facilities Plan to reflect known financial resources; or
- Change the transportation level-of-service standard.

## Finance

The Financial Program for the Transportation Facilities Plan contains details of transportation revenue sources that the City can reasonably expect to receive during the life of the Transportation Facilities Plan. Revenue sources contained in the Financial Program vary widely in terms of the amounts available and the types of projects for which they may be used. In most cases, individual transportation projects are funded by a combination of funding sources, reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

**TR-30 Maintain and regularly update a sustainable financial strategy that:**

- Includes a detailed revenue forecast to fund the on-going maintenance, operation, and delivery of the transportation system;
- Ensures that new development contributes its fair share of the cost of transportation facilities, programs and services needed to mitigate growth related transportation impacts; and
- Identifies potential revenue sources, including general fund contributions, impact fees, local improvement districts, transportation benefit districts, street maintenance utility, grants, developer and other contributions, business taxes, bonds, and debt financing.

**TR-31** **Use the City's six-year transportation investment programs to guide short-term transportation investment decisions, consistent with the Transportation Master Plan, and allocate resources according to the following in order of priority:**

- Address essential public health and safety concerns, including neighborhood traffic protection;
- Ensure adequate maintenance of existing facilities throughout the City; and
- Ensure that investments in transportation facilities and services accomplish the following:
    - Support Downtown and Overlake Urban Centers
    - Provide multimodal travel choices
    - Provide neighborhood connections
    - Support light rail

**Maintaining Community Character and Enhancing the Environment**

The transportation system within Redmond represents major public facilities whose quality of design, sensitivity to human needs, and integration with their surroundings can support land use and enhance an urban environment or erode it. The transportation system needs to be designed in a manner that contributes to a more sustainable community and supports Redmond's land use, community character, and environmental policies.

**TR-32** **Design and construct the transportation system in a manner that:**

- Integrates transportation facilities into the preferred land use pattern and vision and provides a safe and comfortable system for all users;
- Uses context sensitive design and green construction techniques including landscaping, art, and natural stormwater treatment methods to ensure that transportation facilities protect natural resources including the green environment and clean water and protect the built environment; and
- Values community character equally with transportation capacity and minimizes or mitigates transportation project conflicts with the desired community character.

**N** **Protect air and water resources and conserve energy resources by:**

**TR-33**

- Maintaining or doing better than under current standards in reducing carbon monoxide, ozone and particulants, as established in *VISION 2040*, and:
- Observing Federal and State clean air acts by maintaining conformity with *VISION 2040* and by following the requirements of Chapter 173-420 Washington Administrative Code (WAC): "Conformity of Transportation Activities to Air Quality Implementation Plans";
- Supporting and coordinating with Federal, State and regional actions to facilitate the transition toward alternative transportation energy sources and reduce greenhouse gasses from transportation sources; and
- Reducing stormwater runoff and impervious surface from transportation facilities and protect aquifers.

**TR-34** **Use advanced technology to manage the transportation system by:**

- Improving the efficiency of the system;
- Disseminating travel, roadway, incident, and emergency information to system users; and
- Improving information collection.

## Neighborhood Traffic Calming

Traffic conditions on residential streets can greatly affect neighborhood livability and environment. When our streets are safe and pleasant, the quality of life is enhanced. When high vehicle speeds or excessive volumes of through-traffic become a daily occurrence, our sense of community and personal well-being are threatened. These in turn can lead to related problems such as collisions, conflicts with driveway access, air pollution, and unreasonable safety risks for pedestrians and bicyclists. While it is difficult to forecast with precision when and where such neighborhood traffic issues will arise, it is necessary to have in place a mitigation program that can investigate claims and provide a proportional response to local residential traffic control problems as they occur.

**TR-35** **Minimize the safety and environmental impacts on residential neighborhoods by discouraging the use of existing and new local streets by non-local cut-through traffic. Place a high priority on prevention and alleviation of traffic impacts on residential neighborhoods as part of the City's transportation system management program.**

**TR-36** **Maintain an ongoing allocation of funds necessary to maintain a traffic control program based on the fundamentals of education, enforcement, and engineering for evaluating and responding to residential neighborhood traffic control concerns. Maintain standards for maximum desirable traffic speeds and volumes of non-local traffic. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.**

**Safety**

Travel safety is affected by how the transportation system is designed, constructed, operated, and maintained. Motor vehicle fatalities and injuries are a leading public health problem in the United States affecting all system users. Safety planning and mitigation, including strategies for protecting the transportation system from disasters, are multidisciplinary efforts that can significantly improve the livability of our community. Many opportunities exist to implement relatively low-cost, but effective safety measures at the local level. The City of Redmond is committed to protecting our transportation system, and making it safe for users of all modes of travel.

**TR-37** **Design and operate transportation infrastructure so as to safely accommodate each mode intended to be served. Ensure that the design speed of facilities reflects the intended operating speed for the facility, as shown in the Transportation Master Plan.**

**N TR-37.5** **Protect Redmond's transportation system against disasters by maintaining prevention and recovery strategies that are coordinated locally and regionally.**

## The Transportation Master Plan

The primary purpose of the transportation system is to support the City's goals, vision and policies, and to shape the form of urban development within Redmond's mixed-use, commercial, industrial, and residential neighborhoods. To further that purpose, the *Transportation Master Plan* (TMP) is a functional plan that implements Transportation Element policies through programs, projects, and services.

**TR-38** **Maintain and regularly update the Transportation Master Plan, The Transportation Master Plan is the guide for implementing and funding all transportation programs, projects and services.**

**TR-39** **Identify and implement the long-range Transportation Facilities Plan (TFP) that includes programs, projects and services that can be funded through a sustainable revenue plan.**

**N TR-40** **Maintain and preserve the transportation system for the safety of users and long-term cost savings for transportation infrastructure such as pavement and sidewalks.**

**TR-41** **Establish and report on transportation targets and performance measures to assure complete delivery of the Transportation Master Plan, including:**

- Mode split targets;
- Trip length targets;
- Delivery of Transportation Facilities Plan projects and programs;
- Concurrency; and
- Other specific targets and measures identified in the Transportation Master Plan.

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