



Executive Summary

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REDMOND

Transportation Master Plan

Contents of this Chapter

This chapter provides a brief, policy-oriented summary of the Transportation Master Plan.

Topics discussed include:

- ✓ Council Priorities
- ✓ Transportation Master Plan Priorities
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- ✓ Long Range Needs and 2022 Realities
- ✓ Concurrency Management System
- ✓ Integrated Multimodal Plan
- ✓ Regional Transportation
- ✓ Action Orientation
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This transportation master plan (TMP) will guide the City of Redmond's transportation programs and projects over the next five years. The TMP derives its policy direction from the City's comprehensive plan and is designed to support achievement of community goals and objectives. The document provides program guidance, policies, level of service objectives, project lists, a financial plan and a system for performance monitoring and reporting.

Redmond's multimodal transportation system - including its pedestrian facilities, streets and highways, transit routes and services, and bicycle facilities - provides a structural network that is essential to the community's daily life and commerce. However, while good mobility and freight movement are important outcomes, the City needs to balance the deeper goals for health, safety, quality of life, economic vitality, land use and community character when making transportation decisions.

This TMP applies the concept of **balance** to work out the many tradeoffs inherent in urban transportation planning. Balance is applied to the three elements of mobility - travel, circulation and access. Balance is applied to tradeoffs between modes (pedestrian, motor vehicle, transit, bicycle) with an emphasis over the next five years on key pedestrian and transit objectives. The special requirements of freight, delivery vehicles and emergency service vehicles need to be considered in the balance as well. Balance is applied in resolving conflicts between the need for traffic capacity and the need for safe, pleasant neighborhoods and commercial areas that reflect Redmond's green, small-town community character.

The primary infrastructure for travel, circulation and access by all modes in Redmond will continue to be the local and state network of highways and streets. The costs of planning, designing, improving and managing this network will represent the largest part of the City's investment program over the foreseeable future. This investment program will be inherently multimodal, with street improvements planned and designed to benefit all modes.

This TMP places particular emphasis on the development of a core network of multimodal corridors that will carry all modes and allow for seamless interconnections between modes. Another area of emphasis is improving community connectivity. Better connections within the community for all modes is needed to tie neighborhoods and commercial areas together, improving efficiency and economic vitality while promoting continued high quality of life. One of the key findings of this TMP is that

improved connectivity within the local street network represents a better investment in most cases than widening existing streets. Better connectivity benefits not only personal mobility, but also the movement of goods and services that are essential to Redmond's economic systems. Improved connectivity also represents the best strategy for improving the public emergency service response capability.

Finally, this TMP is designed to ensure accountability in the City's transportation programs. The plan establishes a system of annual monitoring and performance reporting that will enable the public and the City's elected officials to gauge how effective the transportation programs have been. By the end of the five year period following adoption of this TMP, the City will be in a position to develop a new transportation master plan based not only on City goals and objectives but also on a realistic assessment of the effectiveness of the various programs and projects that were contained in this first TMP.

Priorities of the Council and Mayor

The TMP implements priorities set by Council action.

Through the adoption of the new Transportation Element of the Comprehensive Plan last fall, Council set formal priorities for the City's transportation program:

- Address Public Health and Safety.
- Ensure Adequate Maintenance.
- Ensure Plan-Based Concurrency.

The Council and Mayor have also highlighted the following priority concerns and policy directions:

SUPPORT CENTERS. Echoing regional policies, the transportation program should support the intensification of Overlake and Downtown as mixed use centers.

REGIONAL ACTION. Redmond should play a continuing and influential role in shaping regional policy and influencing regional decisions (Sound Transit, King County, Washington DOT, Eastside Transportation Partnership, among others).

MULTIMODAL PLAN. Redmond's transportation system should be modally balanced, with effective public transit service and a better walking environment.

HIGH CAPACITY TRANSIT. Redmond's centers should be directly connected to other regional centers by High

Capacity Transit (HCT). This TMP should set the stage for the arrival (and success) of HCT within the 18-year period or shortly after 2022 at the latest.

HONORING AGREEMENTS. The City should abide by its agreements with other entities, especially the BROTS (Bellevue-Redmond Overlake Transportation Study) agreement.

Community Advice and Comment

The draft TMP also draws from extensive community advice and comment offered by citizens attending a number of well-attended community workshops, meetings and events held as part of developing the Draft. Highlights from the public involvement include:

Implement Downtown Transportation Plan. People generally approved of the Downtown Transportation Master Plan and want the City to implement it.

Provide Connections Within Redmond. It is too difficult to circulate within town. This diminishes community cohesiveness and has a negative influence on quality of life.

Provide "Real Choices" for Mobility. The public experience has been that transit, walking and bicycling are desirable ways to travel, but do not represent real choices because of the time and convenience disadvantages of those modes in Redmond today.

Protect and Enhance Community Character. People believe Redmond should not lose its inherent community character. When asked to define what is appealing about Redmond's community character, citizens agreed on two characteristics:

- **Small-Town Feel.** Residents like the fact that Redmond is part of a great metropolitan region with extensive urban amenities, but at the same time feels like a small town.
- **Green City.** The public likes the way Redmond has not become a "hardscape" environment like other parts of the region. The local landscape, with its hills and river valleys, is dominated by vistas of trees and sky with occasional glimpses of Rainier and the North Cascades. People would like to see this "green" character protected.

This advice played a major role in shaping the TMP, especially Chapter 5 - Mode Plans.

Transportation Master Plan Priorities

Criteria that reflect the vision of this transportation master plan have been created to prioritize the most important projects and programs. These criteria have been developed in response to the Council and Mayor's priorities along with advice from the community. The vision of this plan supports centers, builds multimodal corridors, makes new connections, and prepares for high capacity transit. Vehicle capacity projects that support the vision are also part of this plan where needed to accommodate growth.

Projects listed in the thoroughfare plan (the long-range needs list) have been prioritized based on the following criteria to ensure plan-based concurrency: support centers in Downtown and Overlake, build multimodal corridors, make connections within Redmond, and prepare for high capacity transit. The highest ranking projects best meet all of these criteria and are shown in the transportation facilities plan (TFP). They are the additional infrastructure that can be constructed with the revenues anticipated between now and 2022. These prioritized projects and programs combine with other committed transportation improvements to establish a complete TFP. This TFP combined with the projected land use for 2022 helps establish a planned level-of-service for all modes of travel.

The basic transportation needs for adequate public health, safety, and maintenance are accommodated programmatically (traffic safety, traffic calming, sidewalks, on-going maintenance, and pavement management programs) with annual allocations of funds to each program. Basic needs for supporting emergency vehicle and freight movement are addressed in the plan and are supported by the improvements proposed and design considerations for specific projects.

Transportation facilities are for the purpose of serving the community needs. Any and all transportation improvements constructed in Redmond need to be consistent and supportive of the foundational value of "community character." Community character means "maintaining a small town feel" and "preserving a green city" with trees and other natural features.

Although the criteria do not specifically address community character, capacity, freight mobility and emergency vehicle access as a priority for selecting TMP projects, many of the projects in the TFP address these issues. Over 40% of the projects contribute to the "community character" vision for the City and half of the projects add appropriate levels of roadway capacity where necessary. Over 20% of the projects in the TFP also contribute to improving freight mobility and emergency vehicle access.

Figure ES.1 represents the criteria for selecting projects to ensure concurrency within a framework of "public health, safety, and maintenance" as basic core services. The criteria (the vision for this plan) and the basic core services rest on the foundational value of "community character."

Long Range Needs and 2022 Realities

The TMP reflects both Redmond's long range needs and 2022 financial realities.

Because it is a Master Plan, the TMP serves as a plan for the ultimate build out of Redmond's transportation network, addressing the needs of each modal element. In compliance with state Growth Management Act requirements, the TMP also provides a financially-feasible plan for the year 2022, the horizon year for the Comprehensive Plan Update, that is based on the adopted land use for 2022.

The funded component of the TMP is based on forecasts of transportation revenues and project costs (Chapter 6 - Transportation Facilities Plan) and is also balanced to level of service objectives (Chapter 4 - Transportation Objectives and Concurrency Management).

Concurrency Management System

The draft TMP repairs the transportation concurrency management system.

Concurrency management for transportation is a requirement of the state Growth Management Act. Redmond implemented an initial response to this requirement in its 1995 Comprehensive Plan. Over the years, a number of issues with this initial system have become evident, including:

- Project priorities have been influenced as much by development as by City plans;
- The service standards have been auto-oriented rather than multimodal;
- Street planning has been based entirely on traffic forecasts, ignoring community form; and,
- The district approach to LOS measurement has masked important travel demand trends.

The TMP implements a revised concurrency standard: implementation of the City’s transportation plan concurrent with planned development. In addition the TMP includes LOS measures for all modes (Figure ES.2) to show how the future transportation system will operate. The 2022 Transportation Facilities Plan balances planned land uses with revenues and with transportation service objectives.

- Multimodal Level of Service Measures**
- Traffic Volume/Capacity Ratios at 11 Screenlines
 - Regional Transit Travel Time to Regional Centers
 - Local Internal Transit Connectivity
 - Bicycle System Corridor Implementation
 - Pedestrian Environment Adequacy

Figure ES.1 Multimodal Level of Service Measures

Integrated Multimodal Plan

The draft TMP is an integrated multimodal plan. It provides detailed build out and 2022 plans for each mode: pedestrian, transit, motor vehicle and bicycle.

Because the primary infrastructure for all of these modes is the Redmond street network, these modal plans come together effectively in the Thoroughfare Plan (Section D of Chapter 5). The overall intent is to make travel by the various modes a practical personal choice - both for local circulation and access and for regional travel.

One of the primary features of Chapter 5 is Section E (Modal Integration), which contains a multimodal corridors map. The Transportation Facilities Plan (in Chapter 6) places significant emphasis on projects in these corridors. Ultimately, Redmond’s investments in streets will benefit all of the modes.

Regional Transportation

The TMP is designed to strengthen regional partnerships. Redmond plays a two-part transportation role in the Puget Sound Region.

First, Redmond’s transportation system is part of the regional travel network. Redmond’s streets carry some regional pass-through traffic in addition to local circulation and access traffic. The transit routes that serve Redmond also traverse other cities.

The TMP addresses the role the City’s transportation infrastructure will play in serving the regional travel demand markets.

Second, Redmond, as an important city in the region, is involved in policy-making through a variety of settings - standing committees (e.g., Eastside Transportation Partnership) and task forces (e.g., 405 Task Force), as well as representation on major regional bodies (King County Metro, Puget Sound Regional Council, etc.).

The TMP establishes policies and preferences for the City to follow and advocate in these regional settings. These are described in Chapter 8 (Regional Transportation).

Action Orientation

The TMP has an action orientation.

Chapter 9 of this document contains a Three-Year Priority Action Plan with annual checklists in each of the following categories:

Ordinances and Council Actions. These include various ordinances and other formal actions to be considered and adopted by City Council.

Studies and Plans. These include studies and plans needed resolve technical issues, develop area network plans, and put other systems in place as part of TMP Implementation.

Project Development. Project development activities include environmental analysis, preliminary engineering, final design, and right-of-way layout to be undertaken by the City and by others in preparation for construction projects in subsequent years.

Major Construction Projects. This includes major construction projects from the City’s Capital Investment

Program that are to be initiated by the City during the three-year period.

Projects by Others. These are significant project development projects that will affect the City and its workload but that will be funded and managed by other units of government or by developers.

The idea behind Chapter 9 is that the first three years following TMP adoption will determine how successful the City is in implementing the new direction and priorities contained in the TMP.

Performance Monitoring and Accountability

The TMP provides for performance monitoring and accountability.

Chapter 7 (Performance Monitoring System) describes a Mobility Report Card that the City will produce annually and a Five Year Transportation Status Report that the City will publish in preparation for the next update of the Transportation Master Plan in 2010.

The annual Mobility Report Card will include:

Tracking Measures. These report data on general transportation trends in Redmond. The Mobility Report Card will provide context in which to interpret the results and outcomes on objectives.

Service Objectives. These describe 2022 service objectives for each mode. The Mobility Report Card will report the current condition for each service objective.

Other Objectives. These describe other mobility objectives and the current condition for each.

Concurrency Determination. As required in the Transportation Element 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).

The Five Year Transportation Status Report (published in 2010 for the years 2005 through 2009) will summarize the data from the annual Mobility Report Cards and evaluate Redmond's progress toward its objectives during the five years leading up to the next TMP Update.

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