

connecting REDMOND

Transportation Master Plan

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Introduction

Implementation of this Transportation Master Plan will require a focused effort by the City's Public Works and Planning Departments, with implications for City Council and Planning Commission decision-making. The purpose of this chapter is to identify, and set a schedule for, high-priority implementation actions.

The TMP is designed to have a useful life of four to five years (before requiring update). For this timing to succeed, key implementation steps required by the Plan should be initiated within three years of adoption. The list of action items and the schedule provided below will be monitored as part of the Mobility Report Card system described in Chapter 7.

Action Plan Categories

The Transportation Master Plan provides a systematic work plan and guide for the City's Public Works and Planning Departments to follow in the years after adoption of the Plan. It will be important that the steps required for implementation be clearly identified so that their implications for staffing, workload and budget can be anticipated.

Five categories of priority actions are covered below. They include:

- 1. Ordinances and Council Actions
- 2. Studies and Plans
- 3. Project Development
- 4. Major Construction Projects
- 5. Projects by Others

Ordinances and Council Actions

A number of updates and revisions to ordinances and other City Council actions will follow from adoption of this TMP. These include:

- TMP Adoption. This Transportation Master Plan will be formally adopted by City Council and portions of the Plan.
- b. Concurrency Management. The City's concurrency management provisions will be updated to implement the plan-based approach to transportation concurrency described in Chapter 4.

- c. Impact Fee Ordinance Update. The City's funding system for transportation will be updated to reflect this TMP with the included Transportation Facilities Plan (Chapter 6). As part of this, the City's impact fee schedule for transportation will be revised and updated. This will follow completion of the Impact Fee Update Study listed under "Studies" below.
- d. Business Tax Extension. The Transportation Facilities Plan (Chapter 6) of this TMP assumes continuation of the Business Transportation Tax in the revenue forecasts. This will require future extensions of the Tax by City Council.

Studies and Plans

Some of the implementation actions that will follow from this TMP require additional technical work by staff and, in some cases, consultants. These include:

- a. Downtown HCT Corridor/Station. The purpose of this planning study is to identify a preferred alignment and station locations for future HCT in the vicinity of Downtown Redmond. The results from this work will enable the City to:
 - Complete other elements called for in the TMP;
 - Coordinate with the Washington State DOT on the Nickel Project to widen SR-520; and,
 - Provide input to the Sound Transit Phase 2.
- Transportation Funding and Impact Fee Update. The City's funding system for transportation should be updated to reflect the Transportation Facilities Plan (Chapter 6). It is a finding of this TMP that the City's impact fee schedule for transportation requires revision and updating to reflect changes to the TFP. In addition, the appropriate level of impact fee contribution for ensuring plan-based concurrency needs to be examined. Impact fees are only one of many funding sources and represent a signficant portion of what "growth pays for growth" in regards to mitigation of transportation impacts from development. Any changes to the level of impact fee assessments also needs to be studied in the context of updating the overall transportation funding system.
- c. Overlake Center Study. As part of an Overlake Center study, the City will evaluate the Overlake transportation network. The Study will assess what transportation facilities will be required to support a mixed use development pattern, including:
 - The street network, including how to provide for internal circulation and access to current and future retail businesses in the Center;

- The pedestrian environment, including the exact boundaries of the Pedestrian District called for in Chapter 5 and priorities for achieving minimum "pedestrian place" and "pedestrian supportive" characteristics;
- Future transit service and operation characteristics (in cooperation with Sound Transit and Metro), including a station on the future regional High Capacity Transit network; and,
- Parking management strategies, including shared parking, transit access parking for a future HCT station, opportunities for on-street parking, the potential for paid public parking, and updated enforcement systems.
- d. Adequate Maintenance. One of the outcomes of this TMP is a determination that the City should define "adequate" (minimum) maintenance, repair and rehabilitation levels required to protect the public investment in transportation infrastructure and to ensure acceptable system performance based on public needs and expectations. This study will develop standards and monitoring techniques for:
 - Bridges (structure and deck);
 - Pavement structure;
 - Sidewalks, walkways, trails;
 - Bus stops: and.
 - Routine maintenance (potholes, etc.).
- e. Street Design Standards. The City will update its street design standards to conform to Chapter 5. Updated standards will cover:
 - The revised functional classification system including the Connector street classification;
 - Cross section and right of way standards;
 - Separate standards for Multimodal Corridors (arterial and collector streets);
 - A "way-finding" system for those who walk, bicycle, and use public transit;
 - Pedestrian realm and street crossings;
 - o Bicycle facilities all types; and,
 - o Transit access facilities (bus stops, etc.).
- f. Targeted Safety Program. The City will implement the monitoring and reporting provisions of Chapter 7 for accident data analysis and safety prioritization. This will require analysis of the accident data reporting system; a review of trends and safety issues; and, a prioritization system for the \$8.1 million Safety Program included in the Transportation Facilities Plan (Chapter 6).
- g. Union Hill/Novelty Hill Roadways. The City will undertake an analysis of overall connection needs between planned growth east of Redmond and the SR 520 Freeway. The analysis will include the area

bounded on the north by NE 133rd St., on the south by SR 202, and on the west by Avondale Way. On the east the study will extend as far into rural King County as necessary to provide a thorough evaluation. The study will consider forecasted future growth patterns and will identify future roadway connections or expansion of existing roadways to serve this growth, implementing the functional classification provisions of Chapter 5 (including the Connector Street classification), and taking into account access needs associated with future high capacity transit station locations. The study will also address how to better facilitate the circulation of and provide priority treatment for non-SOV modes.

- h. Local Transit Service Study. Perform a detailed examination of the needs, opportunities and feasibility of various local transit options. The study will also examine how best to serve Redmond's neighborhoods and activity centers, as well as connect local transit into the regional transit system.
- TDM Plans. The City will undertake several initiatives to help mainstream TDM as part of its transportation solutions. These include:
 - Identifying strategies, mechanisms and implementation plans to close the gap in getting people to and from multimodal corridors to help maximize the use of core transit infrastructure;
 - Identifying and implementing ways to coordinate and integrate TDM with transportation infrastructure planning and implementation, including construction.
 - Undertaking an analysis to evaluate the role, availability and efficient use of on-street parking needs to ensure consistency with the City's mobility goals.
- j. Freight and Goods Activity Study. Undertake a study that identifies issues, types, and the needs of freight and goods movement in Redmond. This study should address how the current and future transportation facilities are affected.
- Assessment of Redmond's north-south corridors and Willows Rd north.

Project Development

Before projects can be built they must be designed. The design process normally involves a preliminary engineering step and a final design step. Right-of-way mapping may be required, and in some instances special environmental studies may be needed. The major

projects scheduled in the City's CIP will have budget and workload implications for the City in the years prior to actual groundbreaking.

The projects for which the City will undertake project development during this three-year period include:

- a. Bear Creek Parkway Extension;
- b. 164th Extension Across RR R/W;
- C. Design conversion of One-Way Couplet to Two-Way operation;
- d. 85th 4-Lane to 3-Lane Conversion;
- e. 164th 4-Lane to 3-Lane Conversion;
- f. West Lake Sammamish Parkway;
- g. Union Hill Rd. (178th to Avondale);
- h. Red-Wood Road (Preliminary Design);
- i. BNSF Corridor: and.
- j. 172nd Extension.

Major Construction Projects

During the next three years the City will initiate construction activities on the following projects:

- SR 520 Bikeway Connection to Sammamish River Regional Trail;
- b. 156th Ave NE Sidewalk Improvements from NE 59th St to NE 61st St;
- c. Union Hill Rd Ph II from Avondale Rd to 178th Pl NE;
- d. NE 116th St Phase I;
- e. Redmond Way/NE 76th St Intersection Modifications;
- f. East Lake Sammamish Pkwy Intersections
- g. NE 83rd St -- 160th Ave NE to 161st Ave NE;
- h. Old Redmond Rd -- 132nd Ave NE to 140th Ave NE;
- Redmond Intelligent Transportation System Phase I (Overlake);
- j. Redmond Intelligent Transportation System Phase II (Redmond Way);

- k. NE 85th St Re-channelization from 156th Ave NE to 164th Ave NE;
- 164th Ave NE Re-channelization from NE 80th St to NE 87th St

Projects by Others

Priority projects which will be developed by others, but which will require significant City involvement during this three-year period will include:

- a. 185th Ave NE Extension (Developer);
- b. Redmond Way (SR 202) Additional Lanes (WsDOT);
- SR 520 Widening from West Lake Sammamish Parkway to SR 202 (WsDOT);
- NE 116th St Bridge Replacement York Bridge (King County); and,
- e. Downtown Redmond Transit Center (King County).

Action Items for 2010 TMP Update

This 2005 Transportation Master Plan is the first TMP developed by the City and will be updated every five years. The next update will be scheduled for approval prior to 2010. This section identifies particular issues that will need to be considered as part of the next TMP update.

- Evaluation of how the TMP is working.
- Transportation system management, including priorities and resource needs.
- c. Parking management.
- d. Develop a bicycle system typology similar to the hierarchy of pedestrian environments.
- e. Study the appropriate financial resources by mode for adequacy of meeting the plan requirements.
- f. Incorporate results of more detailed local and regional transit planning efforts.
- g. Perform additional analysis when developing the financial forecasts.

Action Plan Schedule Summary and Timetable

Year of Project Initiation						
	2005	2006	2007			
1. ORDIN	1. Ordinance and Council Actions					
1.a	TMP Adoption					
1.b	Concurrency Ordinance					
1.c		Business Tax Extension				
1.d		Impact Fee Ordinance Update				
2. STUDI	2. STUDIES AND PLANS					
2.a	Downtown HCT Corridor/Station					
2.b	Transportation Funding and Impact Fee Update					
2.c	Overlake Plan					
2.d		Adequate Maintenance				
2.e		Street Design Standards				
2.f		Targeted Safety Program				
2.g			Union Hill/Novelty Hill Network			
2.h			Local Transit Service Study			
2.i		2005 Mobility Report Card	2006 Mobility Report Card			
2.j			Freight and Goods Study			
2.k			North South Study - Willows North			
3. Proje	CT DEVELOPMENT					
3.a	Bear Creek Parkway Extension					
3.b		164 th Extension Across RR R/W	164 th Extension Across RR R/W			
3.c			Design Dntn Couplet Conversion			
3.d	85 th 4-lane - 3-lane Conversion					
3.e	164 th 4-lane - 3-lane Conversion					
3.f		West Lake Sammamish Parkway				
3.g	Union Hill Road					
3.h			Red-Wood Road			
3.i		BNSF Corridor				
3.j	172 nd Extension					

Figure 9.1 Action Plan Schedule Summary and Timetable

Year of Project Initiation					
	2005	2006	2007		
4. MAJOR	CONSTRUCTION PROJECTS				
4.a	SR 520 Bikeway Connection to Sammamish River Regional Trail				
4.b	156th Ave NE Sidewalk Improvements from NE 59th St to NE 61st St				
4.c			Union Hill Rd Phase II from Avondale Rd to 178th Pl NE		
4.d	NE 116th St Phase I				
4.e		Redmond Way/NE 76th St Intersection Modifications			
4.f			East Lake Sammamish Pkwy Intersection Improvements		
4.g	NE 83rd St Improvements from 160th Ave NE to 161st Ave NE				
4.h		Old Redmond Rd Improvements from 132nd Ave NE to 140th Ave NE			
4.i	Redmond Intelligent Transportation System Phase I (Overlake)				
4.j		Redmond Intelligent Transportation System Phase II (Redmond Way)			
4.k		NE 85th St Re-channelization from 156th Ave NE to 164th Ave NE			
4.1			164th Ave NE Re-channelization from NE 80th St to NE 87th St		

Figure 9.1 Action Plan Schedule Summary and Timetable, continued

Year of Project Initiation					
	2005	2006	2007		
5. Projects by Others					
5.a	185th Ave NE Extension*				
5.b	Redmd Wy (SR 202) Add Lanes*				
5.c	SR 520 Widening*				
5.d	NE 116th (York) Bridge Replace*				
5.e	Downtown Transit Center*				

Figure 9.1 Action Plan Schedule Summary and Timetable, continued

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