2005 Transportation Master Plan Story

September 2010 (5 years after adoption)

2005 TMP Executive Summary (A short summary of plan delivery between 2005 and 2010)

- 31 of 34 items on the 3-Year Priority Action Plan were completed (a plan that starts with clear direction leads to successful completion of the plan)
- Received \$17.7 million in state and federal grants (plans "payoff" by attracting money to implement the plan)
- Completed 43% of the projects and about 33% of the programs in the 2022 Transportation Facilities Plan (TFP) within 6 years (direction, funding, and dedication lead to delivery of the plan)

Brief History of the Development of the 2005 Transportation Master Plan (TMP)

The work of creating the 2005 TMP was completed in three phases: 1. Downtown Transportation Plan, 2. Transportation Policies, and 3. 2005 TMP Document. Each phase included a robust public outreach process, detailed technical work, consultant assistance, collaboration through a large and diverse staff team, inclusion of other agencies and other key stakeholders, and direct involvement by the elected officials:

- 1. 2001 Downtown Transportation Plan Identified 15 Action Items including Acquisition of the BNSF, Bear Creek Parkway Extension, SR 520 Improvements, and the Couplet Conversion. BNSF acquisition and the Parkway are complete. SR 520 will be substantially completed by the end of 2010. The City completed the Downtown East West Corridor Study (DEWCS) and is actively working to complete the Couplet Conversion. The 161st Extension is currently under construction and the City plans to start the design of the 164th Extension in 2010.
- 2. **2004 Transportation Policies** 45 Policies are included in the Comprehensive Plan for directing Transportation for the City of Redmond.
- 3. **2005 Transportation Master Plan Document** For the first time, all aspects of Redmond Transportation (policies, measures, modal plans, TFP, build-out plan, regional strategy, and short-term comprehensive action plan) were integrated into one comprehensive document.

What Actually Happened Between 2005 and 2010?

31 of 34 items on the 3-Year Action Plan were completed (highlights below)

- Council Actions
 - Adopted the TMP
 - Developed and approved the first Plan-Based Concurrency System in the State of Washington
 - Extended the Business Tax for Transportation Improvements which funds about 16% of the TFP
 - Updated the Impact Fee ordinance to be consistent with Planned Based Concurrency
- Studies and Plans
 - Completed Downtown High Capacity Transit (HCT) Study to locate track alignment and station locations for Downtown
 - Updated impact fees to reflect cost increases
 - Completed Overlake Plan
 - Created Mobility Report Cards as part of the Annual Indicators Report
 - Completed work with County to deliver the Novelty Hill, 196th, and Union Hill
 Improvements (construction bids to open on October 8)
 - Completed SE Redmond Study, Freight Mobility Study, and Local Transit Study
 - Established Targeted Safety Improvement Program (TSIP) to address adequate transportation safety needs for community
 - Note: Did not complete the adequate maintenance effort (will become part of sustainable transportation theme in the 2010 Update)
- o Preliminary Design Work
 - The 164th Extension and Downtown Couplet Conversion preliminary designs were completed as part of the Downtown East West Corridor Study (DEWCS)
 - Preliminary designs for Redmond-Woodinville Road, 172nd Avenue NE Corridor, and West Lake Sammamish Parkway were completed
 - BNSF Corridor design in currently in progress
- Construction Projects
 - Completed all planned construction projects with the exception of the 164th
 Avenue NE re-Channelization
 - 164th Avenue NE re-Channelization is currently competing for a grant to fund the project
- The City received \$17.7 million in grants to construct TFP improvements during the six year period from 2005 through 2010. In addition, there are about \$6 million in current pending grants that the City may receive within the next two years. The forecast budgeted amount in the

TFP financial plan for the same six year period is \$12.9 million. The actual amount of grants received is 38% higher than the projections for this time period.

• There are a total of 77 projects (65) and programs (12) in the 2022 TFP. 28 of the 65 projects in the TFP (43%) have been completed (most by the City and some by developers and outside agencies) along with proportional progress on the programs. 4 additional projects are partially constructed and 5 of the remaining incomplete projects are partially designed. The 12 programs in the TFP have been delivered consistent with annual funding amounts prescribed in the TFP.

In summary, the delivery of the 2022 TFP during the last six years is ahead of target.

What worked well in delivering the 2005 TMP?

- 3-Year Action Plan was very effective in helping to deliver the vision of the TMP ("take the plan off the shelf and put it to work")
- In addition to the Transportation CIP, the City partnered with developers and outside agencies to fund, construct and deliver the projects and programs in the 2022 TFP e.g. Microsoft Development Agreement, Downtown Transit Center, and 188th Avenue NE in Southeast Redmond
- The Regional Chapter has helped influenced how the City works with key regional players e.g. Sound Transit, WSDOT, and King County
- Here are three planning success stories connected to the TMP:
 - 1. "The Grant Story" advance strategic planning pays off and can be measured by grants received:

Obtaining grants requires a great deal of up front work (planning, preliminary designs, environmental work, and often early right-of way acquisition) to successfully compete in the current transportation grant environment. The city has to be nimble to select the right project and prepare a grant application that will successfully meet the grant criteria and still be consistent with the vision of the TMP. Successful grant applications are a collaboration between the granting agency and City Staff.

- 2. "NE 36th Street Bridge Story" moved from a "placeholder" on the build-out transportation plan in 1999 to completion in 2010:
 - ✓ 1999 The 36th Street Bridge was removed from the BROTS agreement by Redmond but remained on the street plan pending confirmation

- √ 2002 Completed North-South Study which confirmed the importance and necessity of 36th Street Bridge
- ✓ 2004 Microsoft approached City about constructing 36th Street Bridge
- √ 2005 Approved Development Agreement with Microsoft
- ✓ 2005 TMP was approved with the 36th Street Bridge added to the Transportation Facilities Plan (TFP)
- ✓ 2006 received \$2.5 million in federal funding
- ✓ 2009 received up to \$11 million in federal ARRA funds (6.4 million returned due to award of a bids about 30% below the estimate)
- ✓ 2010 Bridge Opens
- 3. "Sound Transit Story" from HCT to Light Rail to Downtown Redmond:
 - ✓ 2006 Completed Downtown HCT Study
 - ✓ 2008 Sound Transit II was approved by voters with light rail funded to the Overlake Transit Center Station
 - ✓ 2010 Started the 152nd Corridor Study which informed relocation of the Overlake Village Station

What did not work as well in delivering the 2005 TMP?

- 1. Translation of TMP guidelines into clear regulations in the Community Development Guide
- 2. Did not fully communicate to elected officials, staff, community, and other agencies how to use the plan following adoption
- 3. Lack of specific plans for pedestrian improvements are not included (deferred to annual funded program)
- 4. A Bike Plan showed bike facilities on all corridors but did not strategically prioritize facilities (deferred to annual funded program)
- 5. Did not make significant progress in developing a definition for adequate operations and maintenance for all aspects of transportation improvements (e.g. landscaping, bridges, signal maintenance, and street maintenance) or a sustainable approach to funding on-going operations and maintenance
- 6. Not all of the measures from the plan have been particularly useful on an on-going basis, e.g. many of the transit measures
- 7. The integration of stormwater and transportation improvements can be improved, e.g. regional stormwater facilities, environmental mitigation on a systematic rather than project basis, and incorporation of some specific treatments directly into projects

What have we learned during the past five years that effects how the 2010 TMP will be developed?

1. Numerous opportunities and challenges "show up" after a plan is approved, therefore the TMP needs to: 1) respond to unforeseen opportunities and challenges after it is approved, and 2) the

document needs to be updated periodically (every 5-6 years) to keep it a relevant tool for advancing into our preferred future. Here is a highlighted list of some of those opportunities and challenges from the last five years:

- Overlake designated as a regional urban center
- Approval of Transit Now and Rapid Ride in Redmond
- Integration of stormwater and transportation projects
- Council approved a "Complete Streets Ordinance"
- Sound Transit II approved by voters to extend light rail to Overlake
- King County's Metro budget cuts to Transit Operations
- Citizen priorities established in 2009-2010 Budgeting by Priorities process
- Severe economic decline currently impacting the region and country
- Puget Sound Regional Council (PSRC) Approved Transportation 2040 Plan in 2010
- US Department of Transportation (DOT) established "livability" as a priority for future federal funding policies
- Comprehensive Plan Update has an emphasis on sustainability
- 2. Development of updates to the Transportation Policies need to be sequenced with the TMP update so they can be fully aligned at the time the 2010 TMP Document is approved.
- 3. "Create a relevant plan, take the plan off the shelf, and put the plan to work" is necessary to deliver the vision, goals, projects, and programs in the TMP.
- 4. "Increase the literacy level of the plan" through continuous outreach of the plan to inspire others (community, elected officials, staff, developers, and other agencies) to take ownership of the plan and enable them to actively contribute to the delivery of the TMP vision.