



MEMO TO: Mayor and City Council

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DATE: May 10, 2011

SUBJECT: THE TRANSPORTATION MASTER PLAN (TMP) UPDATE

Purpose

The purposes of the study session are to: 1) provide a clear understanding of the TMP document and the update and 2) **seek comments and direction from Council on the draft proposed TMP principles.**

The proposed agenda for the study session is in **Attachment 1.**

Study Session Overview

We will begin the study session with providing the context of the TMP and how it is related with other transportation planning efforts including the Transportation Improvement Program (TIP), and Capital Investment Program (CIP). The relationship among transportation planning efforts is shown in **Attachment 2.** Next, staff will describe the current TMP document and explain key terms in the document. Then, staff will describe the expected outcomes and key milestone schedule of the TMP update (**Attachments 3 and 4**).

After discussing the TMP document and the update, staff will present the draft proposed TMP principles (**Attachment 5**). The proposed principles represent the most important basic needs and vision themes that will guide development of the TMP Update. They have evolved from criteria used in the 2005 TMP development.

Visit <http://www.redmond.gov/tmp> for information on the current TMP document (TMP 2005) and the TMP Update.

Attachment 1
May 10, 2011 Council Study Session
Redmond TMP Update
Agenda

Purpose

1. Develop an understanding of the TMP and update process
2. **Seek direction from Council on the proposed TMP principles**

Agenda

1. TMP 101
 - a. What is the TMP?
 - b. How does the TMP relate to other transportation planning efforts, e.g., TIP & CIP
2. The TMP Update: expected outcomes and the process/schedule
3. Q & A about TMP
4. Proposed TMP principles
 - Purpose of proposed principles
 - The development process
 - How the principles will be used
 - Walk through proposed principles
5. Council comments and direction
6. Next Steps

PLANNING

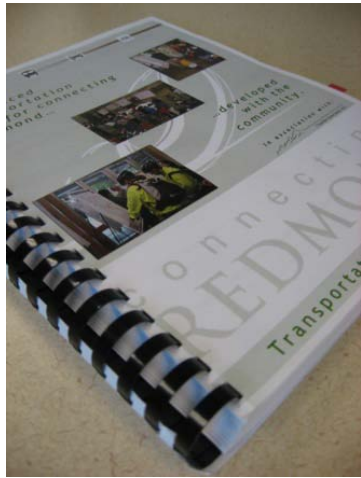
IMPLEMENTATION

TRANSPORTATION MASTER PLAN (TMP)

COMPREHENSIVE PLAN



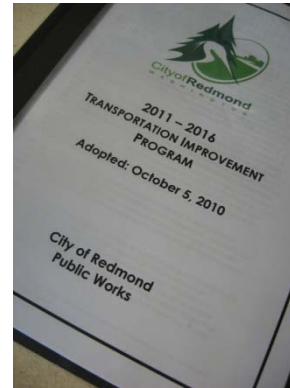
Long range
citywide/
neighborhood
20 years +



Long range
20 years +



TIP



Short range
6 years

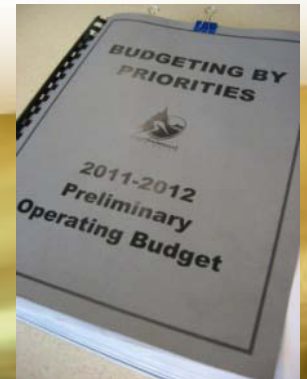


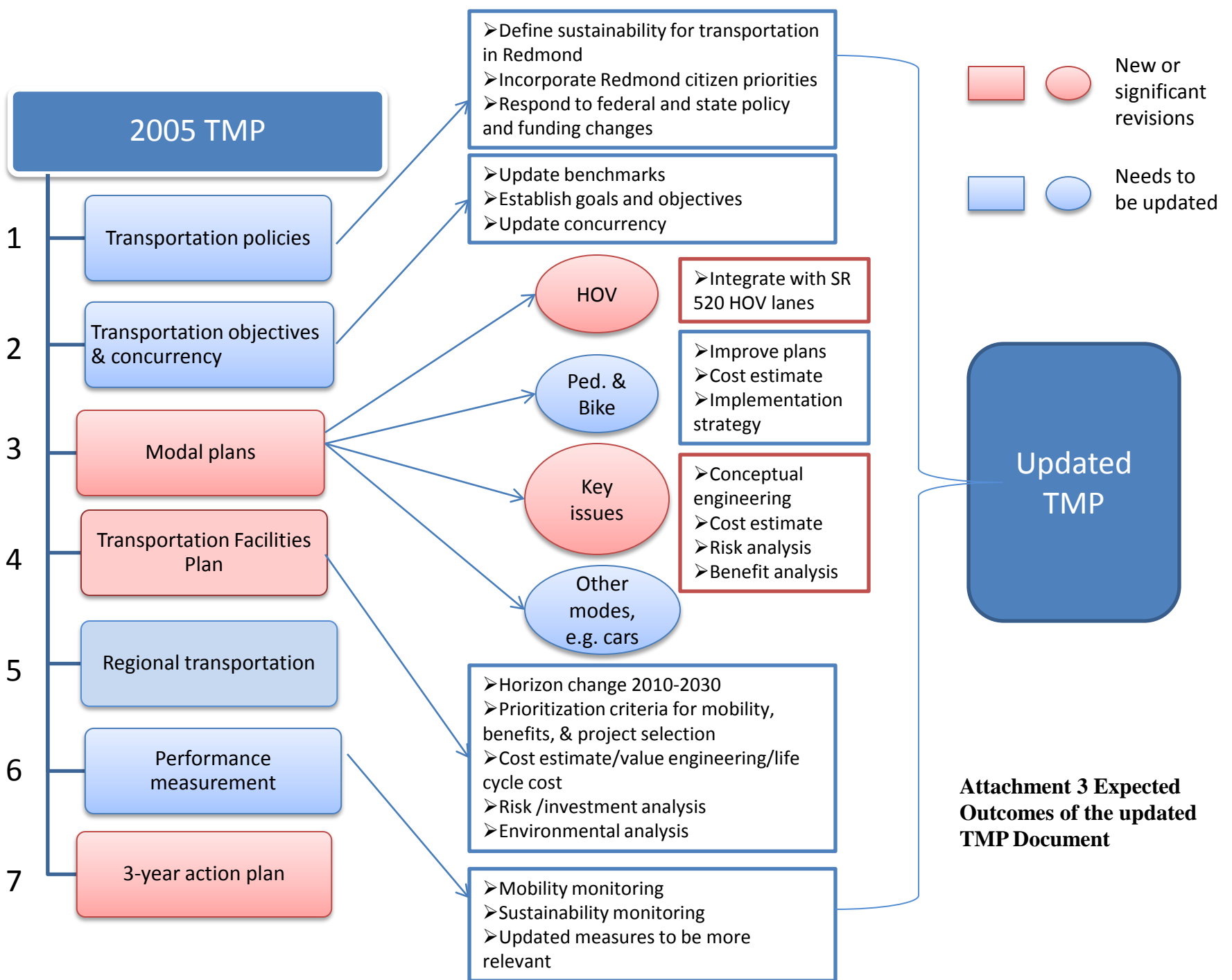
Unfunded needs list



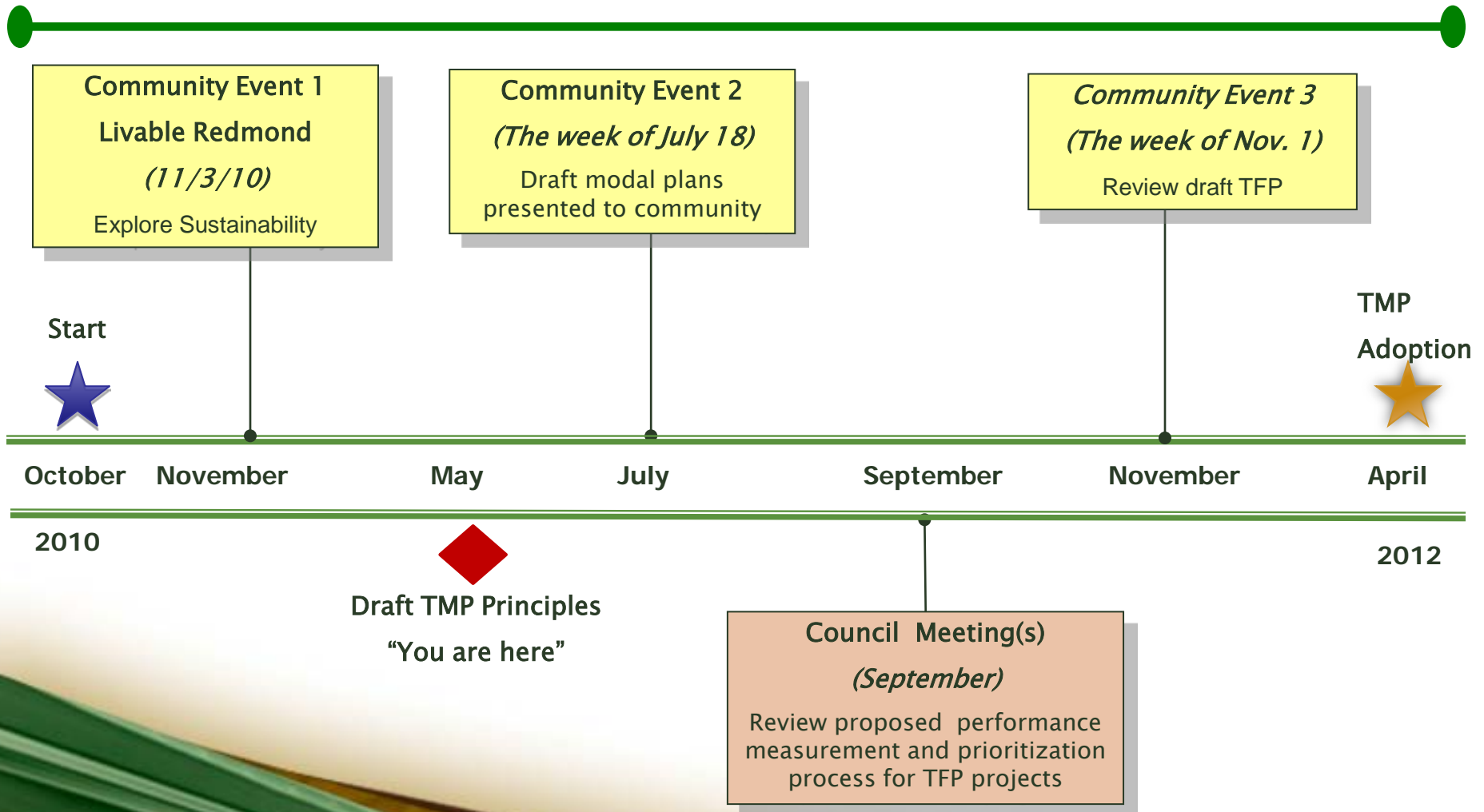
Developers, and other agencies

TRANSPORTATION CIP (6 Years)





Attachment 4 - Key Milestone Schedule



Attachment 5 - Draft Proposed Transportation Master Plan (TMP) Principles For Review

The TMP principles are a set of guiding principles for the plan development of the TMP Update Process. They are the outcome of a facilitated workshop participated by multi-disciplinary staff and consultants and additional analysis. The Comprehensive Plan, sustainability principles, budget by priorities were examined to ensure a strong linkage between policies and proposed TMP principles.

	2005 TFP Criteria	Proposed TMP Principles for TMP Update	Definitions of Proposed TMP Principles	Notes for Differences
Basic Needs	<i>Public Health and Safety</i>	Safety	Meet the basic safety needs for all transportation users and travel modes, particularly vulnerable population groups (e.g. school children, older adults, people with special needs, pedestrian crossing, cyclists within the roadway, etc.).	Staff recommends removing “public health” from this criterion because public health is an outcome of a transportation system providing travel choices and supporting community character.
	<i>Ensure Adequate Maintenance</i>	Maintenance	Maintain a “State of Good Repair” for the basic needs of all transportation users, travel modes, and impacts to the system: 1) “Keep Up” – routine maintenance, preventative maintenance, and response maintenance, 2) “Catch Up” – reconstruct, replace, upgrade or retrofit to meet current standards or desired level of service.	Although adequate maintenance was listed as a 2005 criterion and action plan item, it has not been fully addressed. There is current funding gaps in maintenance that will become significantly larger by 2030 if not addressed in this update to the TMP.
		Natural Environment	Protect and enhance the environment including stormwater runoff (flow rates and water quality) and air quality (greenhouse gas emissions) for both existing and future transportation facilities.	New - Environmental protection and sustainability is now an explicit priority of the Comprehensive Plan, and is reflected in the City of Redmond Sustainability Principles and Budget by Priorities. Policy directs staff to propose adding “environment” as a principle.
Vision	<i>Center</i>	Centers	Support Redmond’s Downtown and Overlake Urban Centers and the proposed Southeast Redmond activity center as the areas with the majority of growth, destinations, and mixed-use land uses.	The plural form of the term is proposed to reflect multiple urban and activity centers in Redmond.
	<i>Connection</i>	Neighborhood Connections	Complete modal and street connections, fill in missing links to better connect Redmond neighborhoods, completes the modal plans.	Neighborhood is added to reflect the emphasis on connecting Redmond neighborhoods as well as providing regional connections to and from Redmond.
	<i>Multimodal Corridor</i>	Travel Choices	A balanced multimodal transportation system that provides: a) complete streets with equitable access for all users including vulnerable and other distinct population groups, b) real choices of travel by a variety of modes, c) opportunities for active living, and d) reduced consumption of energy, especially petroleum.	Providing travel choices means a balanced multimodal transportation system, which provides equitable accesses for all users including vulnerable populations and travel choices.
		Priority Corridors	The identification of priority corridors is an outcome of the modal development and modal integration work for the TMP. These priority corridors: 1) connect with Redmond Centers, significant places, and other regional centers; 2) are the most strategic facilities in the transportation plan and form the foundation for providing complete mobility and integration of the modal plans; and 3) help guide future investments.	Modification to Multimodal Corridors which were originally intended to have each Corridor to be fully Multi-modal. Priority Corridors provide substantial benefits to some modes of travel instead of all modes.
	<i>Prepare for HCT</i>	Prepare for High Capacity Transit	The transportation system is planned and designed to support light rail particularly around the four planned light rail stations and adjacent TOD land uses in Overlake (two stations), Southeast Redmond, and Downtown. In addition, special consideration is given to supporting Bus Rapid Transit (i.e., B-Line) and Sound Transit express bus service.	The definition emphasizes light rail.
	<i>Community Character</i>	Community Character	The design, construction and operation of the transportation system further the distinct land use patterns, quality of life values, and desired built environment to promote the creation of people oriented places.	No change, but the definition has been clarified and enhanced.
	<i>Capacity</i>	Mobility for People and Goods	Move people and goods. This includes automobile travel, carpools, vanpools, transit, walking, biking, and freight and goods movement.	“Mobility” is expanded to include more than just “capacity” and “freight mobility.”
	<i>Freight Mobility</i>			
		System Integration	Maximize the usefulness of the existing transportation system: 1) Most efficient use of the existing transportation facilities, 2) Completion and integration of modal systems, 3) Application of technology to optimize the transportation systems on behalf of the users, and 4) Coordination with other plans.	New – strategic approach toward greater efficiency. Reflects input from the community that the efficiency of the available transportation system needs to be maximized.
		Leveraged Funding	Partnership opportunities for funding with developers, other agencies, and grants. A focus on maximizing the return on investment.	New – strategic approach to funding