

Comprehensive Plan and Transportation Master Plan Amendments

Planning Commission
1st Study Session - May 27, 2009



Staff Recommended Updates



- Comprehensive Plan
 - 2022 Growth Targets
- Transportation Master Plan (TMP)
 - 2022 Transportation Facilities Plan
 - Project list and map
 - Revenue Forecast
 - Related text
 - Thoroughfare Plan
 - Build-out Transportation Plan

Reasons for amendments



- Needed to reflect recent studies, plan updates, and development trends
 - Transportation studies
 - Neighborhood plan updates
 - Development activity and pending activity
- Will enable City to serve planned growth with transportation and other infrastructure and service improvements
- Needed to enact new concurrency system

Background:

Transportation Master Plan



- What is the Transportation Master Plan?
- Principles that define the Redmond TMP
- Process for selecting projects and programs for the Transportation Facilities Plan
- What is Concurrency?
- Next update to the TMP



What is the TMP?

- Long range comprehensive Transportation Plan (2005 – 2022)
- Anchored in 45 policies
- 6 Mode Plans (pedestrian, bicycle, transit, thoroughfare, multi-modal, and demand)
- **2005-2022 Transportation Facilities Plan**
- Performance Measures
- Regional Guidance
- 3-year Action Plan

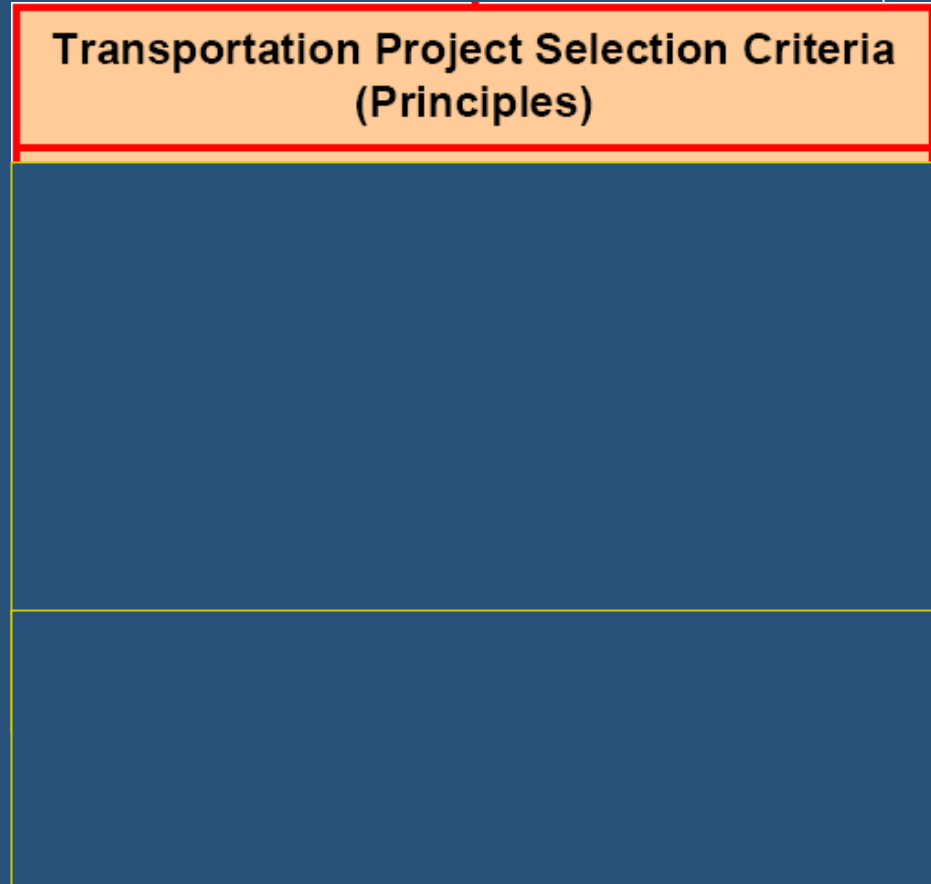


Results in a multimodal
transportation system
that supports the land use
vision and
provides “real choices” for
mobility.

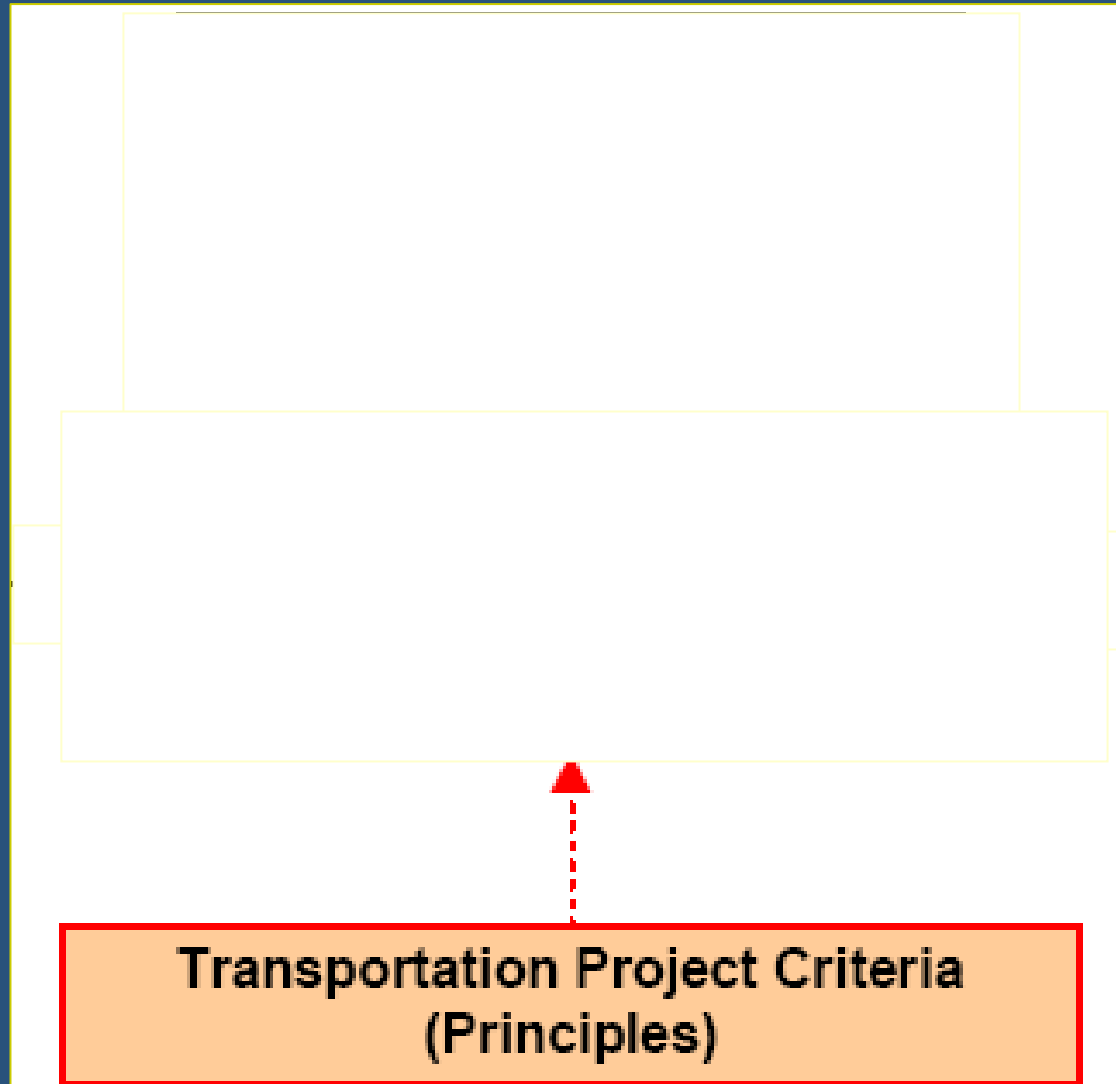
Guiding Principles



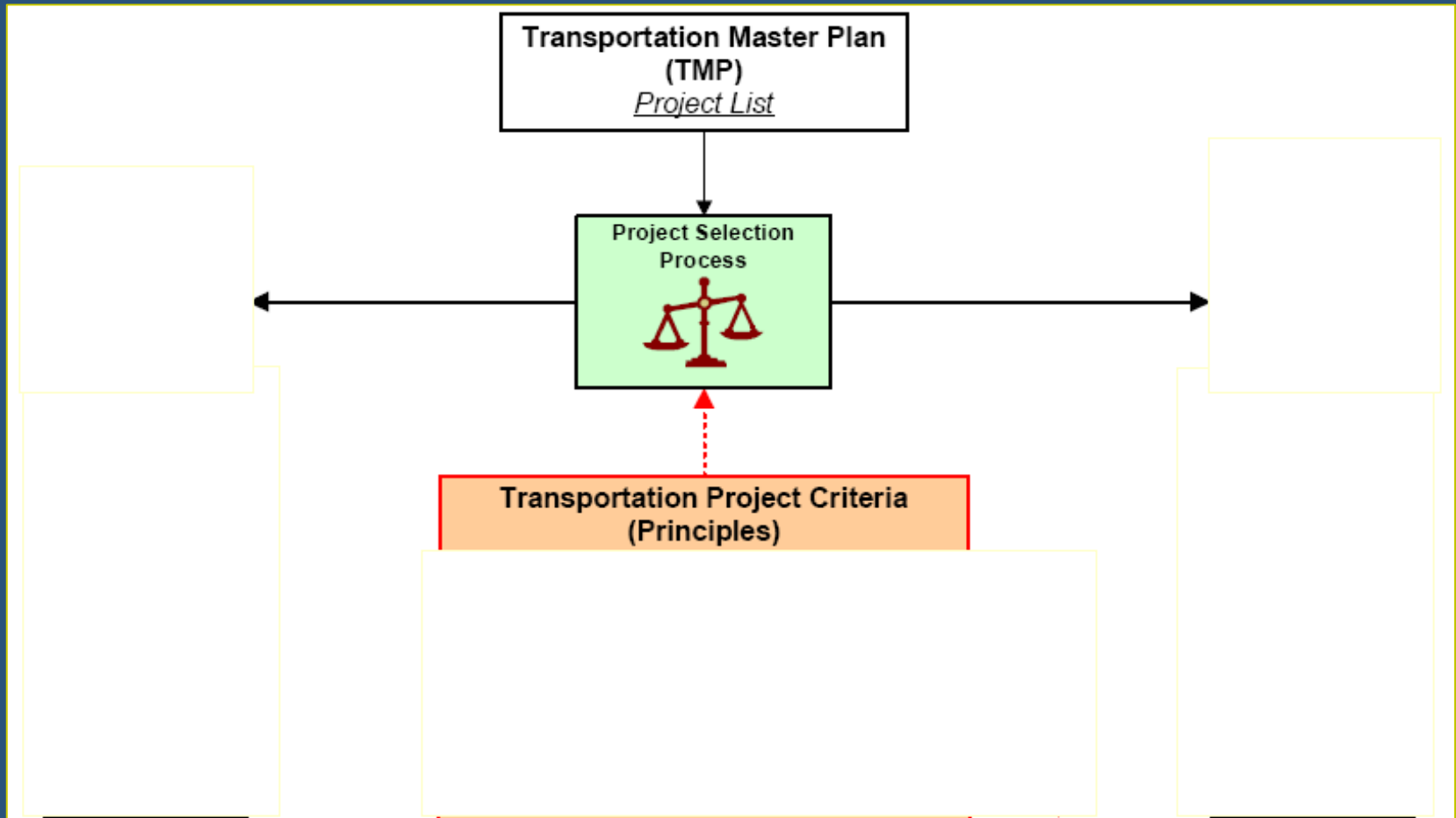
Selection
Criteria used in
Transportation
Master Plan



Transportation Project Selection Process



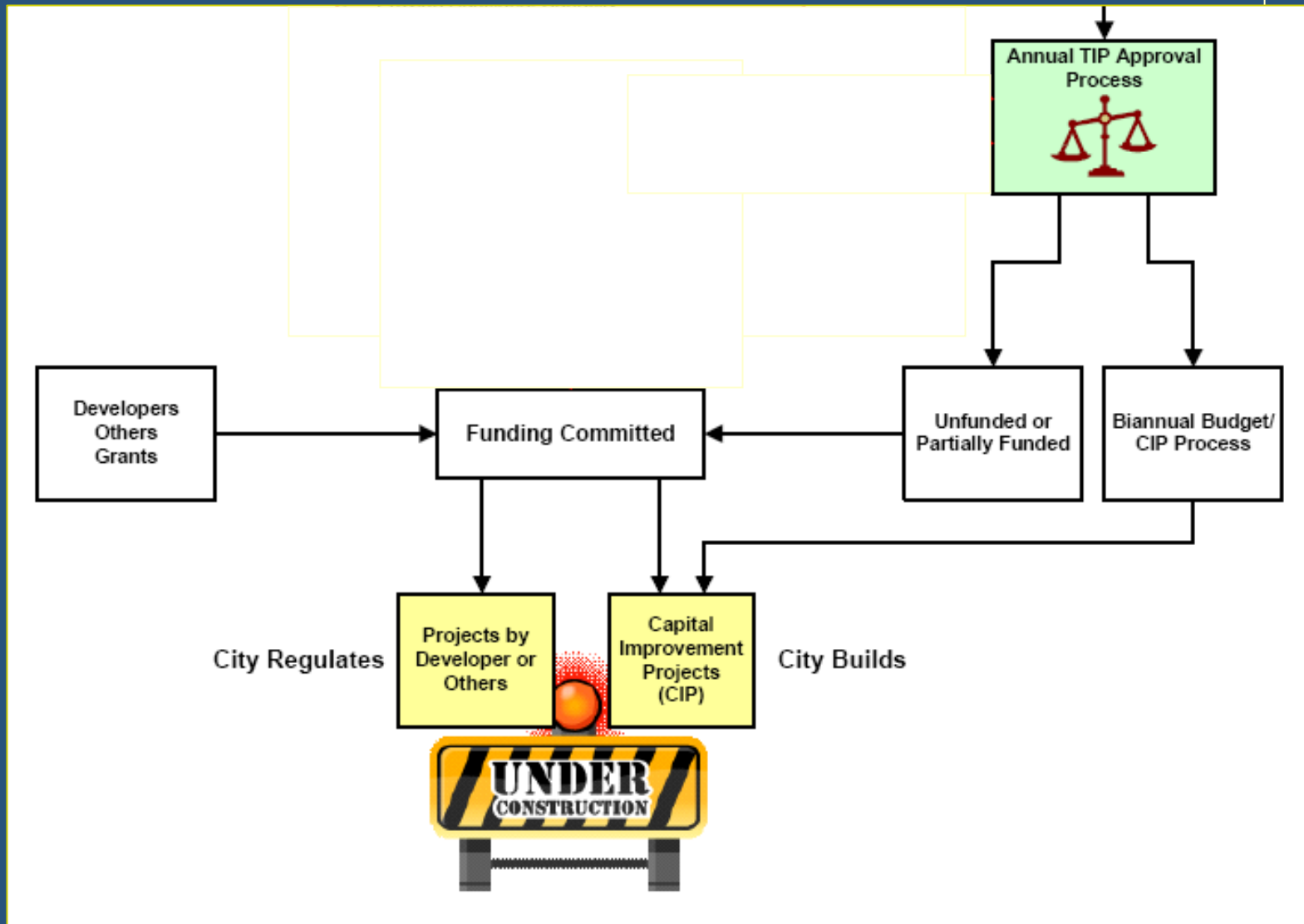
Transportation Facilities Plan Selection Process



Project Implementation



2022 TFP

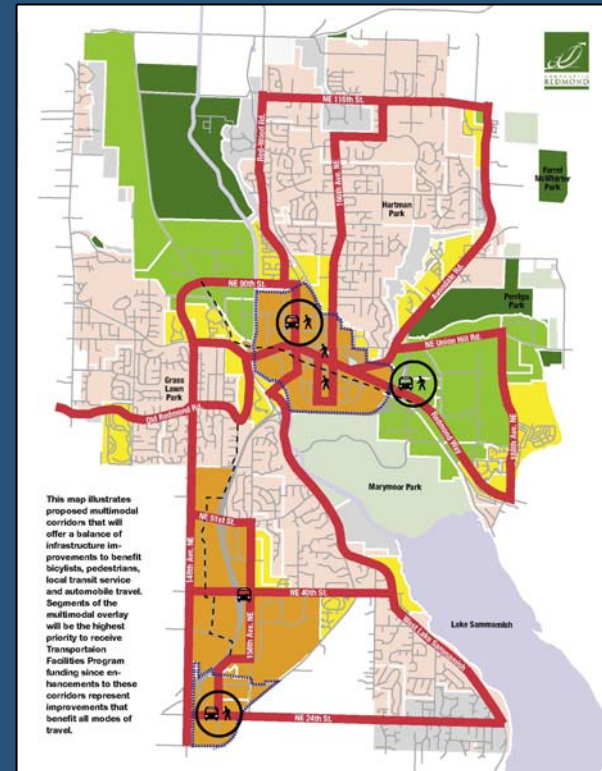




Plan Based Concurrency

Proposed Concurrency Approach

- Plan-based
- Multi-modal (based on PM peak hour person miles traveled (PMT) generated)
- Citywide
- Simple and predictable

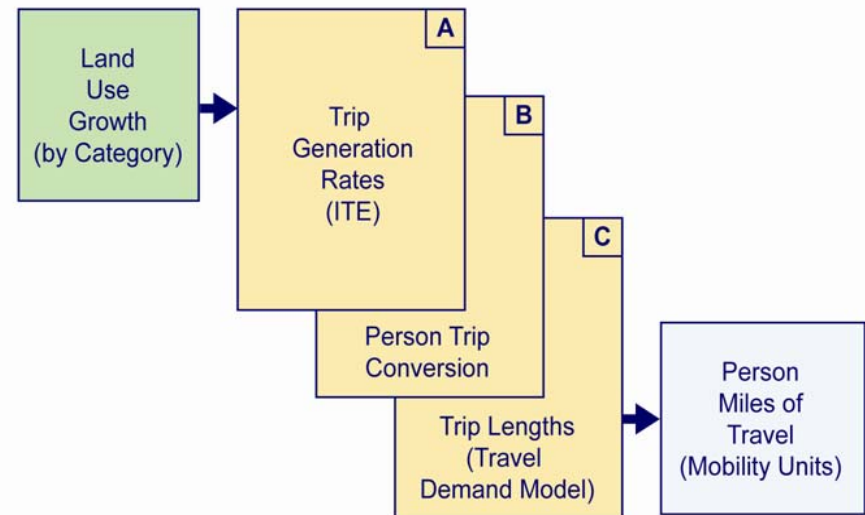




Demand

- Calculate Person Miles Traveled = Mobility Units
- Use the Travel Model and ITE Trip Generation Rates

Person Mile Calculator



Available Mobility Units (Comparison of Supply versus Demand)





Next Steps for TMP

- 5-Year Update Planned for 2010
- Starting in 2009 to prepare for update:
 - “Travel Diary”
 - Identifications of future needs
 - Strategic emphasis on “Sustainable Transportation”
- TFP horizon years will be revised to 2010 to 2030

Proposed Changes to the TMP



Updates to the TFP and Buildout Plan

Transportation Master Plan Figure 5D.12

Roadway Functional Classification



Revise the arterial classification for two streets:

- NE 24th Street (148th Avenue NE to Bel-Red Rd.), revise from principal arterial to minor arterial
- Bel-Red Road (from NE 20th Street to W. Lake Sammamish Parkway), revise from minor to principal arterial



Revenue Source	Revised Forecast (\$Millions)	% of Total	Description of Source
General Fund Transfer	26.8	6%	Council Appropriation from City General Fund
Real Estate Excise Tax	43.6	10%	Tax on property sales in Redmond
Sales Tax on Construction	1.1	0%	Tax on value of construction in Redmond
Interest Earnings	6.7	2%	Interest earned from fund balance
Business Tax	31.1	7%	Employment-based tax - Redmond employers
Business Tax - Bear Creek Parkway	35.1	8%	
Transfers from Other Jurisdictions	7.9	2%	Cost participation by other agencies in Redmond projects
Developer Contributions	43.4	10%	Value of developer payments or construction for specific projects, not impact fee credited
Impact Fees	196.8	45%	Transportation Impact Fee payments by developers or construction value by developers
Miscellaneous Sources	8.4	2%	Includes rent
Pavement Mgmt	5.4	1%	Council Appropriation from City General Fund
Arterial Street Fund	8.1	2%	State transportation funds to Redmond
Federal and State Grants	18.9	4%	Cost participation grants for specific projects
Miscellaneous Carryovers	4.3	1%	Funds brought forward, net of debt payments and other
Total All Sources	437.6	100%	

Guiding Principles



Selection
Criteria used in
Transportation
Master Plan



Transportation Project Selection Criteria (Principles)
BASIC Safety or Preservation
PRIMARY A. Support City Centers (Downtown & Overlake) B. Provide Connections within Redmond C. Multimodal Corridors D. Prepare for High Capacity Transit
SECONDARY E. Support Community Character F. Provide Additional Capacity G. Support Freight Mobility H. Developer/Agency Agreement Consideration

Changes

Transportation Master Plan - Project List Amendments

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CHANGES - Projects to Remove, Move or Modify

Project ID	Name	Description	TMP Map Code	Estimated Remaining Cost	Estimated Remaining Cost - Comment	Status
JOINT-BROTS-052	Bel-Red Road/NE 20th Street	Add southbound right turn lane; convert westbound lanes to provide left turn, left turn/through and through/right turn lanes.	D	\$642,000		Remove from 2022 TFP
RED-BROTS-034.1	Willows Rd/Redmond Way	Convert southbound lanes to provide left turn and left turn/through/right turn lanes; add westbound right turn lane	M	\$1,616,000		Remove from 2022 TFP
RED-BROTS-068	148th Ave NE	Modify channelization and signals, add northbound sidewalk from SR-520 eastbound off-ramp to SR-520 westbound on-ramp	1	\$2,861,000		Replace with RED-TMP-061 in 2022 TFP
RED-TMP-017	Cleveland Street	Convert Cleveland St to 1 through lane in each direction. Improvements include parking, curb bulbouts, widened sidewalks, pedestrian amenities and realignment of street at eastern connection to Redmond Way to improve traffic flow.	18	\$8,630,000		Replace with RED-TMP-079 in 2022 TFP
RED-TMP-018	Redmond Way	Convert Redmond Way from 159th Pl NE to 170th Ave NE to 1 through lane in each direction and center turn lane except at west end where there would be two westbound through lanes from 159th Ave NE to 160th Ave NE. Improvements include curb bulbouts, sidewalk improvements, pedestrian amenities and parking.	19	\$8,141,000		Replace with RED-TMP-079 in 2022 TFP
RED-TMP-013	Redmond Way	Widen Redmond Way bridge at Bear Creek. Improvements would include 2 through lanes in each direction, 2 eastbound left turn lanes to NE 76th St, 1 eastbound right turn lane to westbound SR 520 on-ramp, sidewalks, Bear Creek and E Lake Sammamish Trail connections, street lights, storm drainage, right-of-way and easements.	AH	\$15,000,000		Remove from Buildout Plan and added to 2022 TFP
RED-TMP-014	148th Avenue NE and NE 24th Street	Add left turn lanes to make dual left turn lanes on the eastbound and westbound approaches on NE 24th Street at 148th Avenue NE. Extend westbound right turn lane on NE 24th St.	AB	\$7,000,000		Replace with RED-TMP-078 and moved from Buildout Plan to 2022 TFP
RED-TMP-031	NE 31st St	Construct new NE 31st St from 156th Ave NE to Bel-Red Rd. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, street lights and storm drainage.	45			Replace with RED-OV-020 in Buildout Plan

TFP adds

Transposition Master Plan - Project List Amendments 2022 Transportation Facility Plan

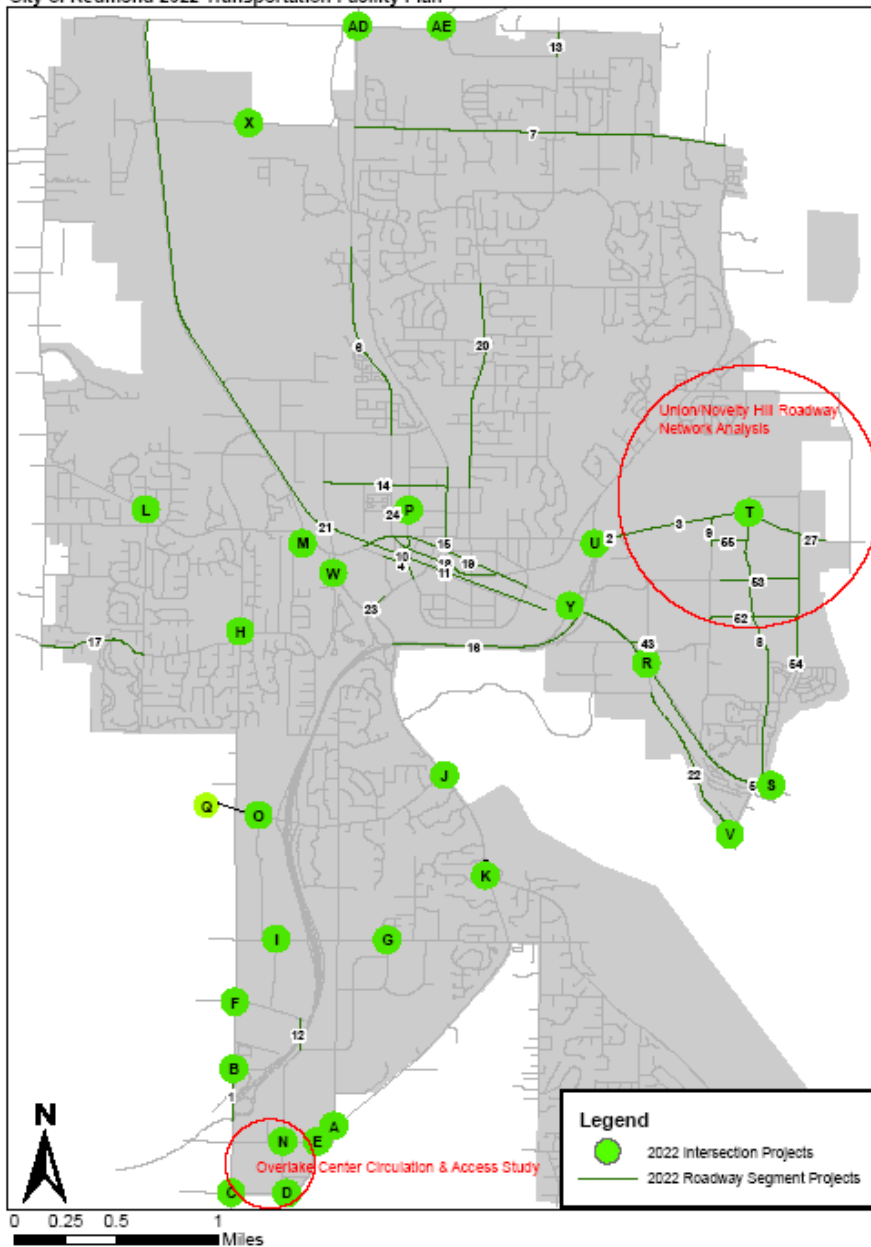
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Project ID	Name	Description	TMP Map Code	Estimated Remaining Cost	Estimated Remaining Cost - Comment	Status
RED-OV-026	SR 520 Trail at NE 40th Street	Grade separate SR 520 Trail at NE 40th Street.	AF	55,000,000		2022 TFP
RED-OV-027	SR 520 Trail at NE 51st Street	Grade separate SR 520 Trail at NE 51st Street.	AG	55,000,000		2022 TFP
RED-OV-032	NE 40th Street Transit Center SR 520 Pedestrian Crossing	Provide a new direct pedestrian connection over SR 520 between the Overlake Transit Center and the Microsoft west campus (in the vicinity of the NE 38th Street alignment).	50	55,000,000		2022 TFP
RED-OV-065a	152nd Avenue NE, North	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 24th Street to NE 31st Street to create a lively and active signature street in the Overlake Village. Pending the results of the 152nd Ave NE Corridor Study, the proposed cross section for the improvements would include 1 through lane in each direction, accommodations for bus-based transit and its connections to light rail transit (LRT), left turn lanes, planted medians, bike lanes, parking, pedestrian supportive sidewalks, street lights, pedestrian amenities, storm drainage, right-of-way and easements. This corridor will also include the LRT line and an LRT station.	57	529,100,000		2022 TFP
RED-OV-096.1	SR 520 Slip-Ramp at 148th Avenue NE Preliminary Design Study	Work with WSDOT and City of Bellevue to prepare a preliminary design for an eastbound slip ramp from SR 520 to 152nd Ave NE at 148th Ave NE. Slip ramp would diverge from eastbound 148th Ave NE off-ramp and intersect 152nd Ave NE at roughly NE 30th St. The ramp would include 1 general purpose lane and HOV/Transit treatments as applicable.	n/a	52,000,000		2022 TFP
RED-TMP-001	161st Ave NE	Construct new 161st Ave NE from Bear Creek Pkwy Extension to Redmond Way. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, parking, sidewalks, street lights, storm drainage, right-of-way, easements and traffic signals at Cleveland St and Bear Creek Pkwy.	10	512,800,000	15% developer funded project.	2022 TFP
RED-TMP-002	164th Ave NE	Construct new 164th Ave NE from NE 76th St to Cleveland St. Improvements include 1 through lane in each direction, bike lanes, parking, sidewalks, street lights, storm drainage, right-of-way and easements.	11	5900,000		2022 TFP
RED-TMP-013	Redmond Way	Widen Redmond Way bridge at Bear Creek. Improvements would include 2 through lanes in each direction, 2 eastbound left turn lanes to NE 76th St, 1 eastbound right turn lane to westbound SR 520 on-ramp, sidewalks, Bear Creek and E Lake Sammamish Trail connections, street lights, storm drainage, right-of-way and easements.	AH	515,000,000		2022 TFP

TFP



City of Redmond 2022 Transportation Facility Plan



Build out adds

Transpotation Master Plan - Project List Amendments

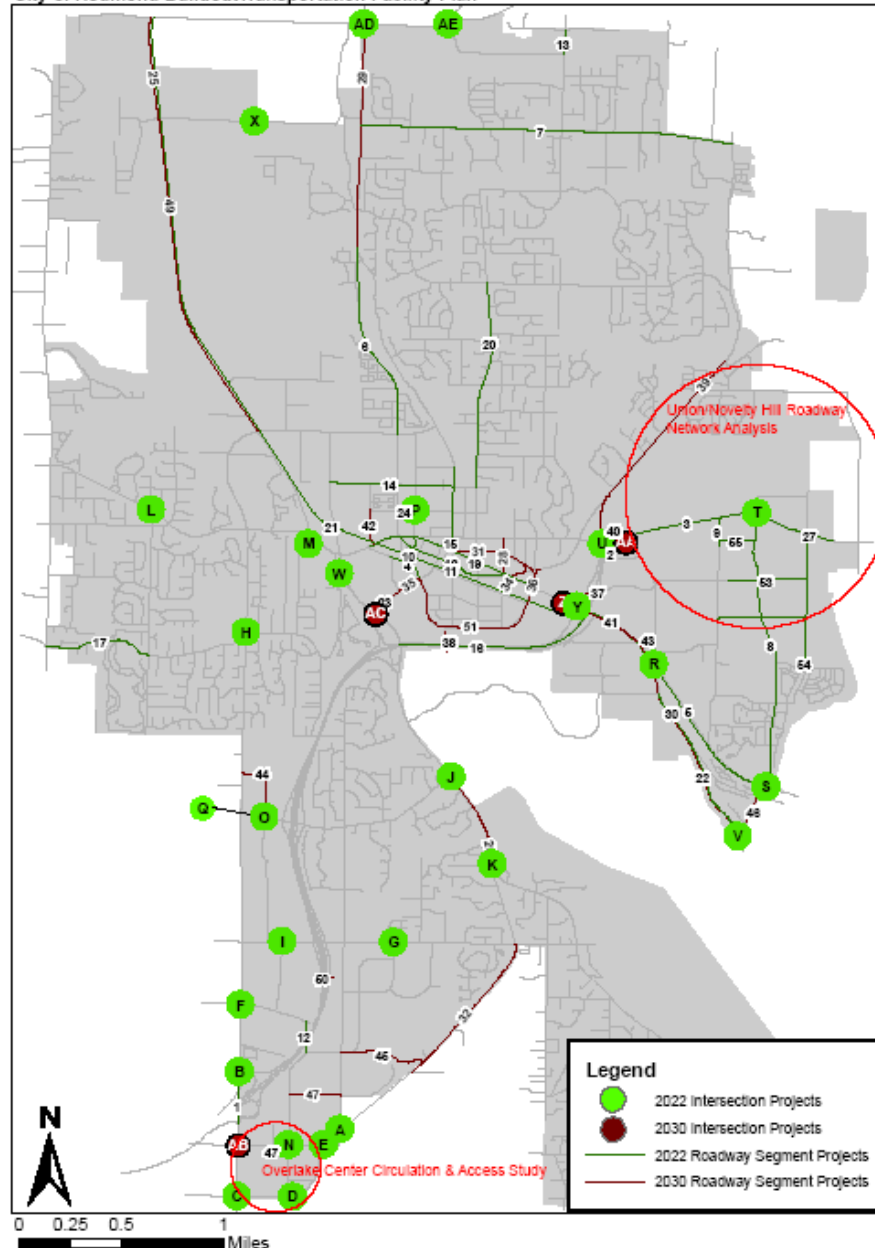
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Buildout Plan

Project ID	Name	Description	TMP Map Code	Estimated Remaining Cost	Estimated Remaining Cost - Comment	Status
RED-OV-008a	148th Avenue NE and NE 40th Street	Widen intersection to add northbound transit queue bypass lane.	AI			Buildout Plan
RED-OV-008c	148th Avenue NE and Old Redmond Road	Widen intersection to add southbound transit queue bypass lane.	AJ			Buildout Plan
RED-OV-008g	156th Avenue NE and NE 36th Street	Widen intersection to add northbound transit queue bypass lane.	AK			Buildout Plan
RED-OV-008h	156th Avenue NE and NE 31st Street	Widen intersection to add northbound transit queue bypass lane.	AL			Buildout Plan
RED-OV-020	NE 31st Street	Provide bicycle lanes along NE 31st Street from the new SR 520 overpass to 156th Avenue NE. Work with Microsoft to provide nonmotorized access and wayfinding from 156th Avenue NE to the NE 30th Street/Bel-Red Road intersection. Access could be provided using an off-street multi-use trail or sidewalks and bicycle lanes.	45			Buildout Plan
RED-OV-024	148th Avenue NE Multi-use Trail	Provide a wide (12-foot) multi-use trail on the east side of 148th Avenue NE from NE 36th Street to Bridal Crest Trail (NE 60th St). This trail can expand upon the existing sidewalk to accommodate both pedestrians and bicyclists.	60			Buildout Plan
RED-OV-065b	152nd Avenue NE, South	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24th Street to create a lively and active signature street in the Overlake Village. Pending the results of the 152nd Ave NE Corridor Study, the proposed cross section for the improvements would include 1 through lane in each direction, left turn lanes, planted medians, bike lanes, parking, pedestrian supportive sidewalks, street lights, pedestrian amenities, storm drainage, right-of-way and easements.	62			Buildout Plan
RED-OV-071	NE 40th Street and SR 520 Interchange	With the eventual construction of the replacement SR 520 floating bridge the HOV lanes will be moved to the inside along all of SR 520. In order for transit to take full advantage of the HOV lanes construct HOV direct access ramps from the center HOV lanes to NE 40th St and provide transit stops on the ramps with improved nonmotorized access to the NE 40th St Transit Center.	AM			Buildout Plan
RED-OV-086	Redmond Way and 148th Avenue NE	Widen intersection to separate the northbound share through and left turn lane to have dual left turn lanes and two through lanes to improve traffic flow.	AN			Buildout Plan
RED-OV-088	Bel-Red Road and 148th Avenue NE	Work with the City of Bellevue to add additional capacity at this intersection. This would be accomplished by adding an eastbound and westbound left turn lane resulting dual left turn lanes.	n/a			Buildout Plan

Buildout

City of Redmond Buildout Transportation Facility Plan





Existing vs. Proposed 2022 Growth Targets



Existing 2022 Targets

- Population: 65,700
- Dwellings: 30,387
- Jobs: 106,000
- Commercial floor area: 34.79 million sq. ft.

- Jobs/population: 1.61

Proposed 2022 Targets

- Population: 72,000
- Dwellings: 33,500
- Jobs: 118,000
- Commercial floor area: 38.04 million

- Jobs/population: 1.63
- Compared to regional forecasts
 - Generally consistent on jobs
 - Slightly higher on dwellings



Other Context

- Staff will provide additional information related to:
 - West Lake Sammamish Corridor improvements
 - NE 40th Corridor Study
- Other upcoming projects:
 - Impact fee indexing – July/August 2009
 - Overlake Phase 2 amendments – July/August 2009
 - BROTS successor document - 2009
 - Comprehensive Plan Review, Update as needed – 2010/2011
 - 2031 Growth Target Update – 2011



Schedule

- June 10 – Public hearing, study session
- June 17 – Study session
- June 24 – Additional study session if needed



- Additional questions?
- Discussion issues?