Transportation Master Plan Quarterly Update

July 7, 2021

Redmond
WASHINGTON

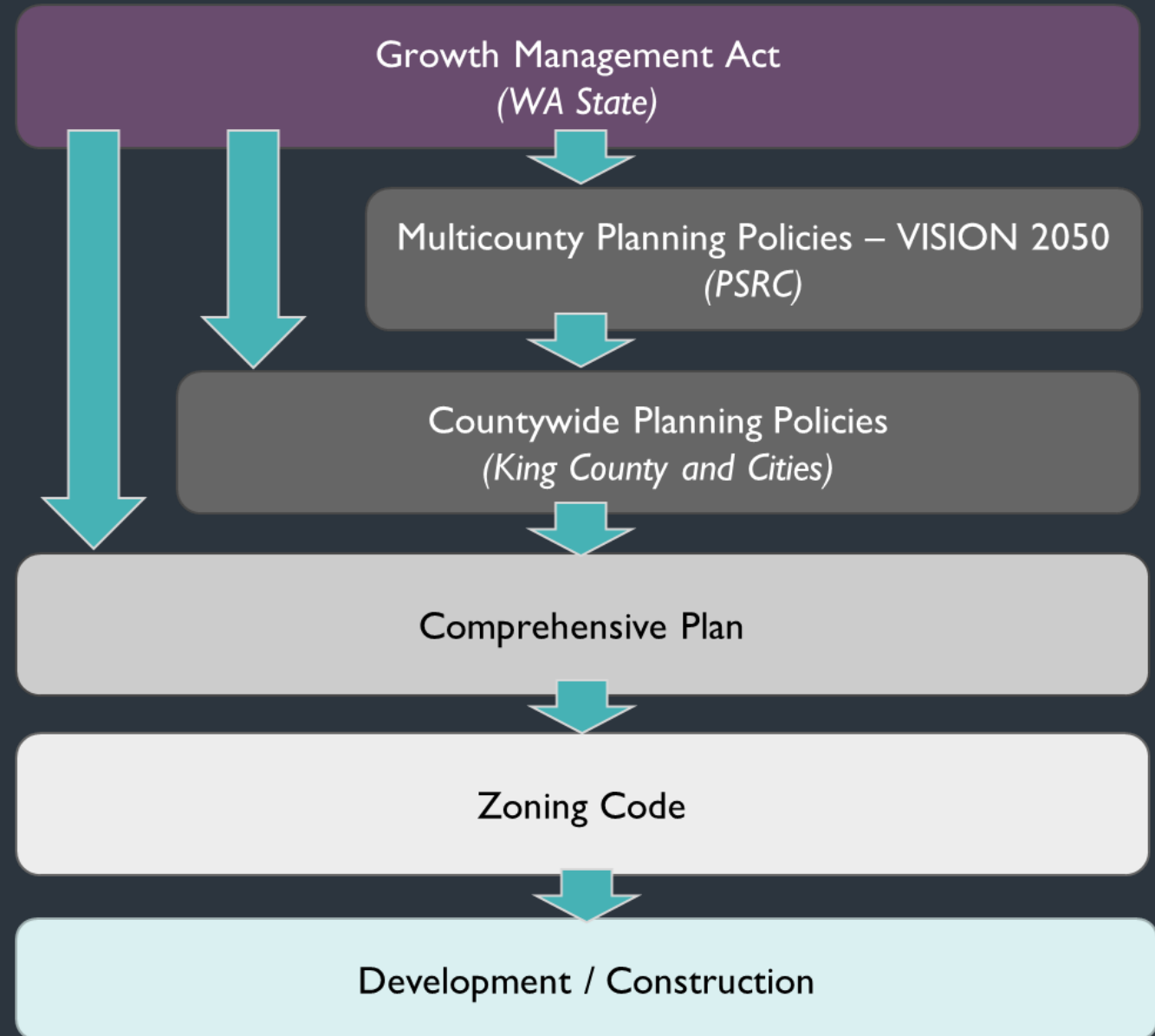# This Quarter's
Update Topics:

- Required updates
- Policy options and alternatives

Implementing the Growth Management Act

Growth Management Act
(WA State)

Multicounty Planning Policies – VISION 2050
(PSRC)

Countywide Planning Policies
(King County and Cities)

Comprehensive Plan

Zoning Code

Development / Construction

Transportation Growth Management Act

- Efficient multimodal systems
- Coordinated
- Implements the land use plan

Transportation Multicounty Planning Policies

- Stormwater
- Electrification
- Emissions reductions
- Technology
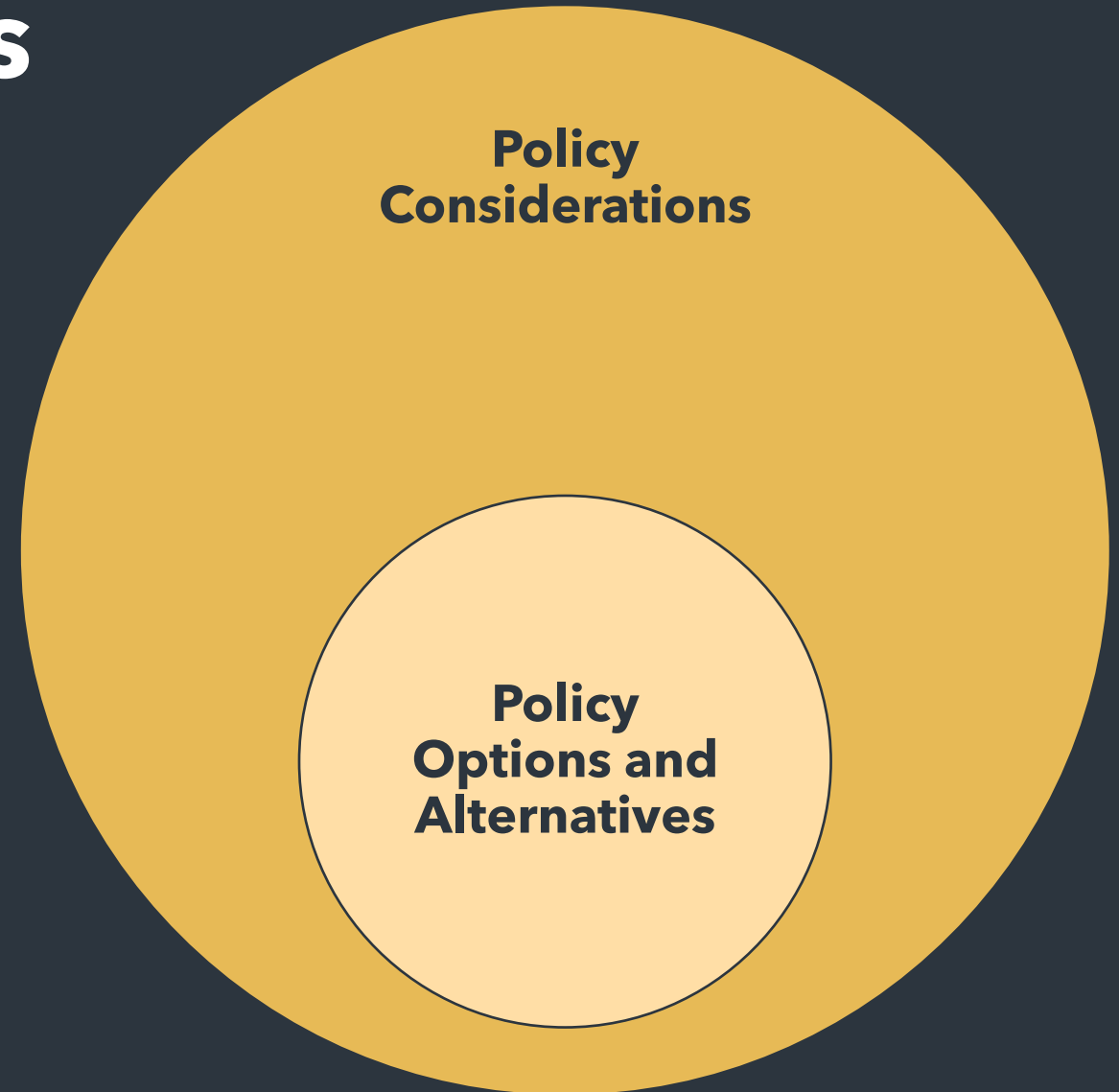- Regional aviation capacity

5

Transportation Countywide Planning Policies

- Equity in providing transit and mobility services
- Transit-supportive land uses
- Active transportation
- Minimizing displacement
- Minimizing negative impacts of transportation improvements

Policy Considerations

- A comprehensive set of policy statements that includes:
  - Updates to outdated current Comprehensive Plan policies
  - Regional and county requirements
  - Initial input from community

- **Options and alternatives** are a subset of all policy considerations

- **Which options/alternatives are best for Redmond?**

Policy Considerations

Policy Options and Alternatives

Phase 1 Topics: Transportation

1. Orient around Light Rail

2. Maintain Transportation Infrastructure

3. Improve Travel Choices and Mobility

4. Enhance Freight and Service Mobility

There **is** a policy option if:

Tension between themes, values, or plans

 vs.

Different strategies produce **different outcomes**

S1 ········► O1

S2 ········► O2

There **is no** policy option if:

Required by County/Region/State

Only one strategy exists

Different strategies produce **similar outcomes**

S1 ······►

S2 ······► O1

Transportation: New Project and Program Priorities

Equal Weight

Prioritize High Comfort/Low Stress Facilities

Prioritize Access to Light Rail

Image credits: City of Redmond; Pedbikeimages.org, Carl Sundstrom; Kirklandwa.gov

How should Redmond prioritize new mobility investments?

Options:	Distribute Across Priorities (1)	Target to High Comfort/Low Stress (2)	Target to Access to Light Rail (3)
Potential Strategies	Develop criteria and weight equally	Greater weight to comfort/stress	Greater weight to access to light rail
Equity & Inclusion	*Can be implemented in a pro-equity manner*	• *Potentially less geographic equity* • *More facilities attractive to all ages, abilities*	*Prioritizes access to light rail, improving equity and inclusion*
Sustainability	*Can be implemented in a pro-sustainability manner*	*Fewer facilities completed due to likely higher costs, but those that are may be attractive to more users*	*May shift mode share to transit*
Resiliency	*Can be implemented in a pro-resiliency manner*	*Similar to option 1*	*May improve resiliency by making light rail easier to reach during disruptive circumstances.*
Safety	*Can be implemented in a pro-safety manner*	*Prioritizes investments that have fewer modal conflicts, but fewer may be completed due to higher costs*	*Similar to option 1*

Transportation: Balancing Transportation Investments

How should Redmond balance maintaining the transportation system is has with investing in new mobility improvements?

Options:	System Maintenance **Prioritize flexible sources for maintenance (1)**	System Expansion and Improvement **Prioritize flexible sources for new mobility improvements (2)**
Potential Strategies	Invest flexible revenue sources (those not earmarked for certain types of investments) into maintenance. Note that flexible sources typically in high demand because they are flexible.	Invest flexible revenue sources (those not earmarked for certain types of investments) into new mobility improvements. Note that flexible sources typically in high demand because they are flexible.
Equity & Inclusion	Benefits users of existing system relative to option 2	• Benefits users of new connections relative to option 1. Positively impacts broader economic cross section of population.
Sustainability	• May slow completion of new infrastructure, potentially slowing growth in travel demand • Likely to slow completion of mode-shifting projects • Maintains economic benefits of existing infrastructure. • Slower growth of system maintenance costs. • Regular maintenance tends to reduce frequency of major rehabilitations and associated costs.	• Faster completion of new transportation infrastructure, potentially increasing growth in vehicle travel demand and associated environmental impacts • Likely to accelerate completion of mode-shifting projects and associated environmental benefits. • System expansions may unlock economic opportunity through new access • Faster growth of system maintenance costs relative to option 1.
Resiliency	• Improves resiliency of existing infrastructure more quickly relative to option 2 • Slows ability to complete projects, some of which would add system redundancy	• Improves resiliency of existing infrastructure more slowly relative to option 1. • Speeds ability to complete projects, some of which would add redundancy to system.
Safety	• Improves safety of existing infrastructure more quickly relative to option 2. • Slows ability to complete projects, some of which would have safety components	• Improves safety of existing infrastructure more slowly relative to option 1. • Speeds ability to complete projects, some of which would have safety components.
Other	• Some revenue sources cannot be used for maintenance or preservation	• Same as option 1.

Next Steps

- **Summer**: community engagement

- **August**: Council discussion

- **Thereafter**: Element and TMP updates consistent with policy direction