



MEMORANDUM

To: Planning Commission

From: Jeff Churchill, Long Range Planning Manager
Tam Kutzmark, Senior Planner

Date: July 7, 2021

Subject: Transportation Master Plan Update: Quarterly Update

PURPOSE

The purpose of the study session is to brief Commissioners on required updates to the Transportation Element and Transportation Master Plan, and to obtain Commissioner input on Transportation policy options and alternatives. This memo also conveys written updates on other project components.

REQUIRED UPDATES

Required updates to transportation policy are those updates that arise from state, regional, and county mandates. The table below summarizes required updates.

Source of Change	Summary of Change
Washington State Growth Management Act	<ul style="list-style-type: none">• None, though changes may arise in future legislative sessions.
Puget Sound Regional Council: VISION 2050	<ul style="list-style-type: none">• Policies and actions addressing stormwater management.• Policies concerning electrification and emissions reduction.• Policies addressing changing technology.• New Climate Change chapter of VISION 2050.

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<p>King County Countywide Planning Policies</p>	<ul style="list-style-type: none"> • Prioritizing transit and mobility services where they are needed most, with an emphasis on Black, Indigenous, and People of Color (BIPOC) communities, people with low incomes or no income, and people with special transportation needs. • Emphasizes transit supportive land uses, encouraging active transportation, and minimizing displacement and negative impacts on communities affected by transportation improvements.
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POLICY OPTIONS AND ALTERNATIVES

The Redmond 2050 Existing Conditions Report identifies policy considerations for updates to the Transportation Element of the Redmond Comprehensive Plan. Staff developed these policy considerations with input from the Planning Commission and many other stakeholders in late 2020 and early 2021. Staff then compiled existing policies and proposed policy considerations in the attached change matrix (Attachment A).

In doing so, staff has identified policy options and alternatives, in other words, areas of tension between two or more policy considerations. These tension points require discussion and ultimately a decision for the most appropriate way forward. The policy options and alternatives are not inclusive of all the policies that will be considered for a topic, but rather are only those policy considerations that have divergent approaches that may be in conflict or require prioritization. Likewise, the potential strategies listed in the options and alternatives documents (Attachment B) are illustrative of the types of action that could be taken to pursue that policy direction but are not exhaustive of the range of strategies that may be needed

Staff identified two tension areas for discussion. The first concerns how new mobility investments should be prioritized. Several policy considerations call for prioritizing investments that, for example, improve access to light rail, complete modal networks, or enhance safety and accessibility. There will not be enough funding to advance every mobility improvement, so how should these be prioritized? The second concerns how Redmond should balance maintaining its existing infrastructure with investing in new mobility improvements.

OUTREACH AND ENGAGEMENT

This summer, outreach on transportation will focus on the policy options and alternatives identified above.

FUTURE YEAR MODELING

The City’s travel demand modeling consultant, Fehr & Peers, kicked-off its work in May 2021. Fehr & Peers will:

- Model and evaluate citywide and neighborhood-specific travel demand associated with Redmond 2050, the TMP update, and the Overlake Neighborhood Plan update,

- Generate data to aid in the update of the Transportation Facilities Plan (20-year funding-constrained investment plan) and the City's transportation impact fees, and
- Create information that helps to guide City's mobility decisions in alignment with the vision as described in the Comprehensive Plan.

Recent activities include:

- Working with City and Puget Sound Regional Council (PSRC) staff to develop a methodology for extrapolating growth from 2044 (the outer year for Redmond's 25-year growth targets) to 2050 (the Comprehensive Plan update planning horizon). PSRC's interest is in ensuring a consistent set of land use assumptions across all parts of the Comprehensive Plan update.
- Reviewing 2050 land use data generated by the City and the City's visioning consultant, IBI, for use in the future-year travel demand models.

PROJECT LIST DEVELOPMENT

Staff also continues work on capital project cost estimation and evaluation. This includes developing a set of criteria to evaluate, select, and prioritize transportation capital projects.

Staff anticipates wrapping up this work in 3QTR 2021 and plans to share results with the Planning Commission in 3QTR or 4QTR 2021.

SYSTEM PLAN REVIEW

Chapter 4 of the TMP comprises several modal system plans including for streets, transit, pedestrians, bicyclists, freight, parking, and transportation demand management. Staff is beginning to review these plans considering things like changes since 2013, TMP Update guiding principles, and TMP Update strategies.

The system plans both inform and are informed by potential capital projects, and so both the system plans and the capital project lists will be updated iteratively as the TMP update continues. Staff expect to bring updated system plans, together with a first draft of the entire TMP, to the Planning Commission in the first quarter of 2022.

Attachment A : Transportation Change Matrix

Attachment B: Transportation Policy Options and Alternatives

Attachment C: Presentation Slides