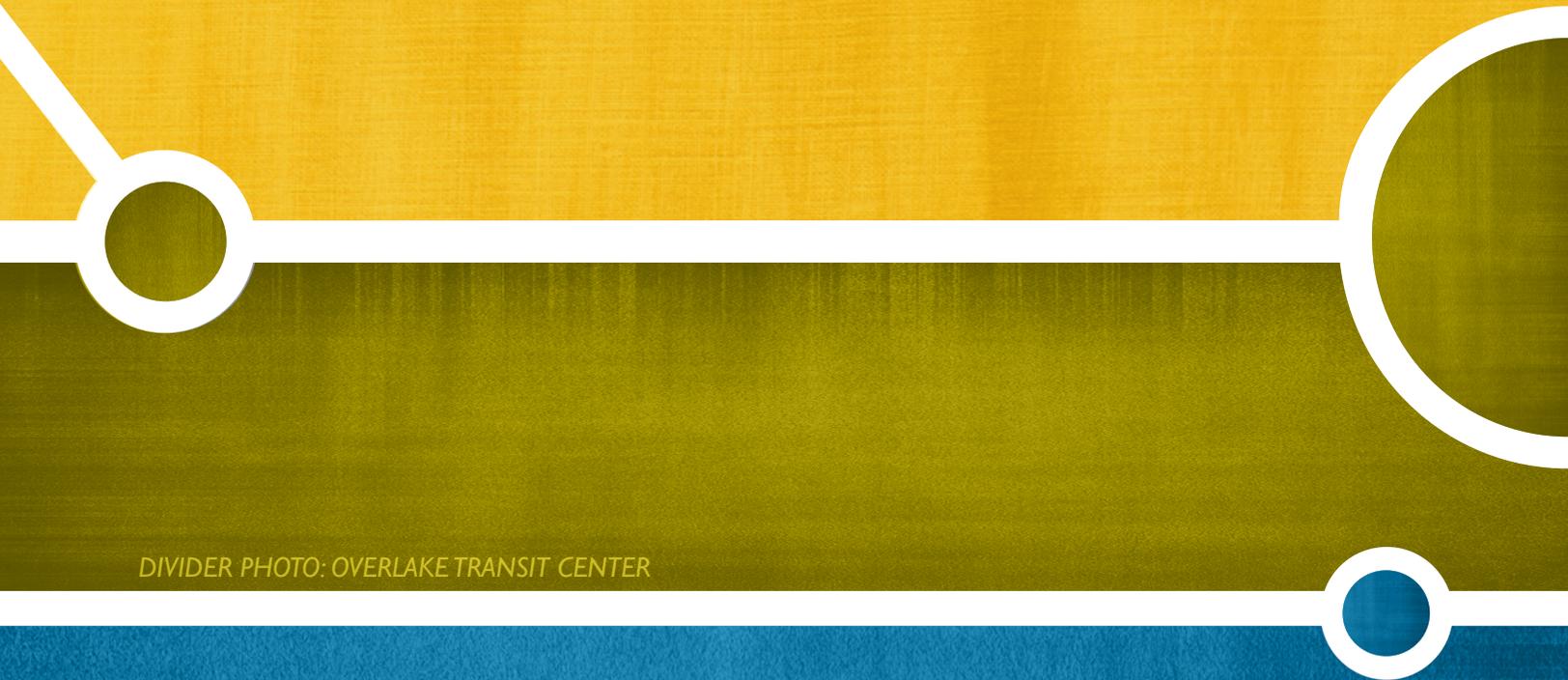




Transportation





DIVIDER PHOTO: OVERLAKE TRANSIT CENTER

What, careful
artists' hands trace
paths
and ways

Future Vision for Redmond: Transportation

Redmond's 2030 transportation system offers people a variety of real choices for how we get between where we live, work, shop and play.

Each year, more people walk, bicycle, carpool or use transit to travel within the city to access the regional bus and light rail system because land uses that reflect our vibrant community character have created a strong market demand for these options. Our transportation infrastructure reflects this by prioritizing more people-oriented travel that supports Redmond's land use, manages our limited roadways most efficiently, and provides a transportation system that embodies the City's sustainability principles and achieves Redmond's land use pattern and vision.

The City has invested strategically and leveraged regional funds to ensure a safe, well-maintained system, improve transportation choices and mobility, and support our two Urban Centers, Downtown and Overlake. Neighborhoods have increased access to the hubs of Downtown and Overlake, neighboring cities and the region. Significant investments in SR 520, I-405, and regional and local transit routes have improved mobility for people and goods. In Redmond roadway projects have been built where needed to improve safety and operating efficiency or to create more accessible connections. The City continues to maintain an effective system of access and circulation for delivery and freight. Streetscapes are attractive, well designed, and enhance environmental quality for various travel modes.

In responding to significant energy costs and new vehicles' fuel options and technologies, the City has developed alliances with other agencies and the private sector to create new opportunities and efficiencies. In turn, these alliances support easy access to electric vehicle charging stations and other alternative fueling infrastructures, as well as access

to information about travel conditions, incidents, and transit arrival and departure times.

Organization of This Element

Introduction

A. Streets

B. Local and Regional Transit

C. Walking and Bicycling

D. Transportation Demand Management

E. Parking

F. Regional Transportation

G. Concurrency and Level of Service

H. Transportation Revenue

I. Maintaining Community Character and Enhancing the Environment

J. Neighborhood Traffic Calming

K. Safety

L. Transportation Master Plan

Introduction

To achieve Redmond’s goals and vision, the Transportation Element policies are designed to guide development of the city’s transportation system to serve the “full build out” permitted by the Land Use Plan contained in the Land Use Element and permitted by adopted zoning. The transportation policies are designed to guide the actions of public agencies such as the City, as well as private decisions related to individual developments. Transportation policies are the foundation for development regulations that implement Redmond’s Comprehensive Plan.

Under the Comprehensive Plan, significant amounts of new residential and commercial development, with associated population and employment, are forecasted. Redmond’s growth targets through 2030 are contained in Table LU-1 in the Land Use Element. Land uses surrounding the city are assumed to develop in a pattern consistent with the regional strategies, including VISION 2040 and Transportation 2040. Land use and transportation forecasts for these surrounding areas were developed by the Puget Sound Regional Council and are integrated into the assumptions underlying the Transportation Element policies.

In developing a transportation system that serves current and future needs, Redmond’s transportation policies support sustainable programs, projects and services that address economic, social and environmental needs. Redmond’s transportation policies promote sustainability by:

- Developing a transportation system that supports mixed land uses, particularly in the Downtown and Overlake Urban Centers and in the Marymoor Local Center;
- Offering multimodal travel choices; and
- Ensuring the safe and environmentally sound use of the system.

In supporting sustainability in these three areas, the City seeks to address the need for a better transportation system. Beginning with the policies below, a better transportation system is one that is accessible with connections between places, helps improve air quality through the use of alternative fuels that reduce greenhouse gas emissions, and is designed

to encourage healthier lifestyles and independent living, particularly for vulnerable populations.

TR-1 Ensure that the transportation system, including all programs, projects and services, whether funded, built or operated privately or by a public sector agency, serve to achieve the preferred land use pattern contained in the Land Use Element of the Comprehensive Plan.

TR-2 Ensure that the transportation system provides for the mobility and access needs of those who live, shop, visit, work and recreate in Redmond.

A. Streets

To serve Redmond, streets require maintenance, safety and efficiency improvements. The quality of life for many people is significantly affected by how well streets function for pedestrians, bicyclists, transit riders and motorists. To implement Redmond’s Comprehensive Plan, streets need to do more than just move people and goods. They must also be compatible with and support Redmond’s preferred land use pattern.

TR-3 Maintain a street classification system in the Street Plan portion of the Transportation Master Plan that is designed to move people by a variety of modes and support Redmond’s preferred land use pattern. Classify streets according to function so that needed traffic capacity may be properly allocated by mode and planned street improvements will be consistent with those functions.

TR-4 Maintain standards for the design, construction, and safe and efficient operation of streets in Redmond and achieve the following as part of the development process:

- Require that all streets be complete streets, built to accommodate all travel modes in compliance with the City’s design standards and plans for streets, bicycles and pedestrian facilities;
- Require that all property be conveniently accessible from streets, walkways and trails, subject to environmental limitations;
- Maintain continuity of the street pattern by avoiding dead-end and half-streets not having turnaround provisions;
- Avoid the creation of excessively large blocks and long local access residential streets;
- Complete missing links and improve street connections;
- Wherever possible, separate pedestrians from traffic lanes by the use of street trees and landscaped strips, and avoid the construction of sidewalks next to street curbs;
- Manage access to arterials; and
- Identify specific street improvements that benefit transit operations and work with transit providers to prioritize street improvements.

TR-5 Meet the travel needs of all modes on the transportation network. Maintain the “priority corridor” designation described in the Transportation Master Plan to identify corridors of critical significance in connecting key destinations and providing multimodal travel choices for all users.

TR- 6 Support the safe and efficient movement of goods and freight to, from and within Redmond through actions such as:

- Maintaining a network of connected truck routes to facilitate efficient and safe truck movements between manufacturing and industrial uses and their destinations;

- Addressing the needs of truck delivery and pick up in commercial areas on public streets and private development sites to facilitate adequate truck access and circulation and provide truck loading and unloading spaces;
- Taking steps to avoid safety issues between trucks and other travelers such as pedestrians; and
- Providing clear regulations for mitigating adverse impacts such as noise of truck operations on adjacent uses.

TR- 7 Use shared local streets that can accommodate all transportation modes within the street when low traffic volumes and speeds can be maintained and there is a need to create an active and efficient public space within the street.

B. Local and Regional Transit

Transit is a key element of Redmond’s multimodal infrastructure and plays a critical key role in providing connections, mobility and access both regionally and locally.

The VISION 2040 and Transportation 2040 plans contain the regional growth and transportation strategies for the central Puget Sound region. These plans call for channeling future growth into regional growth centers and linking of these centers with light rail and other forms of transit. The Countywide Planning Policies for King County expand on this strategy by outlining guidelines for the designation and development of centers and measures to be taken by local jurisdictions in support of a regional high capacity transit system, including regional express bus, light rail and commuter rail service.

Redmond’s Comprehensive Plan designates portions of the Downtown and Overlake neighborhoods as Urban Centers that warrant investment in light rail transit to provide both local and regional connections. Southeast Redmond, with significant employment and housing, is another destination for light rail transit

service and an appropriate location for a light rail transit maintenance facility.

- TR-8 Implement Redmond’s Transit System Plan, as contained in the Transportation Master Plan, and work with partner transit agencies to provide transit service, access to neighborhoods, passenger amenities and capital improvements necessary to serve local Redmond, Eastside and regional transit needs.**
- TR-9 Use transit as a way to provide for access, circulation and mobility needs in Redmond, especially in areas planned for higher density mixed-use development and favorable pedestrian environments.**
- TR-10 Complete planning for the extension of Sound Transit’s East Link to Redmond Overlake, Southeast Redmond, and Downtown, within the alignment identified on Map TR-1. Work closely with Sound Transit and other agencies to ensure that the Southeast Redmond Station and Park and Ride is seamlessly integrated into the transit-oriented neighborhood.**
- TR-11 Maintain the ability to construct the East Link light rail line on the alignment identified through Sound Transit’s planning process and illustrated on Map TR-1. Once the light rail alignment has been approved, ensure that right-of-way is preserved.**
- TR-11.1 Collaborate with Sound Transit and other entities to provide opportunities where appropriate in and around Redmond’s light rail station areas to create diverse, vibrant, mixed-use, mixed-income,**

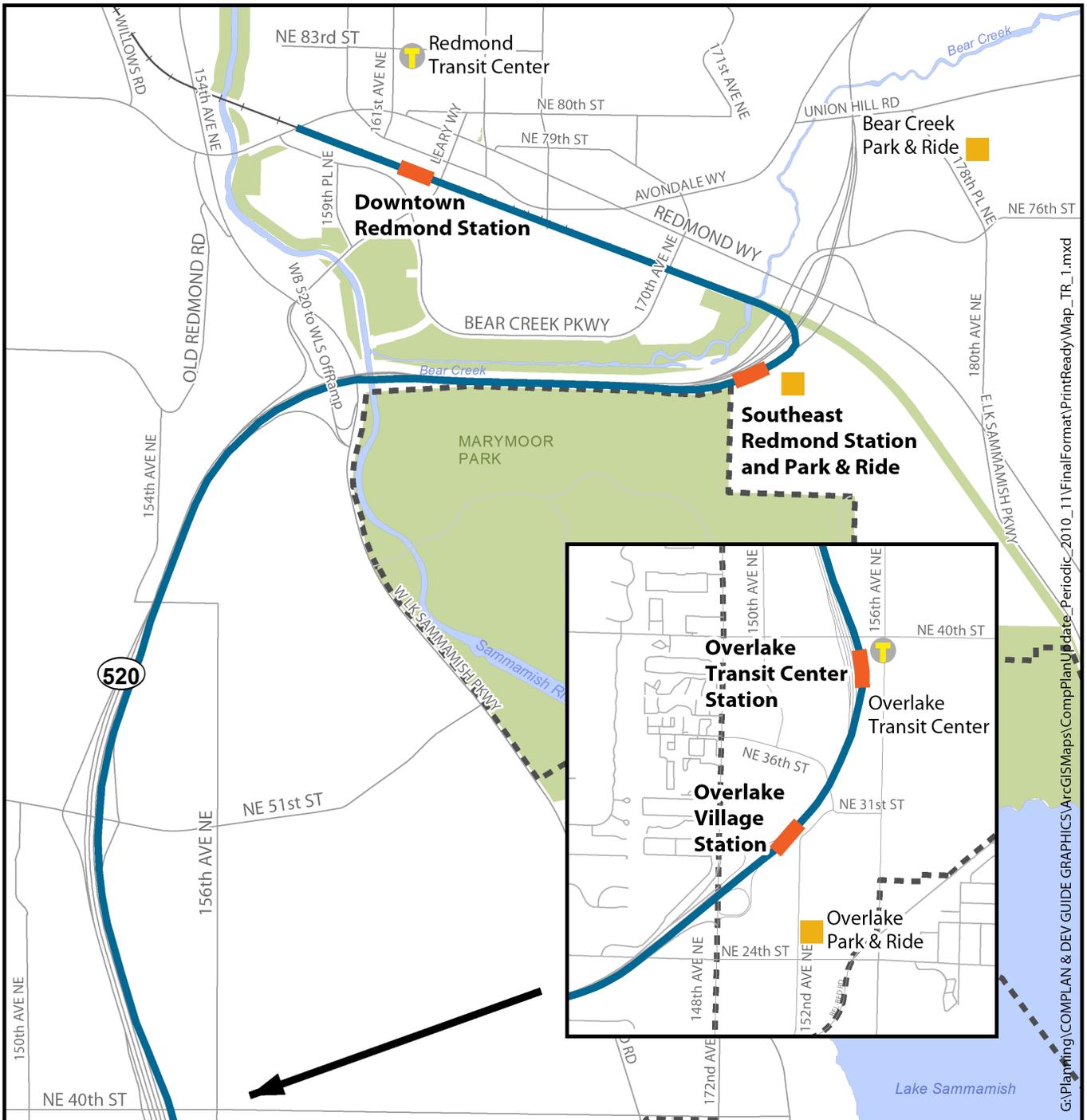
transit-oriented development including non-motorized access that connects stations to nearby destinations.

C. Walking and Bicycling

A System of Pedestrian and Bicycle Facilities

The needs of bicyclists, pedestrians and transit users must be integrated in all roadway projects. Sidewalk networks should be well connected with opportunities for regular safe street crossings. The availability of bicycle facilities can encourage people to bike rather than drive for short- and moderate-distance trips. If a roadway is designed to discourage vehicular speeding, it can be comfortably used by pedestrians and bicyclists alike. Transit-friendly design should support a high level of transit activity and include provision for pedestrians safely crossing the street on their return trip.

Walking and bicycling provide numerous individual and community benefits related to health, safety, the environment, transportation and quality of life. People who cannot or prefer not to drive should have safe and efficient transportation choices. Roadway, sidewalks, trails, designated bicycle areas, and other areas of public circulation should be designed to provide the highest level of safety for the protection of human life and to ensure that there are transportation choices for people of all ages and abilities. Pedestrian facilities must meet ADA accessibility requirements. Safe, convenient and interconnected transportation networks should be provided for all major modes of transportation. An integrated, safety-oriented pedestrian and bicycle system increases mobility choices, reduces reliance on single-occupant vehicles, provides convenient access to schools, designated centers, transit systems, parks and other recreation areas throughout the city, and encourages regular physical activity to enhance health and wellness. It is the intent of the following policies to promote and facilitate the safe and effective use of our transportation network.



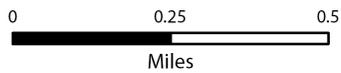
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Legend

-  Transit Center
-  Park & Ride
-  Light Rail Stations
-  Light Rail Alignment
-  City Limit

**Map TR-1
Sound Transit East Link Project
Light Rail Alignment**

Effective: December 17, 2011



TR-12 Assign high priority to pedestrian and bicycle infrastructure projects and mitigation that address safety and connectivity needs, provide access to Downtown and Overlake Urban Centers, and the Marymoor Local Center to encourage safe and active crossings at intersections and routes to schools, provide linkages to transit, and complete planned bicycle and pedestrian facilities or trails.

TR-13 Use the Bicycle and Pedestrian Plans in the Transportation Master Plan to guide the design, construction and maintenance of bicycle and pedestrian facilities by public and private parties, including the preparation of design standards and elements that promote a pleasant and safe traveling environment.

TR-14 Make all street sidewalk and curb ramp areas accessible to all pedestrians, including those with disabilities, by constructing new pedestrian facilities in compliance with the Americans with Disabilities Act (ADA), and upgrading existing facilities to improve accessibility in accordance with the City of Redmond ADA Transition Plan for Sidewalks and Curb Ramps.

TR-15 Require that during the review process for new development or redevelopment that:

- Projects are consistent with the Pedestrian and Bicycle plans, applicable master plans and development standards;
- Planned facilities are secured with required frontage and crossing improvements consistent with the Pedestrian and Bicycle Plans;
- On-site bicycle trails and pedestrian

facilities have formal, direct and safe connections between buildings and subdivisions and the general circulation system;

- New subdivisions and short plats include, consistent with state law, the required pedestrian facilities (frontage and off-site improvements) that assure safe walking conditions for students who walk to and from school;
- Construction and implementation of other off-road and multi-use trails and trail crossings, as described in the Parks, Arts, Recreation, Culture and Conservation Plan (PARCC) Plan, or which are located within a development area or within a shared corridor; are coordinated with project review; and
- Safety and security considerations for pedestrians and bicyclists are factored into the review of development proposals.

TR-16 Implement the Pedestrian Plan contained in the Transportation Master Plan to:

- Achieve a walkable Redmond community to support active and independent living, health, environmental quality and cost savings for travel;
- Provide for a safe, convenient and coordinated system of sidewalks, trails and pathways, including through routes, crossings and connections, to meet needs for pedestrians;
- Connect neighborhoods and be coordinated with the surrounding jurisdictions to allow people to conveniently travel between and within neighborhoods and local activity centers using nonmotorized means;
- Prepare and maintain a list of priority pedestrian projects to be implemented through the Pedestrian Program to meet established pedestrian system adequacy and quality goals;
- Be implemented as part of the City's review of private and public development

projects; and

- Comprise an element of the Plan-Based approach to concurrency.

TR-17 Implement the Bicycle Plan contained in the Transportation Master Plan to:

- Provide a bicycle-friendly and supportive community, enabling healthy, inexpensive and environmentally friendly travel;
- Ensure that a comprehensive system of bicycle pathways, lanes, connections, crossings and routes are established, constructed and maintained to specifications that encourage safe and convenient circulation for cyclists;
- Connect neighborhoods, centers and surrounding jurisdictions to allow people to conveniently travel by bicycle for both recreational and commuter purposes;
- Maintain a typology of bicycle environments, designating bicycle paths, lanes and routes;
- Prepare and maintain a list of priority bicycle projects to be implemented through the Bicycle Program to meet established bicycle system goals;
- Be implemented as part of the City's review of private and public development projects, including bicycle parking needs; and
- Comprise an element of the Plan-Based approach to concurrency.



Metro Rapid Ride "B" Line



Loading a bicycle onto the front of a Metro bus

D. Transportation Demand Management

Transportation Demand Management (TDM) encompasses the range of actions and strategies that offer alternatives to single-occupant vehicle (SOV) travel and help to more efficiently use the transportation system. TDM focuses on more effectively using existing and planned transportation capacity, ensures the compatible use of the transportation system consistent with planned

uses, helps accommodate growth consistent with community character and land use objectives, and serves to mitigate impacts and to better meet mobility needs. In Redmond TDM is used to reduce motor vehicle impacts through incentives, parking management and similar strategies.

TR-18 Use TDM techniques to achieve efficient use of transportation infrastructure, increase the person-carrying capacity, accommodate and facilitate future growth, and achieve Redmond’s land use objectives by:

- Requiring large employers to implement a Commute Trip Reduction Program for employees, as mandated by the State Commute Trip Reduction Act;
- Requiring new commercial development to provide for implementation of a transportation management program to mitigate commute trips consistent with the City’s mode split goals;
- Implementing TDM strategies that emphasize incentives rather than disincentives and avoiding the imposition of disincentives to single-occupant vehicle travel when the City determines that there is an absence of reasonable transportation alternatives;
- Providing physical features supportive of the use of alternative modes of travel and maintain a list of acceptable TDM techniques and physical features;
- Encouraging participation in Transportation Management Associations (TMAs) to support trip reduction activities;
- Establishing and implementing a mitigation funding system that applies to all new development that warrants TDM conditioning for development approval; and
- Supporting the development and implementation of TDM programs for both commute/employer based, and non-commute/non-employer based sites including schools.

E. Parking

Research has demonstrated that strategies involving parking supply and price influence travel behavior and enhance the market for transit and other transportation options. Minimum parking ratios can lead to underused parking lots with negative financial impacts on building owners and developers. Excessive parking can also be contrary to land use goals that support more dense retail, office and residential centers with improved pedestrian and transit access.

TR-19 Implement comprehensive parking management programs that address shared parking, transit access parking and localized parking imbalances. Evaluate parking pricing strategies as a mechanism to support Redmond’s land use objectives as transportation alternatives become available.

TR-20 Establish minimum and maximum parking ratio requirements consistent with the transportation and land use objectives of the Comprehensive Plan, considering constraints imposed by financial institutions. Reduce the minimum and maximum parking ratio requirements further as transportation options increase with development of enhanced transit service or as demand is managed with achievement of mode split goals. Maintain in the Zoning Code a process and decision criteria to allow under special circumstances the granting of parking ratios above or below the established ratios.

TR-21 Encourage reductions in required parking ratios less than the required minimum for office, industrial, institutional and mixed land uses by:

- Streamlining the process for new development to provide less than the

minimum parking where demand for employee parking is below normal;

- Allowing and encouraging property owners of major work sites to reduce their parking supply, especially where an excess exists, to support City mode split goals;
- Allowing reductions in minimum parking ratios in exchange for contributions to improved transit services, transit facilities, or ongoing programs that support alternatives to vehicle use; and
- Allowing parking to be provided below the minimum ratio where there are incentives to redevelop existing sites in employment centers supported by transit and a plan that minimizes “spill-over” parking impacts on adjacent streets and land uses.

F. Regional Transportation

A significant amount of travel that occurs in Redmond is regional in nature. Trips that are made through Redmond have their origin or destination, or both, outside of the city limits. The City of Redmond has the ability to significantly influence regional travel, as well as the impacts of local travel within Redmond and from Redmond to other neighboring jurisdictions. Effectively managing and maintaining service standards through concurrency controls requires coordination with neighboring jurisdictions. To do this the City shall:

TR-22 Continue to work with neighboring jurisdictions to anticipate and mitigate significant cross-jurisdiction transportation impacts, including truck traffic, pass-through traffic, impacts to concurrency and the level of service standard.

TR-23 Manage traffic from developments in eastern King County that travels through Redmond in a manner that maintains Redmond’s

land use, street plan and community character objectives.

TR-24 Continue to work with the Washington State Department of Transportation, neighboring jurisdictions and other stakeholders to develop a corridor plan for the portion of SR 520 east of I-405:

(a) to improve the SR 520 corridor east of I-405 to support the multimodal needs of Redmond and the region and (b) to improve connectivity across the corridor for Redmond neighborhoods.

Eastside Transportation Partnership

Transportation issues and their solutions generally transcend individual city boundaries. Therefore the Eastside Transportation Partnership (ETP) was created to develop a policy and facility plan for the Eastside to assure mobility and to provide an ongoing forum for the discussion of transportation policy. ETP membership includes Eastside cities as well as key transportation agencies, such as Washington State Department of Transportation, King County Department of Transportation and Metro Transit, Sound Transit, and the Puget Sound Regional Council. ETP has evolved into the primary body for development of transportation policy and strategy for the Eastside, with its positions carrying significant weight in county, regional and state decision-making forums.

TR-25 Participate in the Eastside Transportation Partnership on an ongoing and cooperative basis to implement transportation plans and policies that affect the city, the Eastside and the region.

State Highways

TR-26 Maintain an inventory of state-owned highways and monitor the

state-established level of service on these highways. Examine the impact of development generating traffic on these highways. Refer to the Transportation Master Plan for the state highway inventory and level of service information.

G. Concurrency and Level of Service

Transportation concurrency and level of service standards are key requirements of the Washington State Growth Management Act (GMA). By policy and regulation, the City of Redmond is required to ensure that transportation programs, projects and services needed to serve growth are in place either when growth occurs or within six years. Regulations implementing concurrency and level of service (LOS) standards are contained in the Zoning Code. The City's policies on transportation concurrency and level of service seek to:

- Promote Redmond's goals and vision, particularly desired land uses and community character;
- Expand travel choices; and
- Ensure efficiency and accountability in managing the city's transportation system.

TR-27 Use a "Plan-Based" approach as the basis for Redmond's transportation concurrency management system. Ensure through the Plan-Based approach that the funding of programs, construction of projects and provision of services occur in proportion to the needs of the city and the pace of growth. Ensure that the transportation system, under the Plan-Based approach, explicitly supports achievement of Redmond's preferred land use pattern and vision.

TR-28 Support planned land use through the use of a citywide person-mile-of-travel-based transportation level of service standard.

Redmond's transportation level of service standard is established to mean that so long as the growth of the city and the development of the city's transportation system are proportionate, work in parallel, and are consistent with the Comprehensive Plan, all concurrency management requirements are considered met.

TR-29 Ensure that Redmond's transportation concurrency management responses to growth have the effect of expanding travel choices and achieve a multimodal travel environment. Programs, projects and services in response to existing and growth-related travel include those that improve access and connections, including motor vehicle operations, public transit service levels, the walking and bicycling environment, and transportation demand management.

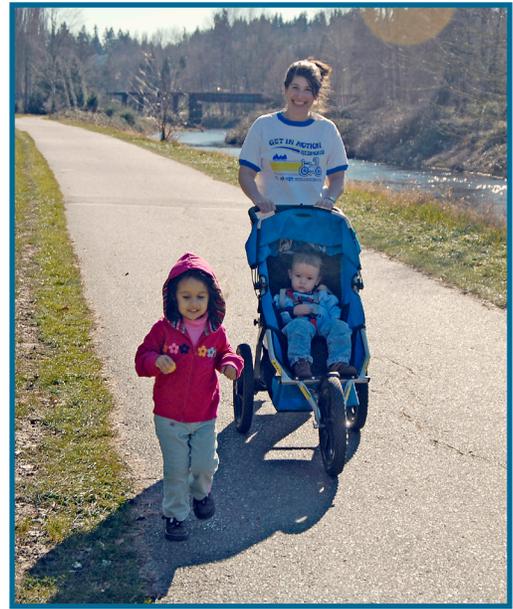
TR-30 Take the following actions in the event that the City is unable to fund the programs, projects and services identified in the Transportation Facilities Plan portion of the Transportation Master Plan (not in priority order):

- Delay development until such time that programs, facilities or services can be funded;
- Amend the City's Comprehensive Plan to reduce the travel demand placed on the transportation system; or
- Obtain needed revenue or revise the Transportation Facilities Plan to reflect known financial resources.

As a last choice, change the transportation level of service standard.



Downtown Transit Center helps connect people to their community



A family enjoys a stroll along the Sammamish River Trail

H. Transportation Revenue

The Financial Program for the Transportation Facilities Plan contains details of transportation revenue sources that the City can reasonably expect to receive during the life of the Transportation Facilities Plan. Revenue sources contained in the Financial Program vary widely in terms of the amounts available and the types of projects for which they may be used. In most cases, individual transportation projects are funded by a combination of funding sources, reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

TR-31 Maintain and regularly update a sustainable financial strategy that:

- Includes a detailed revenue forecast to fund the ongoing maintenance, operation and delivery of the transportation system;
- Ensures that new development contributes its fair share of the cost of transportation facilities, programs and services needed to mitigate growth-related transportation impacts; and
- Identifies potential revenue sources, including general fund contributions, impact fees, local improvement districts,

transportation benefit districts, street maintenance utility, grants, developer and other contributions, business taxes, bonds and debt financing.

I. Maintaining Community Character and Enhancing the Environment

The transportation system within Redmond represents major public facilities whose quality of design, sensitivity to human needs, and integration with their surroundings can support land use and enhance an urban environment or erode it. The transportation system needs to be designed in a manner that contributes to a more sustainable community and supports Redmond’s land use, community character and environmental policies.

TR-32 Design and construct the transportation system in a manner that:

- Integrates transportation facilities into the preferred land use pattern and vision and provides a safe and comfortable system for all users;



Sound Transit light rail



Bike to Work Day encourages alternative commuting

- Uses context-sensitive design and green construction techniques, including landscaping, art and natural stormwater treatment methods, to ensure that transportation facilities protect natural resources, including the green environment and clean water, and protect the built environment; and
- Values community character equally with transportation capacity and minimizes or mitigates transportation project conflicts with the desired community character.

TR-33 Protect air and water resources and conserve energy resources by:

- Maintaining or doing better than under current standards in reducing carbon monoxide, ozone and particulates, as established in VISION 2040; and
- Observing federal and state clean air acts by maintaining conformity with VISION 2040 and by following the requirements of Chapter 173-420 Washington Administrative Code (WAC): “Conformity of Transportation Activities to Air Quality Implementation Plans”;
- Supporting and coordinating with federal, state and regional actions to facilitate the transition toward alternative transportation energy sources and reduce greenhouse gasses from transportation sources; and
- Reducing stormwater runoff and impervious surface from existing and future transportation facilities and protecting aquifers.

TR-34 Use advanced technology to manage the transportation system by:

- Improving the efficiency of the system;
- Disseminating travel, roadway, incident and emergency information to system users; and
- Improving information collection for the purpose of traffic management.

J. Neighborhood Traffic Calming

Traffic conditions on residential streets can greatly affect neighborhood livability and environment. When our streets are safe and pleasant, the quality of life is enhanced. When high vehicle speeds or excessive volumes of through traffic become a daily occurrence, our sense of community and personal well-being are threatened. These in turn can lead to related problems, such as collisions, conflicts with driveway access, air pollution, and unreasonable safety risks for pedestrians and bicyclists. While it is difficult to forecast with precision when and where such neighborhood traffic issues will arise, it is necessary to have in place a mitigation program that can investigate claims and provide a proportional response to local residential traffic control problems as they occur.

- TR-35 Minimize the safety and environmental impacts on residential neighborhoods by discouraging the use of existing and new local streets by nonlocal cut-through traffic. Place a high priority on prevention and alleviation of traffic impacts on residential neighborhoods as part of the City's transportation system management program.**
- TR-36 Maintain an ongoing allocation of funds necessary to maintain a traffic control program based on the fundamentals of education, enforcement and engineering for evaluating and responding to residential neighborhood traffic control concerns. Maintain standards for maximum desirable traffic speeds and volumes of nonlocal traffic. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.**

K. Safety

Travel safety is affected by how the transportation system is designed, constructed, operated and maintained. Motor vehicle fatalities and injuries are a leading public health problem in the United States affecting all system users. Safety planning and mitigation, including strategies for protecting the transportation system from disasters, are multidisciplinary efforts that can significantly improve the livability of our community. Many opportunities exist to implement relatively low-cost but effective safety measures at the local level. The City of Redmond is committed to protecting our transportation system and making it safe for users of all modes of travel.

- TR-37 Design and operate transportation infrastructure so as to safely accommodate each mode intended to be served. Ensure that the design speed of facilities reflects the intended operating speed for the facility, as shown in the Transportation Master Plan.**
- TR-38 Protect Redmond's transportation system against disasters by maintaining prevention and recovery strategies that are coordinated locally and regionally.**

L. Transportation Master Plan

The primary purpose of the transportation system is to support the City's goals, vision and policies and to shape the form of urban development within Redmond's mixed-use, commercial, industrial and residential neighborhoods. To further that purpose, the Transportation Master Plan (TMP) is a functional plan that implements Transportation Element policies through programs, projects and services.

- TR-39 Maintain and regularly update the Transportation Master Plan. The Transportation Master Plan is the guide for implementing and funding all transportation programs, projects and services.**

TR-40 Identify and implement the long-range Transportation Facilities Plan (TFP) that includes programs, projects and services that can be funded through a sustainable revenue plan.

TR-41 Maintain and preserve the transportation system for the safety of users and long-term cost savings for transportation infrastructure such as pavement and sidewalks.

TR-42 Use the following Transportation Master Plan principles to guide short- and long-range transportation planning and investment decisions:

- Meet basic safety needs for all transportation users and travel modes;
- Maintain a state of good repair for the basic needs of all transportation users; maintain the system and reconstruct and replace transportation facilities to meet current standards for all modes throughout the city;
- Protect and enhance the natural environment, including water and air;
- Support the Downtown and Overlake Urban Centers as the city's areas for the majority of growth, destinations and mixed land uses;
- Complete neighborhood connections;
- Provide travel choices for all modes;

- Implement priority corridors to connect key destinations;
- Prepare for high capacity transit (East Link light rail, express bus service and bus rapid transit);
- Design, construct and operate the transportation system in support of the city's distinct land use patterns, values and community character to create people oriented places;
- Facilitate safe and efficient movements of people, goods and services;
- Maximize the usefulness and efficient use of the existing transportation system, complete and integrate all modal systems, apply technology and coordinate with other plans; and
- Leverage funding.

TR-43 Establish and report on transportation targets and performance measures to assure complete delivery of the Transportation Master Plan, including:

- Mode split targets,
- Trip length targets,
- Delivery of Transportation Facilities Plan projects and programs,
- Concurrency, and
- Other specific targets and measures identified in the Transportation Master Plan.