

Memorandum

To: Planning Commission

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Date: April 27, 2011

Subject: **Transportation Master Plan Update**

BRIEFING PURPOSE

- Inform the Planning Commission of the Transportation Master Plan (TMP) Update status
- Seek comments on the draft proposed Transportation Facilities Plan (TFP) criteria from the Planning Commission (see the description and the criteria on Page 2 and in Attachment 3)

INTRODUCTION/BACKGROUND

Adopted in 2005, Redmond Transportation Master Plan is the first comprehensive document that guides the development and delivery of the transportation system for Redmond. It is a functional plan of the transportation element in the Comprehensive Plan, which provides the policy basis for the TMP.

The TMP provides long term plans for all modes of travel that constitute a multimodal transportation network as well as specific tasks and strategies for achieving these plans, e.g., a three-year action plan, a financial plan, regional transportation, and performance measurement. See Attachment 1 for the Introduction Chapter of the current TMP (very brief). There are two types of long term plans within the TMP document:

1. **Modal Plans** are the ultimate multimodal transportation network that Redmond will achieve as it approaches build out in the years following 2030. Modal plans address the needs of all modes of travel as well as integrating all modes of travel and transportation demand management into a cohesive system. Modal plans are also called the build out plan.
2. The **TFP** is a list of funded projects and programs for the years from the year of TMP adoption to 2030. It is financially constrained in compliance with the Washington State

Growth Management Act. Essentially, the TFP is the most important portion of the build out plan that is needed to support the 2030 land use target and affordable through a variety of known revenue sources.

This current TMP update process is the planned five-year major update to the original TMP and responds to changed conditions since 2005.

The update process continues the direction of delivering a multimodal transportation network established in the current TMP. In addition, being consistent with Redmond's sustainability principles, the update process has an explicit focus on sustainability such as improving natural environment and ensuring adequate maintenance of existing transportation facilities.

The structure of the current TMP is expected to remain approximately the same. Major outcomes and revisions of the update are shown in Attachment 2.

DRAFT PROPOSED TFP CRITERIA

The draft proposed TFP criteria are intended to be a set of guiding principles for the TMP update. They reflect vision and goals of policies in a simpler and more concrete form. The draft proposed TFP criteria are based on the outcome of a facilitated workshop participated by multi-disciplinary staff and consultants. The land use vision and transportation policies of the Comprehensive Plan, sustainability principles, budget by priorities were examined to ensure a strong linkage between policies and proposed TFP criteria.

The draft proposed TFP criteria are intended to replace the existing TFP criteria developed as part of the creation of the current TMP. Attachment 3 has the draft proposed TFP criteria and their definitions in addition to existing TFP criteria.

The TFP criteria will be used in the following ways:

- Serving as a bridge between policies and the TMP
- Guiding the modal plans (build out plan) development
- Guiding the evaluation and prioritization of the TFP

MILESTONES

1. Transportation Policies

The Planning Commission has completed the review of proposed updates to transportation policies as part of the Comprehensive Plan Update. Along with other policies including the land use vision, Redmond Budget by Priorities, Redmond Sustainability Principles, the updated transportation policies are guiding the TMP update process. If refinements to the updated transportation policies are deemed necessary as the plan update evolves, staff will come to the Planning Commission for review later this year.

2. Travel Diary Survey¹

Redmond Travel Diary Survey includes people who live or work in the City of Redmond. The survey is actually two distinct but related surveys:

- A. The **household** survey for people who live in Redmond; and
- B. The **employee** survey for people who work in Redmond.

The results of the travel diary survey along with the commute trip reduction survey data inform how people travel today. Within the context of current land use pattern and demographics, the results illustrate travel choices made by people today and potential opportunities for improving the transportation system to move people. Attachment 4 provides more details about:

- a) **The number of average trips per household** is highly correlated with residence types (Table 1). Households of single family houses have the highest average total trips per household followed by those living in duplex and apartments. Mobile homes have the least amount of average trips per household.
- b) **Trip purposes** (Table 2). The percentages of commute trips are 16% for the household survey and 38% for the employee surveys. Commute trips are only a part of the demand the transportation system needs to address for both households and employees.
- c) **Mode splits** (Table 3). Walking is a significant mode of travel. It is about 9% for both the household and employee surveys. Driving alone (SOV) and riding in high occupancy vehicles (HOV) are the two most significant modes of travel. The SOV percentages are: 45% and 68% for the household and employee surveys respectively. The HOV percentages are 45% and 17% for the household and employee surveys respectively. The transit share is slightly more than 4 percent for both surveys. One exception is that in the Overlake Urban Center, the transit share for commute trips is 16%, which could be attributed to high quality transit services and supporting environment in that area. The share of bicycling is relatively low for both surveys.
- d) **Daily trip distribution profile** (Figures 1 and 2). The daily trip distribution for the household survey is relatively even with two distinct peak time periods around 8:00 am and 5:00 pm. Between these two peak time periods, the amount of trips are relatively close to the amount of trips during the peak periods. The two peak time periods for the employee survey are 7:00 am and 5:00 pm. Between these two peak periods, the amount of trips is significantly less than these of peak periods except a spike during the lunch hour.

¹ Robert Tung with RST International compiled the travel diary survey results and related community trip reduction survey information.

3. First Stakeholder Workshop and Community Event

Stakeholder Workshop - The TMP Update team conducted a stakeholder workshop on November 2, 2010. The purpose of the workshop was threefold: 1) to engage stakeholders to help shape the TMP Update; 2) to identify opportunities and challenges facing Redmond in the next 20 years and; 3) to discover possibilities for what sustainable transportation could be for the City of Redmond. Thirty-nine stakeholders participated in the workshop including staff from public agencies in the region, representatives from local businesses, the development community, and various organizations, Redmond residents, consultants, and various City staff.

First Community Event - On November 3, 2010, the Comprehensive Plan Update and TMP Update teams co-hosted a community event, Livable Redmond: A Community Conversation about Sustainability. The purpose of the event was to ask people who live, work, shop or recreate in Redmond to share their ideas about what sustainability means in Redmond. Based on the conversation, staff developed the sustainability principles of Redmond, which were adopted by Redmond City Council.

More than 200 comments on transportation came out of the first stakeholder workshop and community event. Attachment 5 is a summary of these comments, which inform the update of transportation policies and the TMP.

INPUT FROM PC

Staff will come to the Planning Commission for review of the following:

1. Draft proposed TFP criteria (review at the April 27 study session)
2. Refinement to the updated transportation policies in fall 2011
3. Draft modal plans (build out plan)
4. Draft TFP
5. The proposed updated TMP as the formal adoption and environment process

KEY MILESTONE SCHEDULE IS AS FOLLOWS:

Milestones	Date	Description
PC briefing	7/28/10	Inform and brief about the TMP update
Council study session	9/21/10	Present the accomplishments of the current TMP and expected outcomes of the TMP update
Council -Consultant agreement approval memo	10/5/10	Consultant agreement approval
PC briefing	10/13/10	Status update
1 st stakeholder workshop	11/2/10	Seek comments on sustainable transportation for Redmond
1 st community event	11/3/10	Converse about sustainability for Redmond
Planning and Public Works Committee briefing	4/19/11	Brief the internal process for developing the TFP criteria
Planning Commission briefing	4/27/11	Review the draft proposed TFP criteria
Council study session	5/10/11	
Walking audits	May ~ June, 2011	Walking audits at three locations
2 nd stakeholder workshop and community event	July 2011	Review draft modal plans
PC briefing	September 2011	
Council study session(s)	October 2011	
3 rd stakeholder workshop and community event	November 2011	Review draft TFP
PC briefing	December 2011	
Council study session(s)	December 2011 ~ January 2012	
PC study sessions and public hearing	February ~ March, 2012	The formal adoption process for the updated TMP: review the TMP and environment document
Council study sessions	March ~ April, 2012	
Council adoption	April 2012	Adoption of the updated TMP

UPCOMING WALKING AUDITS

The walking audits will be conducted early summer this year.

The Communities Putting Prevention to Work (CPPW) Healthy Eating Active Living (HEAL) grant provides the City with funds to conduct in depth pedestrian and bicycle planning. The grant specifically includes three “walking audits” through a non-profit organization, FeetFirst.

Walking audits take 20-25 key stakeholders out to walk a pre-identified route, stopping and listening to brief presentations by staff at key locations and otherwise writing down anything the stakeholder finds of interest on their provided clipboard. Staff intend to focus stakeholder comments and discussion around:

- How the current pedestrian environment meets or does not meet the needs of pedestrians
- Potential changes that should be considered (from maintenance to minor capital projects)
- Recent or near future projects and how those do or do not meet the needs of pedestrians

The audits will be used to help inform the Transportation Master Plan update, as well as the CPPW HEAL grant pedestrian and bicycle action plans.

The three walk audit routes were selected based on a number of criteria (Attachment 6). The first criterion received the highest weight because the CPPW HEAL grant requires this criterion to be met. The criteria were that the route:

1. Go through underprivileged/under represented areas of the City
2. Be representative of other areas of the City
3. Connects to walkable destinations, such as a school or retail area
4. A high number of pedestrian and/or bicycle collisions occur
5. A project was recently completed or will be built in the near future

Each route was the highest ranked based on the criteria.

Please contact Lei Wu at (425)556-2749 or lwu@redmond.gov with questions and requests for additional information.

Attachment 1 - The Introduction Chapter of the current TMP

Attachment 2 – Expected outcomes of the TMP update

Attachment 3 - Draft proposed TFP criteria

Attachment 4 - Travel survey results

Attachment 5 – Summary of comments from the first stakeholder workshop and community event

Attachment 6 – Walking audits routes