

Attachment 3 - Draft Proposed Transportation Facilities Plan (TFP) Criteria For Review

The TFP criteria are a set of guiding principles for the plan development of the TMP Update Process. They are the outcome of a facilitated workshop participated by multi-disciplinary staff and consultants and additional analysis. The Comprehensive Plan, sustainability principles, budget by priorities were examined to ensure a strong linkage between policies and proposed TFP criteria.

	2005 TFP Criteria	Proposed TFP Criteria for TMP Update	Definitions of Proposed TFP Criteria	Notes for Differences
Basic Needs	<i>Public Health and Safety</i>	Safety	Meet the basic safety needs for all transportation users and travel modes, particularly vulnerable population groups (e.g. school children, older adults, people with special needs, pedestrian crossing, cyclists within the roadway, etc.).	Staff recommends removing “public health” from this criterion because public health is an outcome of a transportation system providing travel choices and supporting community character.
	<i>Ensure Adequate Maintenance</i>	Adequate Maintenance	Maintain a “State of Good Repair” for the basic needs of all transportation users, travel modes, and impacts to the system: 1) “Keep Up” – routine maintenance, preventative maintenance, and response maintenance, 2) “Catch Up” – reconstruct, replace, upgrade or retrofit to meet current standards or desired level of service	Although adequate maintenance was listed as a 2005 criterion and action plan item, it has not been fully addressed. There is a current funding gap in adequate maintenance that will become significantly larger by 2030 if not addressed in this update to the TMP.
		Natural Environment	Protect and enhance the environment including stormwater runoff (flow rates and water quality) and air quality (greenhouse gas emissions) for both existing and future transportation facilities	New - Environmental protection and sustainability is now an explicit priority of the Comprehensive Plan, and is reflected in the City of Redmond Sustainability Principles and Budget by Priorities. Policy directs staff to propose adding “environment” as a criterion.
Vision	<i>Center</i>	Centers	Support Redmond’s Downtown and Overlake Urban Centers and the proposed Southeast Redmond activity center as the areas with the majority of growth, destinations, and mixed-use land uses.	The plural form of the term is proposed to reflect multiple urban and activity centers in Redmond.
	<i>Connection</i>	Neighborhood Connections	Complete modal and street connections, fill in missing links to better connect Redmond neighborhoods, completes the modal plans	Neighborhood is added to this criterion to reflect the emphasis on connecting Redmond neighborhoods as well as providing regional connections to and from Redmond.
	<i>Multimodal Corridor</i>	Travel Choices	A balanced multimodal transportation system that provides: a) equitable access for all users including vulnerable and other distinct population groups, b) real choices of travel by a variety of modes, and c) opportunities for active living.	Providing travel choices means a balanced multimodal transportation system, which provides equitable accesses for all users including vulnerable populations and travel choices.
		Priority Corridors	Priority transportation corridors connect with Redmond Centers, significant places, and other regional centers	Modification to Multimodal Corridors which were originally intended to have each Corridor to be fully Multi-modal. Priority Corridors provide substantial benefits to some modes of travel instead of all modes. Defining and selecting priority corridors will be an outcome of the modal development and modal integration work for the TMP.
	<i>Prepare for HCT</i>	Prepare for High Capacity Transit	The transportation system is planned and designed to support light rail particularly around the four planned light rail stations and adjacent TOD land uses in Overlake (two stations), Southeast Redmond, and Downtown. In addition, special consideration is given to supporting Bus Rapid Transit (i.e., B-Line) and Sound Transit express bus service.	The definition of this criterion emphasizes light rail.
	<i>Community Character</i>	Community Character	Sustainable design, construction and operation of the transportation system that fits into the distinct land use patterns, quality of life values, and desired built environment to promote the creation of places that delight the community.	No change in criteria but the definition has been clarified and enhanced.
	<i>Capacity</i>	Mobility	Move people and goods. This includes automobile travel, carpools, vanpools, transit, walking, biking, and freight and goods movement.	The criterion for “mobility” is expanded to include more than just “capacity” and “freight mobility.”
	<i>Freight Mobility</i>			
		System Integration	Maximize the usefulness of the existing transportation system: 1) Most efficient use of the existing transportation facilities, 2) Completion and integration of modal systems, 3) Application of technology to optimize the transportation systems on behalf of the users, and 4) Coordination with other plans	New – strategic approach toward greater efficiency. Reflects input from the community that the efficiency of the available transportation system needs to be maximized.
		Leveraged Funding	Funding partnerships with developers, other agencies, and grants. A focus on maximizing the return on investment.	New – strategic approach to funding