

Attachment E - Questions Raised By Planning Commission and Responses From Staff For The Proposed Redmond Transportation Master Plan, 4/19/13

1. *Illustrate the scope of changes between the current TMP (2005 version) and the proposed TMP document.*

To be provided by Wednesday, April 24, 2013.

2. *King County Department of Transportation has identified bridges at risks of closure. What is the likely impact to the City of Redmond*

King County currently faces a significant funding shortfall for bridge and roadway maintenance. The County is actively pursuing funding for these facilities, providing some likelihood that these issues will be resolved in the near future.

The County has identified a list of bridges that may not be maintained given the existing funding level, including bridges that are structurally deficient or functionally obsolete. While several bridges near Redmond are on the list, none is identified as having immediate significant maintenance problems such as structural deficiency, which would lead to immediate closure. Daily vehicle volumes are very low on each of these bridges and would have little impact to traffic flow and operations in Redmond. For more information please see King County's website:

<http://www.kingcounty.gov/transportation/kcdot/Roads/RoadsFuture.aspx>.

3. *What is the status of American Disabilities Act auditing for the City of Redmond? What is the City's progress toward compliance?*

The City is making progress in its ADA transition, making investments to install new ADA compliant facilities and maintain existing facilities to ADA standards. The major investments are installing ADA compliant ramps to the latest ADA standards with every capital project. Maintenance funding is provided in the 2013-2014 budget to limit trip hazards on sidewalks. In addition, all pavement overlay projects upgrade ramps to current standards. The City has an annual pavement management program with an overlay project that includes upgrades to ramps for about 2-4 miles of local and arterial streets every year.

ADA standards were recently updated (rendering many previously-compliant ramps around the City out of compliance) and the City is now evaluating its status under the new standards.

4. *Chapter 6 states that Intelligent Transportation system benefits all modes. Clarify how ITS benefits bikes and pedestrians.*

The Intelligent Transportation System (ITS) improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles (source: <http://www.its.dot.gov/faqs.htm>; accessed on April 17, 2013).

Familiar ITS technologies include electronic toll collection, in-vehicle navigation systems, rear-end collision avoidance systems and dynamic message signs. Some applications do go beyond these typical categories. One example is an application called Mobility Services for All Americans ([MSAA](#)) that integrates dispatching and scheduling information from multiple transportation providers, which users can access by phone or the internet.

Currently, ITS applications focus on transportation infrastructure and vehicle and integrated applications between the two. Typical ITS applications do not focus directly on the safety and mobility of pedestrians and bicyclists. However, in the future, technology such as smart phone applications can provide communications between transportation infrastructure, e.g., traffic signal controller and specific population groups, e.g., people with visual disabilities. For an example, a blind person requests a pedestrian crossing signal at an intersection through using a smart phone application which talks with the traffic signal controller. These types of communications can improve the safety and mobility of nonmotorized travelers.

Staff will incorporate language to clarify the direct benefits of current ITS applications.

5. *Are project maps complete (Figures 3, 4, and 5 in Chapter 7)?*

Yes, those maps show all the projects in the Transportation Facilities Plan (TFP). The TFP projects are a subset of the Buildout Plan. There are additional projects in the Buildout Plan, e.g., Buildout Project ID 170. Maps for the Buildout Plan are in Appendix E.

6. *Define private transit access on Page 128.*

“Private transit” includes services provided by local businesses, such as shuttles. Today, several employers and businesses operate shuttles and connecting services to help connect employees, visitors and customers to and from local transit centers. Continuing to support and facilitate these services will play an important role in providing access to and from Overlake, and the future light rail station.
Staff will clarify the definition of private transit access in the proposed TMP document.

7. *Explain the language regarding “Balance between existing needs and needs resulting from growth” on Page 125*

The existing level of transit service that Metro provides in King County is not sufficient to meet existing needs in King County. In addition, needs for transit service will increase with further population and employment growth in King County. The intent of the language is to express that transit improvements to address needs for increased service for locations that are growing in population and jobs, such as the Eastside, cannot occur only after existing needs throughout King County are met.

8. *What is the role of utility work and other construction in the low pavement score?*

Utility cuts or trenching operations in roadways have been demonstrated to reduce pavement life. The process of opening trenches weakens pavement adjacent to these trenches as the lateral support is removed.

To account for impacts to utility cuts to pavement life, City of Redmond requires restoration of pavement in the right-of-way be compliant with Redmond’s [engineering standard details](#).

As a context, the City of Seattle collects fees to account for impacts of utility cuts to pavement life per [its utility cut restoration fee schedule](#).

The other significant impact to pavement quality from construction is the impacts of construction trucks, which shorten pavement life like any other heavy vehicles. The City requires significant utility work to complete at least a half-street overlay to extend the life of the pavement and also assess a hauling fee on new development based on the direct impact to the street system.

9. *On Page 146, does the 24% of the TFP represent number of projects or their value? Provide charts representing both number of projects and their value.*

Figure 2 in Chapter 7 (Page 146) represents the number of projects and programs by type. See Figure 1 below for the number of projects and programs by type, and Figure 2 for the total cost of projects and programs by type.

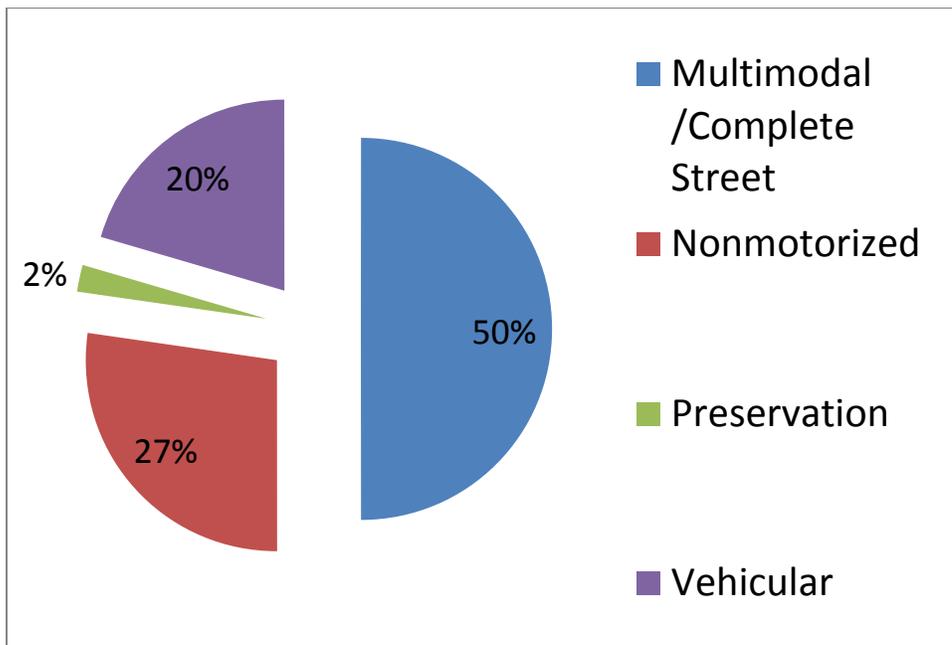


Figure 1 Number of projects by type.

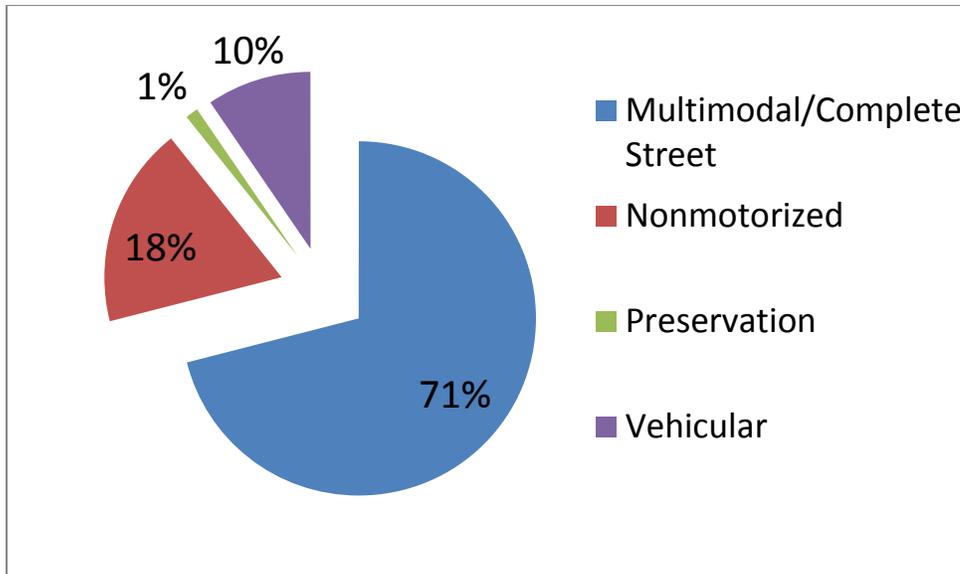


Figure 2 Cost of projects by type.

10. *Is the Parking Program (Page 297) a Downtown-only program? Is Overlake also included?*

The Parking Program will include citywide parking program development and administration, in addition to on-street parking management and enforcement currently implemented in Downtown. Staff will revise the language clarify the scope of this program in the proposed TMP document.

11. *How is transportation demand management reflected in the concurrency system?*

The concurrency system incorporates transportation demand management in two ways. First, the Transportation Demand Management program and the Transit program are included in the list of investments that provide capacity from the standpoint of concurrency. As those programs funded and their services delivered, the concurrency system receives mobility units of supply that are used to offset the demand generated by development. Second, many of the projects in the TFP will improve the safety, comfort, and convenience of non-SOV travel, and will have a demand management effect.

12. *Description of Project IDs 58, 60, and 61 on Page 158 is too vague to be meaningful.*

More detailed project descriptions as part of the Buildout Plan (between Pages 210 and 211) are:

Project ID 58: Resize vehicular lane width to 11 feet, raise the sidewalk on the south side of the bridge and reduce this sidewalk to 9 feet and enhance pedestrian realm by eliminating the traffic barrier between the south sidewalk and vehicular lane, and add 5.5-foot bike lanes in both directions.

Project ID 60: Add bike lanes on both sides. Improvements include two vehicular lanes in each direction, one turn lane, bike lanes and 8 foot sidewalks with planter strips on both sides, planter strip, streetscape

including gateway wayfinding and art elements, stormwater treatments, street lights, utilities, and easement acquisition.

Project ID 61: Within existing right-of-way and easements, resize vehicular lane width to 10 feet and add a 5 foot bike lane in the westbound direction. Improvements include sidewalks in both directions, a 5 foot bike lane in the westbound direction, one 10 foot vehicular lane in both directions, a 11 foot turn lane, streetscape, stormwater treatments, street lights, and utilities.

13. Clarify the description of Project ID 84 regarding how this is a complete street project.

Project ID 84 reconfigures the bridge to add a vehicular lane, which does require removing the sidewalk on the south side, but this pedestrian facility is replaced by a pedestrian bridge – providing greater separation from vehicles and potentially a wider walking/sidewalk space.

Project ID 84 is the interim and cheaper version of Project ID 85 (Page 217). When the bridge is near its service life in about 30 years from 2013, Project ID 85 is meant to replace the existing bridge with a new bridge. This bridge would accommodate a grade separated connection of Bear Creek Trail underneath the bridge, sidewalks and vehicular lanes on the bridge, and other essential bridge elements such as street lights and storm drainage.

Project ID 84 would yield an efficient use of the space of the existing bridge that expands the vehicular capacity for a critical bottleneck area while creating a good environment for pedestrians and bicyclists. Staff's assessment is that before the timing is ripe for developing Project ID 85 (replacement of the bridge), Project ID 84 is a good solution to the issues at this bottleneck area.

14. Is the 3-year action item, citywide wayfinding standards for cyclists and pedestrians completed already?

No. The City will be installing a bicycle wayfinding system in the near future but does not have standards at the necessary level of detail to create a comprehensive, consistent system.

15. Is the project, Project ID 43 on Page 207 (relocating the pedestrian crossing) consistent with pedestrian or motor vehicle demand at this location?

Project #43 is one in a set of projects that are intended to improve Nonmotorized travel between Overlake Village and the area west of SR 520. Projects #5 (Overlake Village Bicycle-Pedestrian Bridge) and #181 (NE 31st Street Light Rail Station Access) will create that pedestrian and bicycle connection and increase ped and bike volumes at the 3300 block of 148th Ave NE. Between that increase and existing vehicular volumes, the project is warranted. And once the signal has been installed, it will not be necessary to have a midblock crossing just to the north.