

# Chapter 8: Three-Year Action Plan

## Introduction

The Three-Year Action Plan identifies and schedules the most important action items to implement from the Transportation Master Plan (TMP) and covers the period between 2013 and 2015. This short-term action-oriented approach is critical to delivering the TMP or any other long-term plan. Action items beginning within the first three years of the plan will set the course for successful implementation of the entire plan.

This Three-Year Action Plan has identified 50 specific action items critical to advancing the transportation vision and creates the framework for the City's transportation work plan from 2013-2015. This work plan will be updated in 2015 to maintain the useful life of this TMP update of six years.

### The Action Plan has five categories:

- **Ordinances and Council Actions** – updates and revisions to ordinances and other Council actions related to the plan.
- **Studies and Plans** – transportation studies, corridor plans, subarea plans, major analytical work, and regional planning.
- **Advance Project Development** – conceptual planning and preliminary design to strategically position specific projects for grant competitions, help secure other funding sources, and coordinate with other City projects.
- **Major CIP Construction Projects** – most strategically important City Capital Improvement Program (CIP) projects to begin construction in the next three years.
- **Projects by Developers and Other Agencies** – most important developer projects and other agency projects to advance in the next three years.

## Proposed Three-Year Action Plan Items

### Ordinances and Council Actions (complete by noted timeline)

1. **Update Impact Fee Schedule for 2013-2030 Transportation Facilities Plan (TFP) (2013).** After adoption of the TMP, the transportation impact fee schedule in the Redmond Municipal Code will be modified by ordinance to be consistent with the plan recommendations.
2. **Update Concurrency Ordinance (2013).** After adoption of TMP, the concurrency ordinance in the Redmond Zoning Code will be updated to reflect the 2013-2030 TFP and 2030 Land Use Targets.
3. **Update Designated Freight Routes (2013).** The Washington State Freight and Goods Transportation System (FGTS) is a database of the State's freight corridors, including highways, county roads, and city

streets. The FGTS is used to establish funding eligibility for various regional and federal grants. The City of Redmond will work with WSDOT to update the designation of eligible Redmond streets in the FGTS.

4. **Reconcile Zoning Code with TMP Update (2014).** After adoption of the TMP, the Redmond Zoning Code will be updated to be consistent with relevant content of the TMP. For example, one element is to examine the Downtown pedestrian system to be consistent with TMP strategies.

## Studies and Plans (begin)

5. **Recommend Funding Levels for TFP Programs (2013).** Separate from the TMP update, a needs and level-of-service analysis for 2030 will be conducted for each of the 15 TFP programs to determine what will be accomplished with current levels of funding and to recommend appropriate funding levels consistent with the framework strategies, community priorities, and dashboard measures.
6. **Create an e-TMP (2013).** Create a web-based version of the TMP with interactive maps and links throughout the document. With regular updates, the e-TMP will be the “go-to document” for important information related to transportation in Redmond.
7. **Citywide Wayfinding Standards for Cyclists and Pedestrians (2013).** Provide wayfinding signage on major bicycle corridors that connect cyclists to their destinations to improve usability of a complex bicycle network and encourage bicycle use. Add pedestrian wayfinding to the Downtown interior pathways.
- ~~8.~~ **Develop a Transit Implementation Strategic Plan (2013).** ~~Identify~~ Develop a Transit Strategic Plan that establishes long-term priorities and strategies, as well as identifies specific short- and medium-term actions and an implementation timeline. Focus areas include actions to support neighborhood connections to Redmond’s two urban centers, provide increased mobility to support growth and economic vitality, and develop transition strategies for the arrival of light rail in Overlake.
- ~~8.9.~~ Local Circulator Proof of Concept (2013). Identify options to diversify local transit circulation and evaluate the dimensions (partnerships, funding sources, operational options) for a local circulator. Identify operational needs, opportunity areas, and necessary conditions for success.
- ~~9.10.~~ Urban Centers TDM Implementation Strategy for Growth Transportation Efficiency Centers (2013). Develop a framework and implementation plan to integrate TDM actions with infrastructure improvements, facilitate growth, and maximize the efficiency of transportation infrastructure as Redmond’s urban centers transition from a suburban to an urban environment. Elements include a performance-oriented commute options program and a consultant-assisted survey of travel option use and opportunities in urban centers.
- ~~10.11.~~ Evaluate Transportation Funding Needs and Options (2013). Identify funding options for several key transportation needs, including ongoing preservation, maintenance, and operations; specific projects in the Overlake Village area including the Overlake Access Ramp, 152nd Avenue NE Corridor, and the Overlake Village Station Pedestrian/Bicycle improvements; and near-term SR 520 improvements.
- ~~11.12.~~ Recommend Appropriate Actions for an Arts Policy for Transportation Improvements (2014). The existing City of Redmond “One Percent for Art” policy does not include a requirement for transportation projects. King County and other cities such as Seattle and Bellevue do require transportation projects to be included in an arts policy. The City of Redmond has included art on some of its bridge projects (examples are NE 90th Street Bridge, York Bridge, NE 36th Street Bridge) and

several other transportation facilities (examples are Redmond Central Connector and the retaining walls for the SR 520 and SR 202 westbound on-ramp). Without clear policy direction, budgeting for art and integration of art into the design of transportation projects has been inconsistent. The expected outcome for this analysis is to establish a clear policy for directing budget dedicated to art into transportation capital improvements.

**12.13. Avondale Road Bicycle Facilities (2014).** Determine the future bicycle facilities on Avondale Road, considering facilities that provide greater comfort and safety from the high-speed, high-volume vehicle traffic, including the interaction between future cycle tracks and potential trail. This corridor has the highest number of bicycle collisions of any corridor in the city.

**14. Education Hill Bicycle Modal Corridor Route Study (2014).** Determine the route for the bicycle modal corridor between Education Hill and Downtown. Routes to be studied include Red-Wood Road and 171st Avenue NE/172nd Avenue NE.

**13.15. Bicycle Facilities Design Manual Update (2014).** Update the original Bicycle Facility Design Manual to include nationally used, innovative bicycle facilities such as colored bike lanes, bike boxes, and cycle tracks.

**14.16. Speed Limit Revision Study (2014).** Review speed limits on select corridors to consider the interests of all street users, including drivers, pedestrians, cyclists, and people with special needs. Emphasis will be on the urban centers and other key corridors to improve overall safety while maintaining mobility. An example candidate is 164th Avenue NE in Downtown, and the speed limit changes within the Downtown urban center. Consider a consistent speed limit that meets the vision of the Downtown urban center.

**15.17. Reconfigured Streets Guidelines (2014).** Develop guidelines that help resolve modal conflicts and balance overlapping needs within the street network, including vehicle, bicycle, transit, and pedestrian travel; parking, traffic calming, and greater separation for pedestrians; and needs for natural stormwater infiltration treatments. Potential cost impacts to the City and to developers should be evaluated. Incorporate results from the Lane Width Study, updated Downtown Parking Study, and Speed Limit Revision Study. Assess the role and function for city streets, with a focus on Downtown, determine appropriate cross-sections, and identify candidate streets for reconfiguration.

**16.18. Parking Study for Downtown, Overlake, and Southeast Redmond (2014).** Identify actions, implementation timeline, and transition strategies for parking to support the development of Redmond's two urban centers and the major employment center in Southeast Redmond. Elements include identification of parking management actions, evaluation and update of "right sized" parking standards, freight loading/unloading, and necessary parking facilities to ensure adequate vehicular access with a parking environment that is not overbuilt. The Downtown element should include an evaluation on the role and amount of on-street parking needed to provide access, as well as to provide traffic separation for pedestrians. Results from this study should be incorporated into the Reconfigured Street Design Guidelines.

**17.19. Southeast Redmond Station Area Plan (2015).** To support access to the Southeast Redmond light rail station and successful land use development around the light rail station area, develop a multimodal transportation system and establish detailed standards for implementing this multimodal transportation system.

**18.20. Complete the South Overlake Village Street Plan (2015).** To support successful land use development in this area of the Overlake urban center, continue with the planning work completed to

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date, develop a multimodal transportation system, and establish detailed standards for implementing this multimodal transportation system.

| **19.21. Update Cost Estimates (2015).** Complete a mid-course review and update to TFP cost estimates. Updates include ongoing needs for maintenance and operations.

| **20.22. Update the Three-Year Action Plan (2015).** Update the Three-Year Action Plan during its final year to include a priority work plan for years 2016-2018.

## Advance Project Development (begin)

- 21-23. 166th Avenue NE Corridor Plan from NE 100th Street to NE 85th Street (2013).** Complete study of the corridor and preliminary design for the preferred alternative.
- 22-24. Overlake Access Ramp City Street Portion Preliminary Design (2013).** In coordination with the WSDOT portion of the access ramp, the City will complete preliminary design, environmental, and right-of-way plans to position the local street portion for future funding.
- 23-25. NE 26th Street East of 152nd Avenue NE (2014).** Work with Metro and representatives for the former Group Health property to position the City to acquire the right-of-way to complete this street required in the development agreement for the former Group Health site.
- 24-26. Redmond Central Connector Phase III (2014).** Complete project development for Willows Road and the final phase of the Redmond Central Connector from NE 100th Street to NE 124th Street to position the project for future funding.

## Major CIP Construction Projects (begin construction)

- 25-27. Cleveland Streetscape Project (2013).** Cleveland Street will be the signature street for the Downtown urban center. It is part of the Downtown East-West Corridor Study Master Plan and Implementation Strategy and a necessary improvement prior to the conversion of the Redmond Way/Cleveland Street Couplet from one-way to two-way. It includes widening the sidewalks and improving intersections to be more pedestrian oriented. Currently, there is a federal grant to fund improvements between 164th Avenue NE and 160th Avenue NE.
- 26-28. 164th Avenue NE 4-3 Lane Conversion (2013).** The project implements an important element of the one-way to two-way conversion, improving connectivity and circulation in the Downtown urban center. It will also protect and enhance community character by more efficiently using existing street width, thereby achieving a high value for the dollars invested. In addition, the channelization improves transit operations in the corridor by allowing easier turning access for buses to the Downtown Redmond Transit Center.
- 27-29. 166th Avenue NE 4-3 Lane Conversion (2014).** Convert remaining four-lane section of 166th Avenue NE to three lanes with bike lanes and a center turn lane from NE 100th Street to NE 85th Street.
- 28-30. Redmond Central Connector Phase II (2013).** Complete the next phase of the Redmond Central Connector Trail facility from the Sammamish River Bridge to the Puget Sound Energy Trail crossing signal on Willows Road at the 9900 block. The project includes two bridge crossings, trail installation, and related improvements.
- 29-31. Union Hill Road from 188th Avenue NE to East City Limits (2014).** Widen Union Hill Road from 188th Avenue NE to east city limits. Improvements include the through lanes in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, streetlights, storm drainage, water detention and treatment facilities, retaining wall, underground power and utility pole relocation, right-of-way, and easement acquisition.
- 30-32. NE 116th Street Improvements and 172nd Avenue NE Roundabout (2014).** In addition to a roundabout at 172nd Avenue NE, this project constructs sidewalks, bicycle lanes, and turn lanes (from 167th Avenue NE to 174th Ave NE) to connect the existing facilities into a safe and complete street for this growing north Redmond residential area.

**31-33. Redmond Way/Cleveland Street Couplet Conversion (2015).** Conversion of Redmond Way/Cleveland Street couplet from one-way streets to two-way streets. Includes reconstruction of all intersections and traffic signals to provide for an enhanced pedestrian environment. The project also includes a westbound business access and transit (BAT) lane from Avondale Way about 1,000 feet to the east.

## Projects by Developers and Other Agencies (begin)

**32-34. NE 27th Street/NE 28th Street between 152nd Avenue NE and 156th Avenue NE (2013).** New three-lane collector arterial street with sidewalks and bike lanes required as part of the development agreement for the former Group Health site.

**33-35. 152nd Avenue NE Improvements (2014).** Half-street improvements on the east side of 152nd Avenue NE from NE 26th Street to NE 28th Street as part of the development agreement for the former Group Health site.

**34-36. WSDOT Overlake Access Ramp Preliminary Design (2013).** Coordinate with WSDOT on the design of the limited access portion of the Overlake Access Ramp (from freeway to the roundabout ramp terminal).

**35-37. WSDOT SR 520 Multimodal Corridor Study Implementation (2013).** In addition to the Overlake Access Ramp, coordinate with WSDOT for funding and implementing the other near-term improvements on the Redmond portion of the SR 520 corridor including: design of the 148th Avenue NE Regional Trail grade separation, completion of the NE 40th Street and NE 51st Street Regional Trail grade separations, and completion of the SR 520 and SR 202 interchange improvements at the NE 76th Street intersection (includes a second eastbound left turn lane and a separated pedestrian/bicycle bridge aligned with the Redmond Central Connector trail).

**36-38. Sound Transit East Link Final Design (2013).** Coordinate with Sound Transit on the final design and permitting for the Overlake Village Station and Overlake Transit Center Station, pedestrian bridges, and related work to deliver light rail to Overlake.

## Other Relevant Activities

- 1. Update the City's Capital Investment Strategy (CIS) (2013).** After adoption of the TMP, the transportation section of the CIS will be modified to include both the updated Buildout Plan and 2013-2030 TFP.
- 2. Update Policies of Undergrounding Overhead Utilities (2013).** Redmond policies and code require that all overhead utilities are undergrounded when private development or capital improvement occurs. Policy and regulations will be reviewed and updated as needed to provide reliable utility services and maintain Redmond's community character, while ensuring effective use of public and private resources.
- 3. Adequate Maintenance and Street Asset Inventory (2014).** To effectively keep track of street assets and manage the maintenance of existing transportation infrastructure, build a comprehensive street asset inventory database.
- 4. Funding Allocation Structure for Maintenance and Operations for Capital Improvements (2014).** Establish a budget structure for capital improvements that explicitly accounts for ongoing maintenance and operations needs in addition to design and construction.

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5. **Regional Trail Access Study for Adjacent Properties (2014).** Improve the function and use of regional trails and determine locations with willing property owners to make new connections to regional trails. Coordinate with the Parks Department Trail Development Plan, which will identify property rights and propose trail locations at a parcel level basis.
  6. **Strategic Transportation Stormwater Treatment Plan (2015).** To achieve the most cost-effective way to treat stormwater impacts from transportation infrastructure and develop a strategic plan to integrate the planning and project development of transportation and stormwater facilities.

# Action Plan Summary and Timetable

	2013	2014	2015
<b>Ordinance and Council Actions (Year of Project Completion)</b>			
1	Update Impact Fee Schedule		
2	Concurrency Ordinance Update		
3	Designated Freight Routes Update		
4		Reconcile Zoning Code with TMP Update	
<b>Studies and Plans ( Year of Project Initiation)</b>			
5	Recommend Funding for TMP Programs		
6	Create e-TMP		
7	Wayfinding Standards for Cyclists and Pedestrians		
8	Develop Transit Implementation Plan		
9	Urban Centers TDM Implementation Strategy		
10	Evaluate Transportation Funding Options		
11		Recommend Actions for an Arts Policy for Transportation	
12		Avondale Road Bicycle Facilities Study	
<u>13</u>		<u>Education Hill Bicycle Modal Corridor Route Study</u>	
14		Bicycle Facilities Design Manual Update	
15		Speed Limit Revision Study	
16		Reconfigured Streets Guidelines	
17		Parking Study	
18			Southeast Redmond Station Area Plan
19			South Overlake Village Street Plan
20			Cost Estimate Updates
21			Update Three-Year Action Plan
<b>Advance Project Development ("Year of Project Initiation)</b>			
22	166th Avenue NE Corridor Plan		
23	Overlake Access Ramp City Street Prelim Design		
24		NE 26th Street Design	
25		Redmond Central Connector Phase III Design	

	2013	2014	2015
<b>Major CIP Construction (Begin Construction)</b>			
26	Cleveland Streetscape Project		
27	164th Avenue NE four-three Lane		
28		166th Avenue NE four-three Lane	
29		Redmond Central Connector Phase II	
30		Union Hill Road - 188th Avenue NE to East City Limits	
31		NE 116th Street Improvements and 172nd Avenue NE Roundabout	
32			Redmond Way/Cleveland Street Couplet Conversion
<b>Projects by Developers and Other Agencies (Year of Project Initiation)</b>			
33	NE 27th/NE 28th Streets between 152nd Avenue NE and 156th Avenue NE		
34	152nd Avenue NE Improvements		
35	WSDOT Overlake Access Ramp Prelim Design		
36	WSDOT SR 520 Multimodal Corridor Study		
37	Sound Transit East Link Final Design		
<b>Other Activities</b>			
1	CIS Update (Citywide)		
2	Update Policies of Undergrounding Overhead Facilities (Citywide)		
3		Maintenance and Street Asset Inventory	
4		Funding Allocation Structure for Maintenance and Operations	
5		Regional Trail Access Study	
6			Strategic Transportation Stormwater Treatment Plan