

Transportation Master Plan Update

Issue	Date	Issue	Staff Notes & Next Steps
1	6/4/24	Would it be possible to get the Staff Report presentation ahead of time so we can have questions ready ahead of the discussion? <i>(CM Forsythe)</i>	This Staff Report will be a level set for Councilmembers to get a high-level idea of the variety of transportation plans that are in progress right now and how they relate to each other. This Staff Report will not delve deep into transportation topics but will give an overview of what Council can expect to review in the future. Councilmembers can also review the Redmond 2050 Transportation Element if they want to review Redmond's transportation vision more in-depth. The Transportation Planning & Engineering team will continue to prepare materials for the Staff Report presentation.
2	6/4/24	With the opening of the light rail on the Eastside, there has been more community interest in first-last mile connections. Would it be possible to get more information on this during the Staff Report? <i>(CM Salahuddin)</i>	Yes, first-last mile connections will be discussed at the staff report. The Transportation Planning & Engineering team will continue to prepare materials for the Staff Report presentation.
3	6/4/24	Would it be possible to provide use-case profiles or scenarios of what residents in Overlake, Education Hill, or other neighborhoods might experience in the transportation network? <i>(CM Fields)</i>	Yes, this information can be prepared for the Transportation Subcommittee and can be incorporated into the Transportation Master Plan document. The Transportation Planning & Engineering team will continue to prepare materials for the Staff Report presentation.
4	6/4/24	Thank you for the work that you continue to do to provide safe facilities particularly for pedestrians and bicyclists. <i>(CM Nuevacamina)</i>	Staff will continue to provide updates on active transportation efforts in the Transportation Master Plan, including our bicycle network strategy efforts that will be discussed at the staff report. The Transportation Planning & Engineering team will continue to prepare materials for the Staff Report presentation.
5	8/5/24	I've been hearing a lot of safety concerns / requests for a Left turn arrow at the intersection of Bel-Red and West Lake Sammamish Parkway. Currently, there is a bike lane (or space for bikes to move to the 6front safely) but the turn itself is viewed as unsafe when it is in conjunction	The Planning department will pass this information on to the Traffic Operations & Safety Engineering (TOSE) team in Public Works as they manage Redmond's signals. The Safer Streets Action Plan will include opportunities to reduce conflicts between bicycles and vehicles at Redmond intersections. Further city staff coordination will be required.

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		with vehicles. The request is for a <u>bike only</u> left-turn arrow <i>(CM Forsythe)</i>	
6	8/5/24	Will the curbspace chapter include geofencing for Lime scooters and bikes to have proper zones to park vehicles? <i>(CM Forsythe)</i>	This is more of an operational issue that can be addressed through our contract with Lime. Staff will discuss with Lime to determine where it makes most sense to do this such as in high traffic areas in urban centers.
7	8/5/24	Will pick up and drop off zones for rideshare programs be included in the curbspace management plan? <i>(CM Forsythe)</i>	Policies around curb space priorities, including passenger loading will be included in the curbspace chapter. Specific areas where passenger loading will occur will be identified in the Citywide Right-of-Way Management Plan that will be developed by Public Works in 2025 and will support the strategies outlined in the TMP Curbspace chapter. Finalize policies and strategies in the curbspace chapter, develop Citywide Right-of-Way Management Plan
8	8/5/24	Will the TMP provide opportunities to expand flexible transit access with King County Metro programs? Would like to hear more about this at the study session, if possible. <i>(CM Salahuddin)</i>	The upcoming August 13, 2024 Study Session will be focused on the development of the Safer Streets Action Plan; however, this topic will be included in the next TMP Staff Report. Promoting transit access and flexible transit options is included in the transit chapter of the TMP.
9	8/5/24	What parts of the plan will think more comprehensively about parking management (off street in addition to curbspace)? <i>(CM Kritzer)</i>	Parking management strategies will be included in the Curbspace chapter of the TMP. In addition, a more detailed parking management analysis will be included in the Urban Centers Parking Management Plans that will be developed for Overlake, Downtown Redmond, and Southeast Redmond/Marymoor.
10	8/5/24	It is part of our obligation as a jurisdiction to have a responsible transportation plan. I would like to see strengthening of incentives and education of the public to work hand in hand with sustainability and tell the story of why we are encouraging people not just to drive everywhere. We want to tie the strategies in the TMP to GHG reductions. <i>(CM Fields)</i>	The TMP will include strategies and analysis that supports Redmond's goals for reduction of vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). As sustainability is a Guiding Principle of the 2050 Transportation Vision, these concepts will be incorporated into all aspects of the TMP. Staff will continue with development of the TMP.
11	11/19/24	If community members want to get in touch with the TMP team, what is the best way they can do that? Do we have any open surveys or questionnaires? <i>(CM Stuart)</i>	Community members can go to the open Let's Connect page to give feedback, as questions, and take available questionnaires. Additionally, the Redmond Pedestrian and Bicycle Advisory Committee (PBAC) will discuss various chapters of the TMP and other related topics at ongoing monthly meetings. PBAC meets on the

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			2nd Monday of every month at 6:30 p.m., both in City Hall and via Microsoft Teams. For more details, email pedbikecommittee@redmond.gov or visit https://www.redmond.gov/pbac The next Redmond PBAC meeting will be held Monday, January 13, 2025.
12	1/28/25	How do we continue to see a high turnover of on-street parking for local businesses while still promoting the park once and walk concept? <i>(CM Nuevacamina)</i>	Management of parking will be key. Setting right-sized timeframes of on-street parking and looking into the possibility of metered parking to allow for longer parking timeframes in the future will help maintain the turnover needed allow people to find parking. Implementing useful wayfinding and signage will also help people find parking easily and quickly, especially in our urban centers. The Urban Centers Parking Management Plan will include specific strategies for achieving desired parking turnover and encouraging the park once and walk concept.
13	1/28/25	Having incoming light rail infrastructure alongside our curbspace management strategies will help bring more solutions on board to manage parking turnover. What is the Parking Benefit District mentioned in the curbspace strategies and what are the ways that this could be explored in Redmond? <i>(CM Stuart)</i>	The TMP puts forth strategies for curbspace management, and the forthcoming Urban Centers Parking Management Plan and Curbspace Management Plan will explore the details of how these strategies will be implemented. A Parking Benefit District is typically created to cover the costs associated with the parking program at a minimum and can be used to for other public improvement projects within the same geographic area. The Urban Centers Parking Management Plan will explore this concept further.
14	1/28/25	What do we think is the right mix of publicly owned EV chargers and privately owned but publicly available chargers? Do we have a sense of the ratio that would be useful for a city of our size? <i>(CM Stuart)</i>	Transportation Planning & Engineering staff collaborated with Jenny Lybeck and the Sustainability team on the EV strategy as part of the E-Mobility Strategy of the TMP. Actions 3A through 3H of the E-Mobility Strategy explore how the City can utilize private partnerships to provide more publicly available charging infrastructure in Redmond.
15	1/28/25	It's great to see all the ADA efforts in this chapter and how we're adding more accessible parking. Can you expand on how we are going to phase out the monthly parking permit and what the anticipated timeline on this would be? <i>(CM Forsythe)</i>	The Urban Centers Parking Management Plan will explore opportunities to reconfigure the monthly permit program. More information on the changes to this program and anticipated timeline and phasing will be provided in the Urban Centers Parking Management Plan. The goal to phase out permit parking would be over a number of years and when alternatives to on-street parking or hourly, paid parking is available as an alternative.
16	1/28/25	Would we consider implementing a residential parking permit zone as part of phasing out the monthly permit program? <i>(CM Forsythe)</i>	The Urban Centers Parking Management Plan will explore opportunities to reconfigure the monthly permit program. More information on the changes to this program and anticipated timeline and phasing will be provided in the Urban Centers Parking Management Plan.

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17	1/28/25	Have we considered implementing dedicated rideshare pickup and drop off locations as part of our curbspace management strategies? (CM Forsythe)	Rideshare would fall under the access category for loading/unloading that is included in the curbspace prioritization categories. The forthcoming Curbspace Management Plan led by the Public Works department will expand on this work in more detail. The Curbspace Management Plan led by Public Works will determine the appropriate quantity and location of loading zones.
18	1/28/25	How do we think about the level of detail of strategies that are included in the TMP Curbspace chapter vs. what will be included in future parking plans? I.e. does the strategy that mentions changing the time-limited parking near Anderson Park fit in the TMP? Also, how will we manage parking in spaces with community parks that may not have a dedicated parking lot? (CM Kritzer)	The strategy near Anderson Park was cited as an example of an area on the periphery of Downtown that would experience potential additional parking pressure if metered parking is implemented Downtown. Because of this, we would want to look at this area and others on the periphery of Downtown as an opportunity to implement time-limited parking to alleviate that additional pressure. The Urban Centers Parking Management Plan will provide recommendations for parking management within Urban Centers and consider impacts to adjacent areas. The PARCC Plan lays out parking requirements for different types of parks and whether or not a park requires off-street parking.
19	1/28/25	Can you clarify the parking rule about moving your car to a new street in Downtown regarding the 2-hour time limited parking? (CM Kritzer)	We want our businesses to feel that these curbspace strategies are supporting their work. This is why we are recommending potentially having paid parking in our time-limited areas. We will also continue to look into the 2-hour limit and if it is appropriate for our time-limited parking areas. More information will be included in the Urban Centers Parking Management Plan. Regarding the current regulations, a vehicle can be parked on the same named street for 2 hours at a time. You cannot move to another part of that same named street later in the day due to the nature of the parking monitoring program. More information can be found at: https://www.redmond.gov/636/Downtown-Parking Staff will identify code changes and other information that should be shared with public to explain parking regulations as part of the implementation of the Urban Center Parking Implementation Plan and make changes as parking enforcement is moved into the Police Department instead of an external vendor.
20	1/28/25	To what extent does paid parking influence the burden on current parking enforcement? (CM Stuart)	Paid parking allows for better compliance overall which also allows for fewer resources to be spent on parking enforcement. This is a benefit of implementing a paid parking system. Parking enforcement is one factor to be evaluated as part of the decision to implement metered parking.

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21	1/28/25	Can we look into the equity considerations of towing fees and the city's approach to towing in the parking or curbspace management plans? <i>(CM Kritzer)</i>	Generally, the City does not tow cars for parking violations. The Police Department manages all on-street parking enforcement for the City. The Planning Department and Police Department are working in collaboration on the Urban Centers Parking Implementation Plan which will address on-street parking strategies and recommendations, with Police being in charge of enforcement.
22	3/13/25	Why is TMP delivery now pushed out to April/May 2026? What are the impacts/benefits of that delay? <i>(CM Stuart via email)</i>	The TMP timeline has extended to allow for additional staff and leadership review of content. Staff will continue to progress on TMP development.
23	3/13/25	What is the emission profile of the light rail's electricity? Does light rail run on energy fueled by coal? If yes, what is the transition plan/target for that energy source? <i>(CM Stuart via email)</i>	Sound Transit participates in Puget Sound Energy (PSE)'s Green Direct program, sourcing 100% of their electricity from dedicated, renewable sources. This is the same program the City of Redmond leverages for City operations electricity. We can continue this discussion topic during an upcoming Study Session when the E-Mobility chapter of the TMP will be discussed.
24	3/13/25	Some modes are more seasonal than others. In what season will the bike strategy outcomes be measured? Will there be standardization to ensure the same season is measure annually? <i>(CM Stuart via email)</i>	We typically conduct traffic counts in Fall and Spring and would continue using data from these time periods regardless of the data source. Staff will continue to collect and analyze data from standard Fall and Spring time periods.
25	3/13/25	When using the RMI calculator to understand potential CO2 emissions reductions, are those reductions measured in tailpipe emissions or do they also account for the source of the electricity's emissions? <i>(CM Stuart via email)</i>	The RMI calculator estimates air quality impacts based on PM2.5, NOx, and CO pollutants. The emissions reductions are calculated based on the estimated reductions of these three pollutants. The calculator does leverage regional emissions factors, integrating NREL data from the PNW overall. It's been the city's experience that PSE's energy is contains higher GHGs than the regional roll ups. Assuming the trends we've seen in the past hold for 2023, the GHG assumptions in the calculator would be conservative/lower GHGs compared to PSE-specific data.
26	3/13/25	Bike chapter, recommended action 3B. Is the phrase "at the time of purchase" needed in this? I'm not understanding if the action is trying to make a very specific point, or if it is redundant. <i>(CM Stuart via email)</i>	This is making a specific point. Many earlier programs offered reimbursable rebates which presents some challenges to low-income population that would most benefit.
27	4/8/25	Appreciate conversation around Redmond Way and the constraints around that area. How will we know if we are on track with our goals, especially given seasonal variations in bicycle	The City currently collects bicycle and pedestrian volumes twice per year (at the same time each year) to compare bicycle activity annually. We typically collect these counts in the fall and spring. We are also looking into other big data sources that can supplement our bicycle volume counts.

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		activity? When during the year will our measurements take place? <i>(CM Stuart)</i>	We are also looking into adding more permanent bicycle counters on Redmond's transportation network at strategic locations. Staff will continue to look into big data options that can supplement our counts and provide more context to the data we are already collecting annually.
28	4/8/25	Thank you for including data around incentive programs for e-bikes. As it relates to incentives for e-bikes, does the Rocky Mountain Institute use tailpipe emissions or another metric to measure emissions? <i>(CM Stuart)</i>	Yes, the Rocky Mountain Institute (RMI) calculator uses tailpipe emissions.
29	4/8/25	Topography is a barrier to bicycle activity on Education Hill. How can you measure data and compare trends in these unique situations such as topography and complicated intersection configurations that limit bicycle connectivity? <i>(CM Fields)</i>	Redmond does not have uniform conditions across the City, which means we need to have careful and thoughtful design for safe and comfortable bicycle facilities. In some cases, we can look at what is already built and see if we can improve. Each situation will be unique to the location and users served and we will be sensitive to the characteristics of the environment when looking at bicycle facility improvements. For any future bicycle facility improvement, staff will consider all unique characteristics of the location and environment to assess safety improvements.
30	4/8/25	Page 20 may need clarification or have a typo – check the first paragraph and neighborhood reference. Looks to be noting Grass Lawn when it should note Overlake. <i>(CM Forsythe)</i>	This comment has been incorporated into the Bicycle Network chapter. Page 20 has been updated to change the reference to 150th Avenue NE in the Grass Lawn neighborhood.
31	4/8/25	Can you clarify how Level of Traffic Stress is incorporated into the maps in the Bicycle Network Chapter? <i>(CM Kritzer)</i>	The planned bicycle facilities map is intended to show that the Spine Network bicycle facilities are at a low level of traffic stress. We do have a map showing the city's existing level of traffic stress that we can include in the Bicycle Network Chapter or in appendix material to the TMP. The Spine Network facilities on the planned bicycle facilities map all are intended to be level of traffic stress one or two. (See Figure 14 of the Bicycle Network Chapter).
32	4/8/25	In terms of the benchmarks that you talked about regarding 15% of urban center and 5% of citywide trips, can you clarify how you got to those benchmarks and how they relate to other cities of similar size? <i>(CM Kritzer)</i>	Bike planning is based on a combination of evidence and intuition. When looking at our 71% reduction of GHG targets, some of those reductions are attributed to the bicycle mode in addition to electric vehicles, transit, and other non-drive alone modes. We have assumed a reasonable target of approximately 1 in 6 trips in the urban centers would be converted to the bicycle/micromobility mode. We assume that especially in our denser urban centers, it is reasonable for people to take trips via bicycle/micromobility over drive-alone vehicles.

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			Redmond's bicycle mode share outcomes are shown on page 4 of the Bicycle Network Chapter.
33	4/8/25	Regarding rideshare pick-up and drop-off, can we look into implementing designated rideshare pick-up and drop-off locations especially near our light rail stations? <i>(CM Forsythe)</i>	This will be a focus of the Curbspace Management Plan that will be developed by Public Works and will take a more detailed look at curbspace uses on the block-by-block level. The Public Works Department's Curbspace Management Plan will address rideshare pick-up and drop-off among other detailed curbspace uses.
34	4/8/25	As Redmond is growing, how big of a challenge will it be to create our ideal curbspace and delivery network to not disrupt traffic, given Redmond's narrow streets and congestion? <i>(CM Fields)</i>	It will be a challenge, but as the City grows and as demand for last-mile delivery grows we will need to look at other strategies. One key strategy will be to consider consolidated centralized pick-up locations such as lockers or other businesses that accept deliveries. That is a strategy that we would like to emphasize in our urban centers especially. This strategy is discussed in the Curbspace and Freight chapters of the TMP.
35	4/8/25	One of the things noticed living in Downtown Redmond is noise given the level of activity. How can the City when planning for the future control the amount of noise associated with deliveries or building requirements? <i>(CM Nuevacamina)</i>	Redmond's principal tool for regulating noise is RMC 6.36 Noise Standards. Among other things, this chapter sets decibel limits for noise that vary by time of day and zone. It also regulates construction noise. RMC 6.36.060 requires developers to include sound attenuation when developing housing near high-traffic arterials. Another provision is in place for the City's own CIP projects to consider noise walls and other mitigation standards if we believe the project will create elevated noise levels.
36	4/8/25	How does our updated truck route map compare to the previous version? How does the freight network overlay with the bike network? <i>(CM Forsythe)</i>	The map is similar with some small modifications. We removed NE 116th Street and West Lake Sammamish Parkway. We have also updated and clarified the definitions for Primary and Secondary Truck Routes and how these relate to WSDOT's definitions. The Streets Plan chapter discusses how our modal networks are connected and emphasizes a Layered Network and Complete Streets concept. Page 3 of the Streets Plan chapter discusses the city's integrated Complete Streets approach and page 12 of the Streets Plan chapter discusses the modal integration concept and analysis.
37	5/27/25	Looking at the section on ADA-compliant bus stop facilities, have we thought about including solar panels on bus shelters? <i>(CM Forsythe)</i>	Bus shelters and bus stop facilities are managed by King County Metro within the City. We would be open to partnering with Metro to add solar technologies to bus shelters but the timing and locations of implementation would be under Metro's purview. Bus stop facilities are discussed in Strategy 4 of the Transit Network Chapter of the TMP. We will update Strategy 4 to include discussion of lighting at transit stops.

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38	5/27/25	Is there a role for the City to develop or encourage the use of trip planner apps? <i>(CM Fields)</i>	Trip planner apps and the concepts they support are examples of Transportation Demand Management (TDM) strategies that encourage people to use alternative travel methods that are not drive-alone. Staff are including a TDM chapter in the TMP and will discuss this with Council in July 2025. The City's Go Redmond program includes a trip planner functionality that is discussed and encouraged in the TDM Chapter of the TMP.
39	5/27/25	Is our Safer Streets for All Action Plan effectively our Vision Zero plan? Or do we have more plans to create a Vision Zero plan? <i>(CM Kritzer)</i>	The Safer Streets Action Plan is effectively the City's Vision Zero plan as it defines a target and timeframe for eliminating fatal and serious injury crashes in Redmond.
40	5/27/25	What exactly does the term shared parking mean? What is the timeline for this program? <i>(CM Nuevacamina)</i>	The shared parking program is part of our Regional Mobility Grant proposal. The program will work to partner with businesses or management companies of underutilized surfaces parking lots in Redmond to better utilize these spaces for public parking. The City hopes to implement the Regional Mobility Grant microtransit shuttle and shared parking program when the 2 Line Cross-Lake Connection is complete. Staff are bringing forward to a contract to the City Council for the microtransit shuttle vendor.
41	5/27/25	For the transit-only lanes and other capital projects, what would be the timeline for those? <i>(CM Nuevacamina)</i>	The timelines for transit-supportive capital projects are not yet determined and will depend on funding and partnership opportunities with local transit agencies. The table in the TMP serves as an idea bank of potential projects and reflects the City's goals for future infrastructure, strengthening its ability to advocate with transit partners. The table of transit-supportive projects is shown in Strategy 7 of the Transit Chapter of the TMP.
42	5/27/25	Will there be policy conversations for the City to work with other agencies to implement transit goals? <i>(CM Fields)</i>	Yes. The Transit Chapter establishes Redmond's goals for the City's future transit network. The City will be open to coordination with neighboring cities and other agencies to partner as necessary and ensure that these goals are consistent regionally. City Council leadership also recommends Councilmembers apply to sit on regional committees such as the Regional Transportation Committee (RTC).
43	5/27/25	Do you feel that this overall transportation plan is sensitive to the balance of needs in Redmond? <i>(CM Fields)</i>	Yes, the layered modal networks and complete streets concepts establish Redmond's need to balance vehicle modes with transit and active transportation modes. The layered modal networks concept is discussed on page 12 of the Streets Plan chapter.

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44	5/27/25	How can the City play a roll in making sure community members are aware of transit route changes in their neighborhoods and efficient routes? <i>(CM Kritzer)</i>	The Go Redmond program and communications staff partner with Metro and Sound Transit to promote awareness of transit resources and other ways to travel in Redmond without driving alone. The Transit Chapter of the TMP emphasizes frequency of routes in addition to wide ranging connectivity across the City. One of Redmond's future transit goals is to increase transit frequency along planned routes so riders have more opportunities to travel via bus throughout the day. The TDM chapter of the Transportation Master Plan addresses the Go Redmond program's role in promoting awareness of transit resources. Transit frequency is discussed in Strategy 1 of the Transit Chapter of the TMP.
45	7/8/25	Regarding bicycle storage, can you elaborate how bicycle storage is included in the TDM chapter or the TMP overall. <i>(CM Forsythe)</i>	Secure bicycle parking is discussed in Strategy 7 of the Bicycle Chapter of the TMP. Providing infrastructure is a form of Transportation Demand Management and we will look for ways to cross reference strategies in the TDM chapter with other chapters of the report. Additionally, the City is working on a pilot project with Redmond's hotels supported by LTAC funding to provide bicycles and bicycle travel resources for visitors to Redmond's hotels.
46	7/8/25	What do you think it's going to take to get people out of their cars and shift their travel patterns? <i>(CM Fields)</i>	Making alternative transportation options intuitive and user-friendly will help encourage the community to use non-vehicle travel options. Additionally, spreading awareness of the options Redmond already has will help the community know what is currently available to them for their travel needs. The Transportation Demand Management Program is also looking into providing financial incentives and other options to increase commuter behavior change. Redmond applied for and received a Regional Mobility Grant to provide another non-drive alone travel option and encourage transit use. This grant program will fund a microtransit shuttle and shared parking program, making it easier for people to access the Downtown Redmond light rail station.
47	7/8/25	Additionally, the City needs to make driving more difficult and expensive to discourage people from driving and promote other modes of travel. The City can be more specific about how driving can be more costly than other options. <i>(CM Anderson)</i>	The Transportation Demand Management chapter discusses parking management (including paid metered parking) in Strategy 4, which helps to show the true cost of parking management. Additionally, the City will bring the results of the Urban Centers Parking Management Plans to Council later in 2025 to further the City's conversation regarding parking management. These recommendations include increasing the monthly permit fee, increasing the time-limited service area, and exploring metered parking. These recommendations will help the city be more in line with the rates that private developments charge.

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48	7/8/25	In Strategy 1 of the TDM Chapter, one of the actions could be “have successful regional growth centers” to draw connections between this chapter and others in the TMP. <i>(CM Stuart)</i>	Language has been added to the strategy discussion about how focusing growth in urban centers is the most impactful TDM strategy as it puts more people within easy walk/bike distance of services and regional transit. An action has also been added that layers in additional things that can be done to achieve successful centers, including effective parking management, safe and comfortable walking and biking infrastructure, and encouraging a diverse mix of land uses.
49	7/8/25	Strategy 4 mentions wayfinding. Can we call out the connection between better wayfinding and utilizing routes of lower bicycle and pedestrian traffic stress? A map or better signage would be helpful. <i>(CM Kritzer)</i>	Clarifying language was added to Strategy 4 of the TDM chapter and to Strategy 10 of the Pedestrian chapter. Wayfinding implementation efforts will prioritize low-stress routes. Language added too Strategy 4 of the TDM chapter includes, “Additionally, clear wayfinding signage promotes awareness of non-driving routes such as bicycle and pedestrian facilities. Clear wayfinding can promote awareness of alternative modes and discourage drive-alone trips.” Language added to Strategy 10 of the Pedestrian Plan includes, “Clear and consistent wayfinding helps people navigate the transportation system. For people walking and biking, wayfinding can be especially helpful for understanding the best routes for getting to key destinations such parks, schools, transit, and shopping. As such, wayfinding can be an effective tool for encouraging active travel.”
50	7/8/25	Is there any way to add more emphasis on how we gather feedback and communicate feedback to Metro about bus routing and frequency, especially given recent Metro service changes with the East Link Connections network? <i>(CM Kritzer)</i>	Communications and coordination between the City of Redmond and transit agencies is discussed in Strategy 9 of the Transit Chapter. Clarifying language emphasizing frequent communications between the City and King County Metro has been added to Strategy 8 of the Transit Chapter and Action 1C of the TDM Chapter. Language included in Strategy 9 of the Transit Chapter includes, “Continuity in policy and planning efforts across agencies will help bring Redmond’s transit goals to reality in a more efficient manner. Redmond’s efforts should align with King County Metro’s and Sound Transit’s long range planning efforts including Metro Connects, the Metro Service Guidelines, the Metro Strategic Plan, the Sound Transit Regional Transit Long-Range Plan, and the Sound Transit Development Plan 2024-2029. Redmond should also have a strategic approach to influencing Metro’s and Sound Transit’s long-range plans so that they align with the city’s objectives.” Language added to Action 1C of the TDM Chapter includes, “Establish clear and frequent coordination between the City and transit agencies to communicate feedback on transit service.”
51	7/8/25	Can we better articulate strategy 6 in the Pedestrian Chapter regarding Pedestrian Priority Zones? Can we be clearer in reinforcing our	Yes, clarifying language has been added to Strategy 6 of the Pedestrian Chapter to better articulate what is included in Pedestrian Priority Zones.

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		commitment to defining these zones? <i>(CM Stuart)</i>	Language added to Strategy 6 includes: “The Pedestrian Priority Zones are intended to prioritize a comfortable pedestrian experience through street design and operational strategies, including the following: • Street design strategies: traffic calming measures such as narrower streets, raised crossings, landscaping, and pedestrian-scale lighting • Operational strategies: automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red and pedestrian scrambles (where appropriate and applicable)” “Action 6B: Consistent with recommendations in the Safer Streets Action Plan, develop a list of recommended operational and street design strategies that prioritize pedestrian mobility within Pedestrian Priority Zones. Operational strategies would include but are not limited to automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red, and pedestrian scrambles, where appropriate and applicable. Street design strategies would include but are not limited to raised crosswalks/intersections, curb extensions, narrowed streets, and other traffic calming measures.”
52	7/8/25	In Strategy 9 for pedestrian travel through construction areas, can we acknowledge that our facilities need to be restored after construction ends? <i>(CM Stuart)</i>	Yes, clarifying language will be added to Strategy 9 of the Pedestrian Chapter to better articulate that pedestrian facilities need to be fully restored after construction to provide safe access that meets ADA requirements. Language added to Strategy 9 includes, “Ensure real-time information is pushed out to the Redmond community regarding any closures that impact the pedestrian system. Ensure pedestrian infrastructure is fully restored following the completion of construction and that facilities are ADA-compliant.”
53	7/8/25	What kind of data do we use for our data-driven traffic calming approach? <i>(CM Stuart)</i>	Historically, the transportation data that has been collected includes annual traffic data collection of vehicle speeds, vehicle volumes, pedestrian volumes at intersections, and bicycle volumes at intersections. Through the TMP update process staff have also identified specific streets, to be defined as bicycle boulevards, that will be safe and comfortable facilities for all ages and abilities and create the city’s bicycle spine network. Other priorities for traffic calming would include streets without sidewalk, streets that are known to be cut-through routes, and we would continue to utilize Q-Alert data and feedback from the community related to speeding. Staff also

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			collect speed data to validate and verify any requests or feedback that we receive from the community.
54	7/8/25	Regarding accessibility: rather than doing everything at once, can this plan eventually lead to a budget request that prioritizes what areas need improved accessibility first? <i>(CM Fields)</i>	Strategy 7 of the Pedestrian Chapter includes the development of an ADA Transition Plan for Redmond's public right-of-way. The development of this plan will include a prioritization component that will evaluate all ADA barriers and prioritize them for improvement based on location, severity, and proximity to pedestrian-generating uses.
55	7/8/25	I don't see anything talking about the environmental impacts of lighting in the pedestrian chapter—can we include an action that says we will ensure lighting for safety while using best practices for lighting to reduce skyglow and environmental impacts? <i>(CM Kritzer)</i>	Strategy 8 of the Pedestrian Chapter discusses street lighting. Language has been added that addresses the need to balance lighting for pedestrian safety with using best practices to reduce skyglow and environmental impacts.
56	7/8/25	For sidewalk gaps and alternatives, is the goal to be at 100% sidewalk coverage? It would be good to articulate what the goal is in this chapter. <i>(CM Kritzer)</i>	The goal is for 100% of streets to be comfortable for pedestrians to travel on. Staff have heard that sidewalks are what people want in most cases but acknowledge that traditional sidewalks may not always be feasible given spatial or environmental constraints and associated costs and impacts. Our goal is to provide a comfortable and separated walking environment on all streets, whether with a conventional sidewalk or sidewalk alternative. This clarification will be added to the Pedestrian Chapter in Strategy 1 and Strategy 5.