

Moving Toward 2050

Transportation Master Plan Status Update

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Transportation Planning and Engineering Division
November 19, 2024

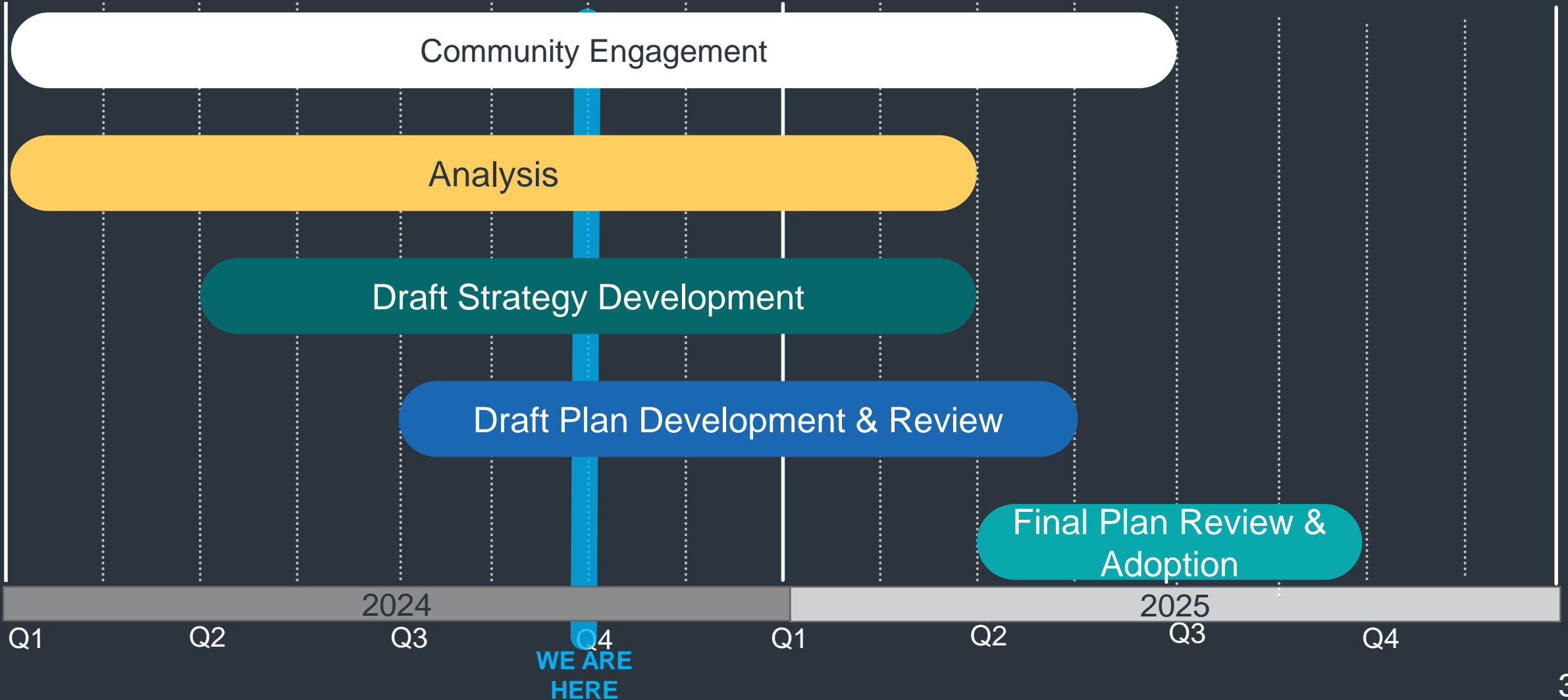




Agenda

- Timeline
- Transportation Master Plan (TMP) Chapters in Progress
 - Bicycle Network Strategy
 - Curbspace Strategy
- Community Engagement
- Upcoming Milestones

Transportation Master Plan Schedule

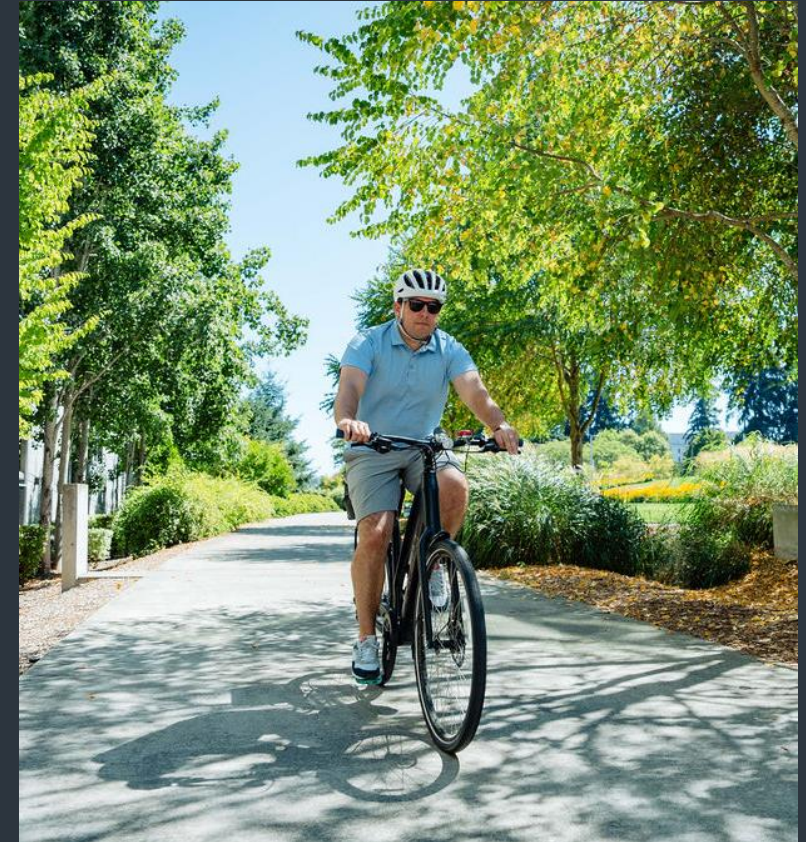


Bicycle Strategy

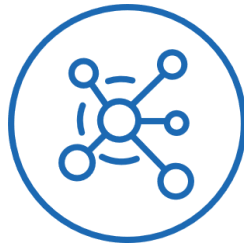


Outcome Goals:

- Bicycle and micromobility (scooters) mode share is 15% of all trips in urban centers, 5% citywide by 2035
- Reduce single-occupant vehicle (SOV) trips by 30% by 2035
- Reduce greenhouse gas (GHG) transportation emissions 50% by 2030 (71% by 2050)
- Connect all key destinations with low stress bicycle facilities



Bicycle Network Principles



Connected



Direct



Cohesive

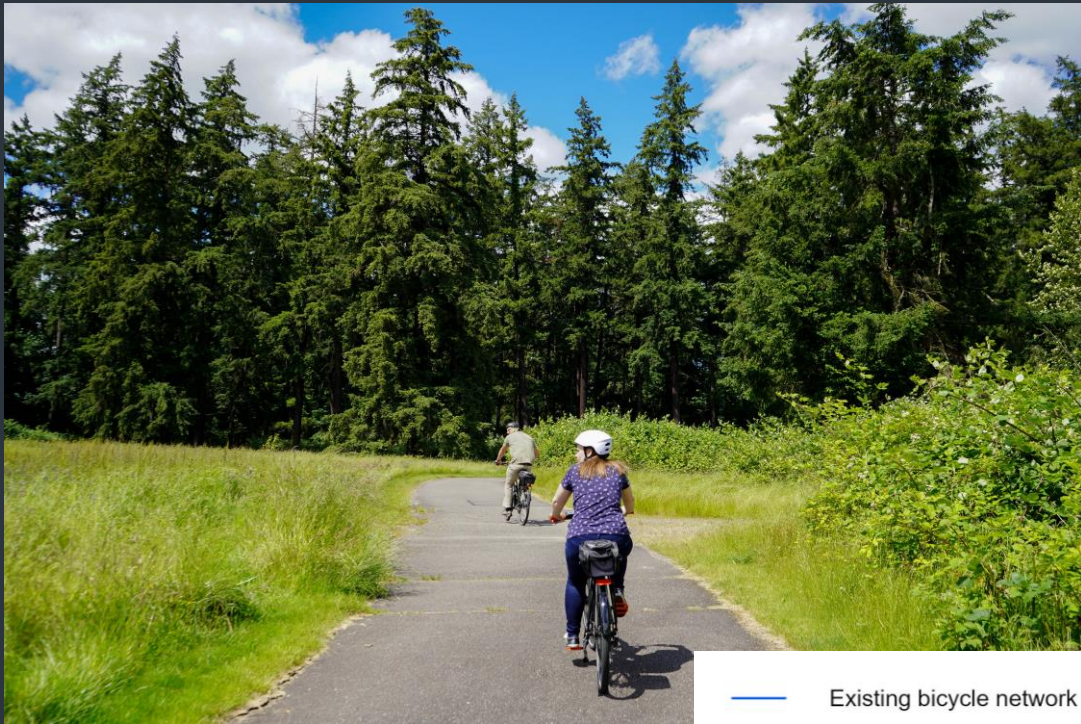


Safe & Comfortable



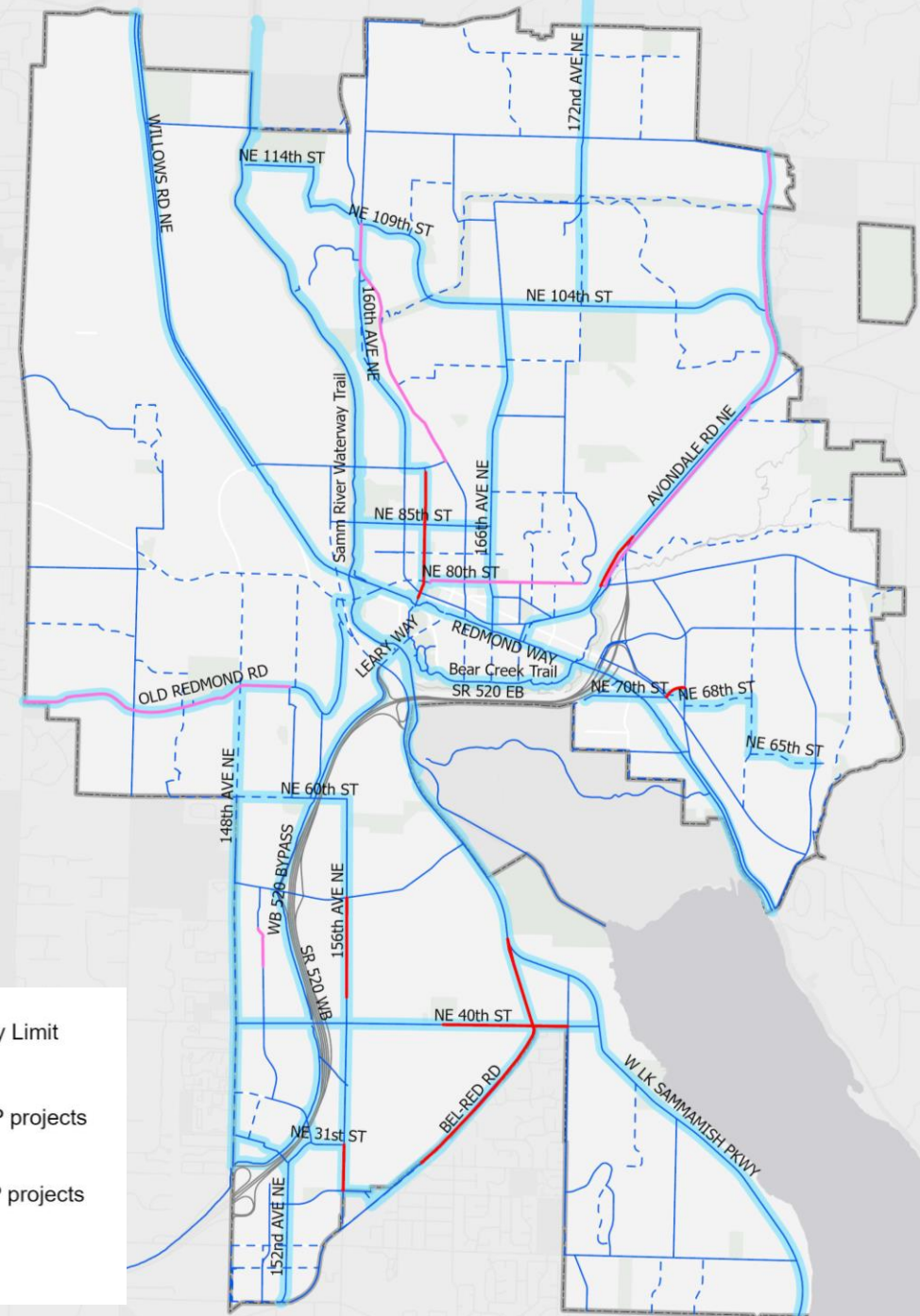
Multimodal

Draft Bike Network



- Existing bicycle network
- - - Planned bicycle network
- Draft spine network (TMP)

- ⊕ City Limit
- CIP projects
- TIP projects

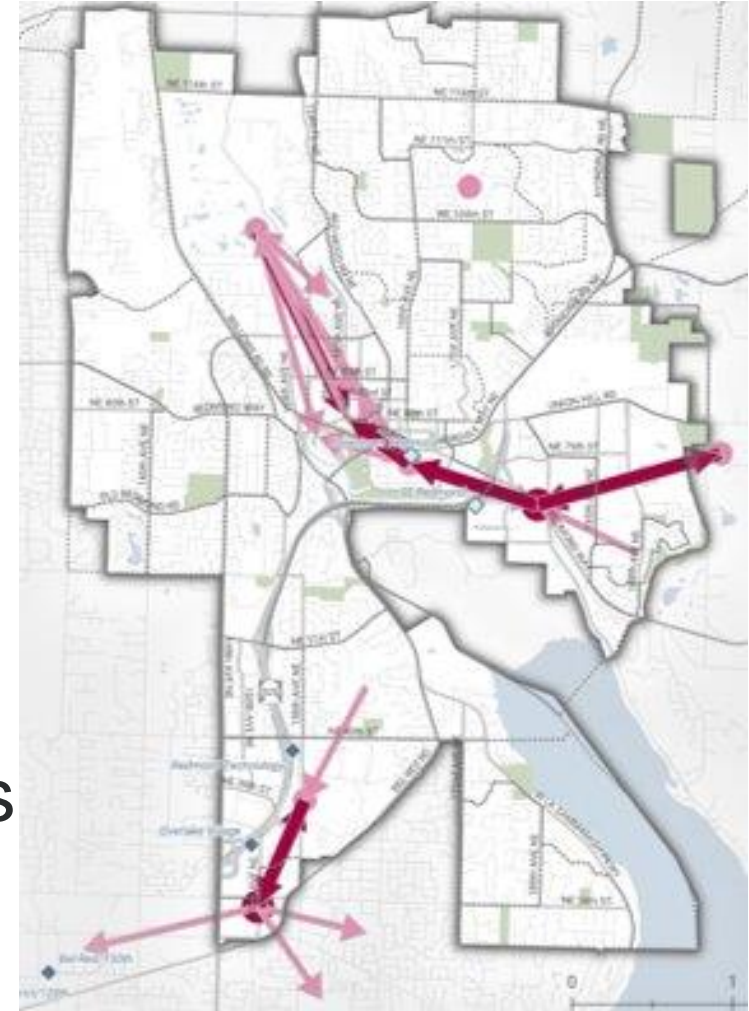


Bikeway Segment Prioritization Framework

- Equity
- Safety
- Proximity to Key Destinations
- Comfort
- Route Connectivity
- Topography
- Spine Network
- Short Trip Density Areas

Key Policies & Strategies

- Rapid Implementation
- Convert Short Trips
- Connect to Transit
- Balance Modes
- E-Bikes and E-Scooters



Curbspace Strategy



- Establish a policy for prioritizing curbspace
- On-street parking managed as a component of curbspace
- Define policies that will inform urban centers parking plan update/development

Curbspace Strategy

Goals

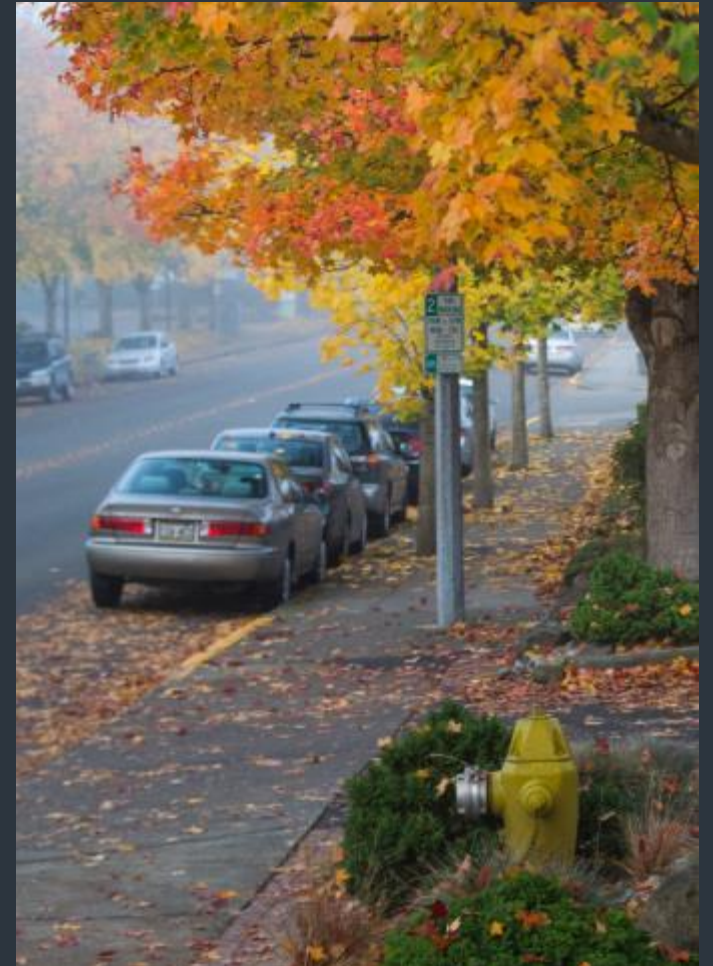
1. **Effectively manage parking to facilitate access** to businesses, services, and residences in Redmond's urban centers.
2. **Support safe and comfortable multimodal access** to, from, and around on- and off-street parking facilities.
3. Manage curb space in Redmond **equitably with consideration of community benefits** and other modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.
4. Manage and design Redmond's future parking system to **support the land use and transportation vision and goals for a sustainable community**.
5. Use **innovative parking management strategies and technologies** to manage Redmond's future parking system.

Curbspace Strategy



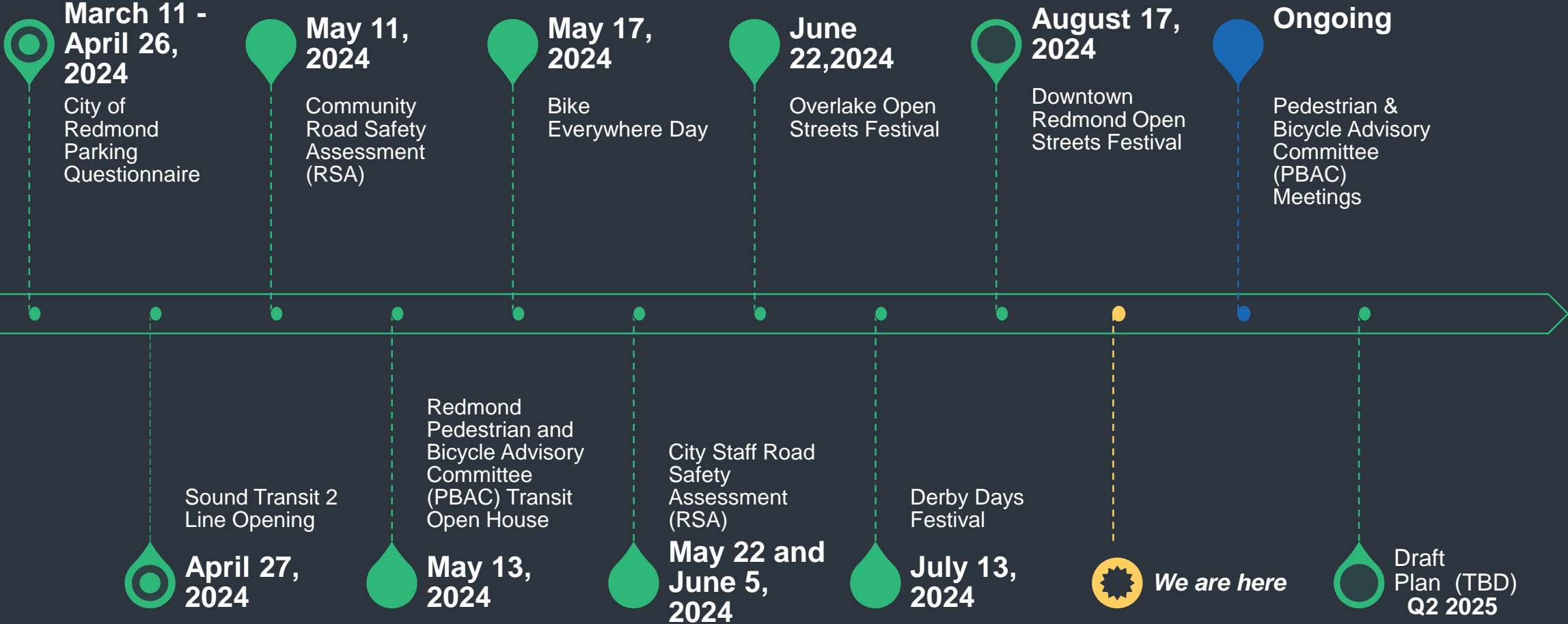
Key Strategies

- Establish curbspace priorities by primary land use type.
- Support a shared parking program for off-street parking
- Establish a parking system that is user-friendly and easy to navigate.
- Creating an expectation and attitude of parking and walking to destinations in urban centers
- Promote electric vehicle (EV) charging opportunities.
- Develop a comprehensive curb space management plan.





Ongoing Community Engagement





Next Steps

- Continuing to Develop TMP Content
- Upcoming Council Touchpoints
 - Draft Safer Streets Action Plan (Jan. 28 study session)
 - TMP Update (Jan. 28 optional study session)
 - TMP status update (March – staff report/study session)



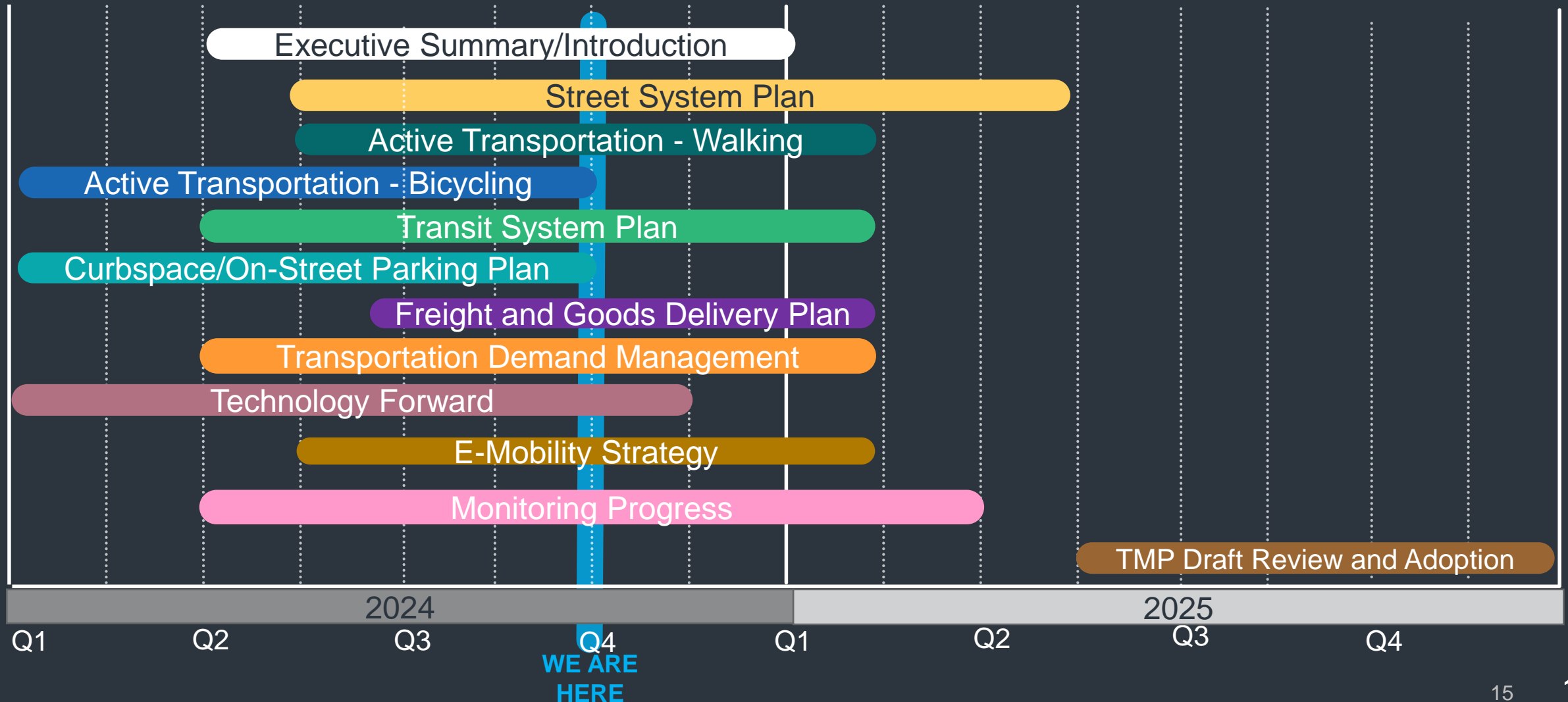
Questions?

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Transportation Planning Manager



Transportation Master Plan Schedule



Community Feedback



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Initial Community Feedback

What have we asked?

- What safety concerns do you see around light rail station areas?
- What barriers prevent you from using transit, including light rail?
- How do you travel in Redmond, when not in a car?

What have we heard?

- More first/last mile connections
- More pedestrian and bicycle connections to transit
- More bicycle infrastructure connecting Redmond to neighboring Kirkland and Bellevue
- More information about public transit programs, especially King County Metro Community Van and Metro Flex

Community Feedback



What have we asked?

- How often do/would you travel to the Redmond light rail stations?
- What travel modes do/will you use when accessing light rail stations?
- How are people in Redmond utilizing e-bikes?
- How can we encourage more bike and e-bike usage in Redmond?

What have we heard?

- 42% of respondents plan to use light rail at least weekly
- Over 60% of respondents plan to bike or walk to access light rail
- 54% of respondents have ridden an e-bike, and 38% of households own an e-bike
- 67% of respondents would like to see more separated bike lanes; 47% increased bike lane mileage, 41% more secure bike parking








First/Last Mile Connections

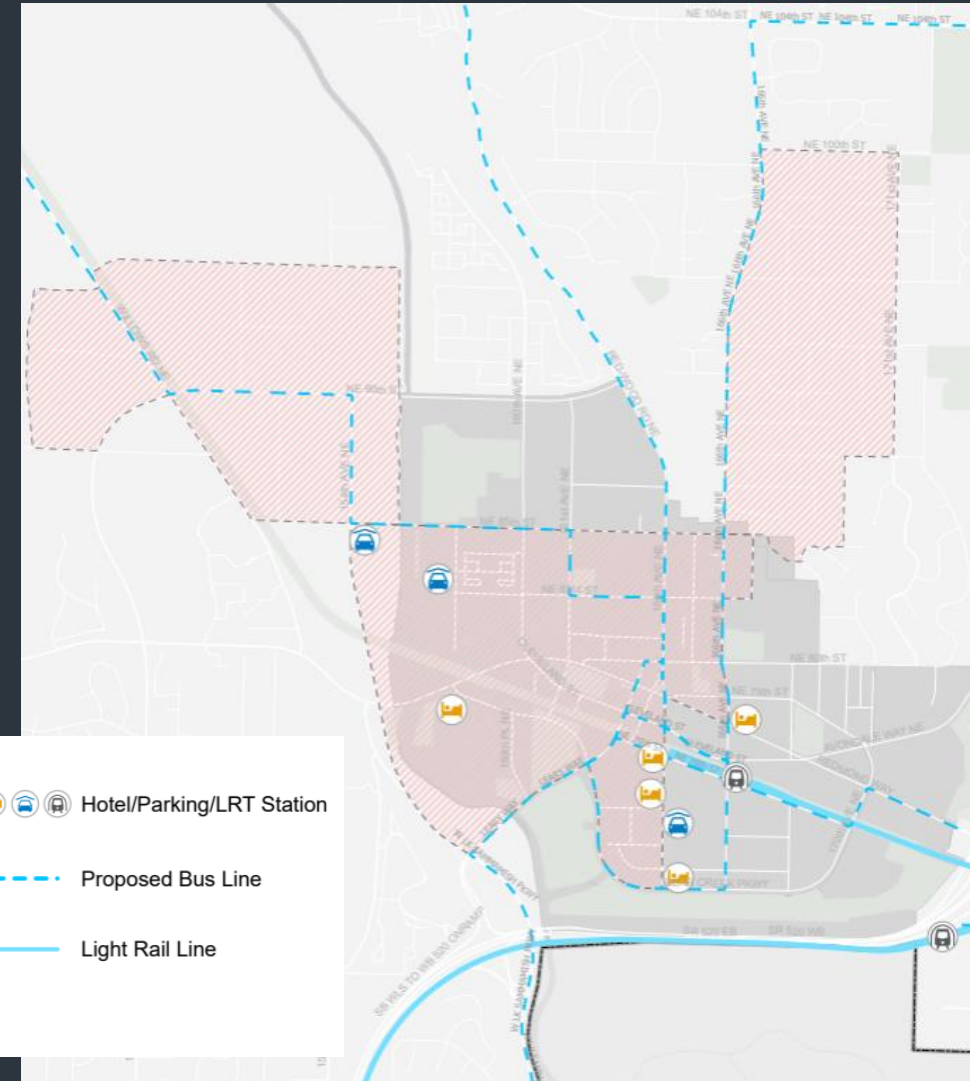


Regional Mobility Grant

- Proposed on-demand microtransit service and shared parking program
- Goal to enhance local and regional mobility to Downtown Redmond and future light rail



	City Limit		Hotel/Parking/LRT Station
	Downtown		Proposed Bus Line
	Park		Light Rail Line
	On-Demand Shuttle		



First/Last Mile Connections

- E-scooter/bike share permanent program
- Community Van
- Near-term construction of first/last mile connections:
 - RCC Phase 3 (construction in early 2025)
 - NE 70th St Shared Use Path (construction 2025)
 - WLSP (Tosh Rd to Bel-Red) separated facility (construction 2025)
 - Bel-Red buffered bike lanes (adding Tuff Curb delineators for higher comfort bikeway) (construction 2025)
 - NE 40th St sidewalk replacement (NE 156th St to NE 162nd St)
 - NE 40th St Shared Use Path (construction possible early 2026)
 - NE 156th St Shared Use Path (4300 Blk to NE 51st St) (construction potentially in 2026)

Bike Strategy



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Key Policies & Strategies

Balance Modes

- Seek modal parity / equity between modes
- Create safer and more comfortable bicycling conditions by reducing motor vehicle traffic volumes and speeds

How to do it:

- Traffic calming and traffic diverters
- Reallocate space (and time) to provide added safety, comfort, and reliability for bicyclists, pedestrians, and transit users
- Align motor vehicle parking availability and costs with goal to reduce SOV trips
- Financial incentives for bike use and purchase₃

Key Policies & Strategies

Rapid Implementation

- Quickly create a high comfort, connected network to build ridership and momentum
- Allow residents to get from anywhere to everywhere by bike

How to do it:

- Construct high comfort bicycle facilities (LTS 1 & 2) in areas where most short trips occurring and spine network
- Use alternative delivery methods (e.g., low-cost materials, dedicated fund, build internal capacity to design, manage, and construct)

Key Policies & Strategies

Convert Short Trips

- Approximately one-half of all daily trips in the USA are less than 3 miles
- Maximizes ROI of bike infrastructure, reduces SOV trips, VMT, and GHG emissions

How to do it:

- Focus bike infrastructure investments in areas where most short trips occurring
- Support mixed-use development
- Increase secure bike parking at multifamily housing and activity centers
- TDM and SRTS programs that reduce traffic volumes around employment centers and schools

Key Policies & Strategies

Connect to Transit

- Focus on first/last mile connections to transit
- Increases both bicycle and transit trips

How to do it:

- Provide high-comfort bicycle facilities that connect to major transit centers and mobility hubs
- Offer secure bicycle parking at transit centers and mobility hubs
- Land use policies that support:
 - Higher residential densities
 - Transit-oriented development
 - Mixed-use development

Key Policies & Strategies

E-Bikes and E-Scooters

- E-bikes and scooters offer great potential to replace short motor vehicle trips, reduce SOV trips, VMT, and GHG emissions
- Overcome challenging topography, longer distances, physical fitness to attract new bike users

How to do it:

- Offer financial incentives for e-bike purchase
- Subsidize e-bike sharing or lending libraries
- Early outreach in lower income neighborhoods
- Test incentive scenarios with RMI calculator

Draft Curbspace Prioritization Policy



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What are Curbspace Uses?



1. **City Planning Priorities**
2. **Safety**
3. **Parking**
4. **Access**
5. **Goods Movement**
6. **Activation**

See speaker notes for definitions

Curbspace Prioritization

Priority	Residential	Mixed-Use	Main Street	Office and Commercial	Industrial
1 – High	City Planning Priorities				
2	Safety				
3	Access	Access	Access	Access	Goods Movement
4	Parking	Activation	Activation	Goods Movement	Access
5	Goods Movement	Goods Movement	Goods Movement	Activation	Parking
6 – Low	Activation	Parking	Parking	Parking	Activation