

City of Redmond



Agenda Study Session

**Tuesday, November 14, 2023
7:00 PM**

**City Hall: 15670 NE 85th St; Remote: Comcast Ch. 21/321, Ziplify Ch. 34,
Facebook (@CityofRedmond), Redmond.gov/rctvlive, or 510-335-7371**

City Council

*Mayor
Angela Birney*

*Councilmembers
Jessica Forsythe, President
Vanessa Kritzer, Vice President
Jeralee Anderson
David Carson
Steve Fields
Varisha Khan
Melissa Stuart*

**Redmond City Council Agendas, Meeting Notices, and Minutes are available on the City's Web
Site: <http://www.redmond.gov/CouncilMeetings>**

**FOR ASSISTANCE AT COUNCIL MEETINGS FOR THE HEARING OR VISUALLY IMPAIRED:
Please contact the City Clerk's office at (425) 556-2194 one week in advance of the meeting.**

AGENDA

ROLL CALL

1. Joint Meeting with Human Services Commission
Department: Planning and Community Development, 60 minutes

[Attachment A: Human Services Funding PowerPoint](#)

2. 2023-2024 Forecast and Budget Update
Department: Finance, 60 minutes

3. Status Update on the Transportation Master Plan
Department: Planning and Community Development, 30 minutes

[Attachment A: Issues Matrix](#)

[Attachment B: Safety Planning Process Graphic](#)

[Attachment C: Local Road Safety Plan Project Sheets](#)

[Attachment D: Local Road Safety Plan Maps](#)

[Attachment E: Downtown Parking Management Strategic Plan Impementation Background](#)

[Attachment F: 2023 TMP Status Update Presentation](#)

Legislative History

11/6/23	Committee of the Whole - Planning and Public Works	referred to the City Council Study Session
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4. Council Talk Time
10 minutes

ADJOURNMENT



Memorandum

Date: 11/14/2023
Meeting of: City Council Study Session

File No. SS 23-065
Type: Study Session

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107
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DEPARTMENT STAFF:

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Brooke Buckingham	Human Services Manager
Planning and Community Development	Alaric Bien	Senior Planner

TITLE:

Joint Meeting with Human Services Commission

OVERVIEW STATEMENT:

The Human Services Commission has worked with staff over the last several months researching the perceived need in the community for increased services, the past method of allocating funding for human services grants, ongoing effects of the COVID-19 pandemic, as well as equity issues around the funding process. The Human Services Commission will present some of these findings to Council. Recommendations for potential changes to the City's Human Services Fund will be evaluated as part of the City's budgeting by priorities process.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☒ **Receive Information** ☐ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Human Services Strategic Plan
- **Required:**
N/A
- **Council Request:**
Council requested follow-up funding analysis at the last joint meeting held on October 11, 2022.
- **Other Key Facts:**
Per RMC 4.30.020, the commission's work shall be governed by the adopted strategies within the Human Services Strategic Plan. The commission shall advise the City council as to changes or refinements to these

strategies as needed.

OUTCOMES:

The Commission hopes to share information regarding the human services funding landscape, the challenges in trying to address identified service needs, and Redmond's role in supporting providers.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
January through October 2023
- **Outreach Methods and Results:**
Human Services Commission
- **Feedback Summary:**
PowerPoint summarizes the feedback

BUDGET IMPACT:

Total Cost:

To be determined during the biennial budget development process in 2024.

Approved in current biennial budget: ☐ Yes ☒ No ☐ N/A

Budget Offer Number:

000248 from 2023-24 biennium

Budget Priority:

Vibrant and Connected

Other budget impacts or additional costs: ☒ Yes ☐ No ☐ N/A

If yes, explain:

Any change in the per capita funding formula will impact other areas of the city budget. As a result, consideration of changes to the per capita funding formula must be evaluated through the budgeting for priorities process that takes into account citywide resource needs.

Funding source(s):

General Fund

Budget/Funding Constraints:

Any decision on funding changes would be incorporated into the 2025-26 biennial budget.

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date: 11/14/2023
Meeting of: City Council Study Session

File No. SS 23-065
Type: Study Session

Date	Meeting	Requested Action
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
N/A	None proposed at this time	N/A

Time Constraints:

N/A

ANTICIPATED RESULT IF NOT APPROVED:

N/A

ATTACHMENTS:

Attachment A: Human Services Funding Presentation

Human Services Funding

November 14, 2023

Human Services Commission



Agenda

- Strategic Plan Context
- Funding Trends and Impact
- Budget Process and Next Steps
- Discussion



Strategic Plan Context

Priority Areas

Creating a roadmap for the next five years.

Key themes from the community engagement process of our needs assessment were the basis for the following priority areas to guide the City's work over the next five years.

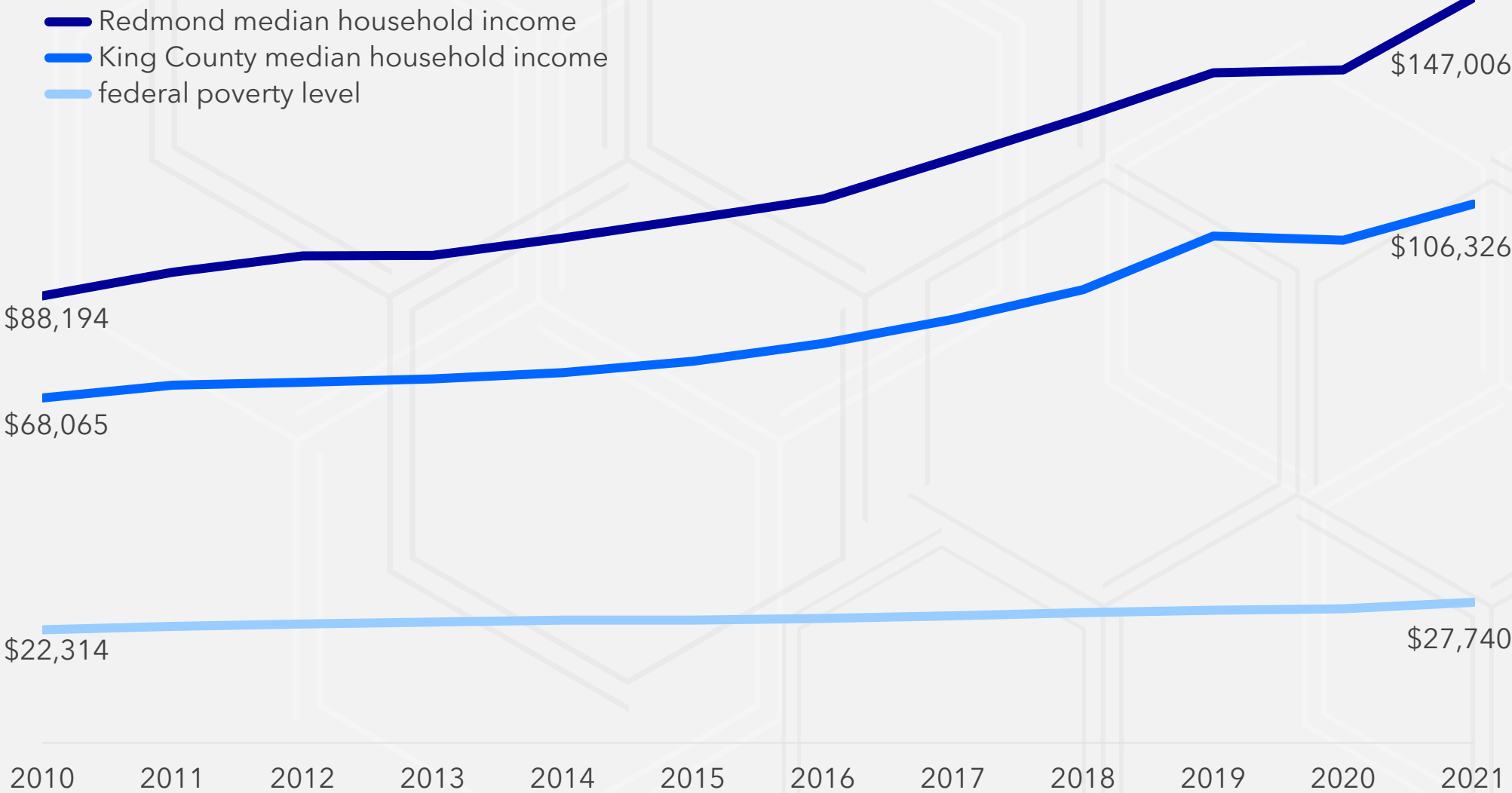
1. **Support** community members to navigate daily life through multiple, on-going crises so that our community can move forward together.
2. **Foster** a community where all – particularly BIPOC, immigrant, and low income community members – have access to all that Redmond has to offer.
3. **Serve** as a convener and connector so community members feel a sense of welcoming and belonging.
4. **Build** a stable foundation of support that is responsive to current and future community needs.
5. **Create** a culture where community members can easily access services without judgement, fear, or stigmatization.

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Source: [2022 Human Services Strategic Plan](#)

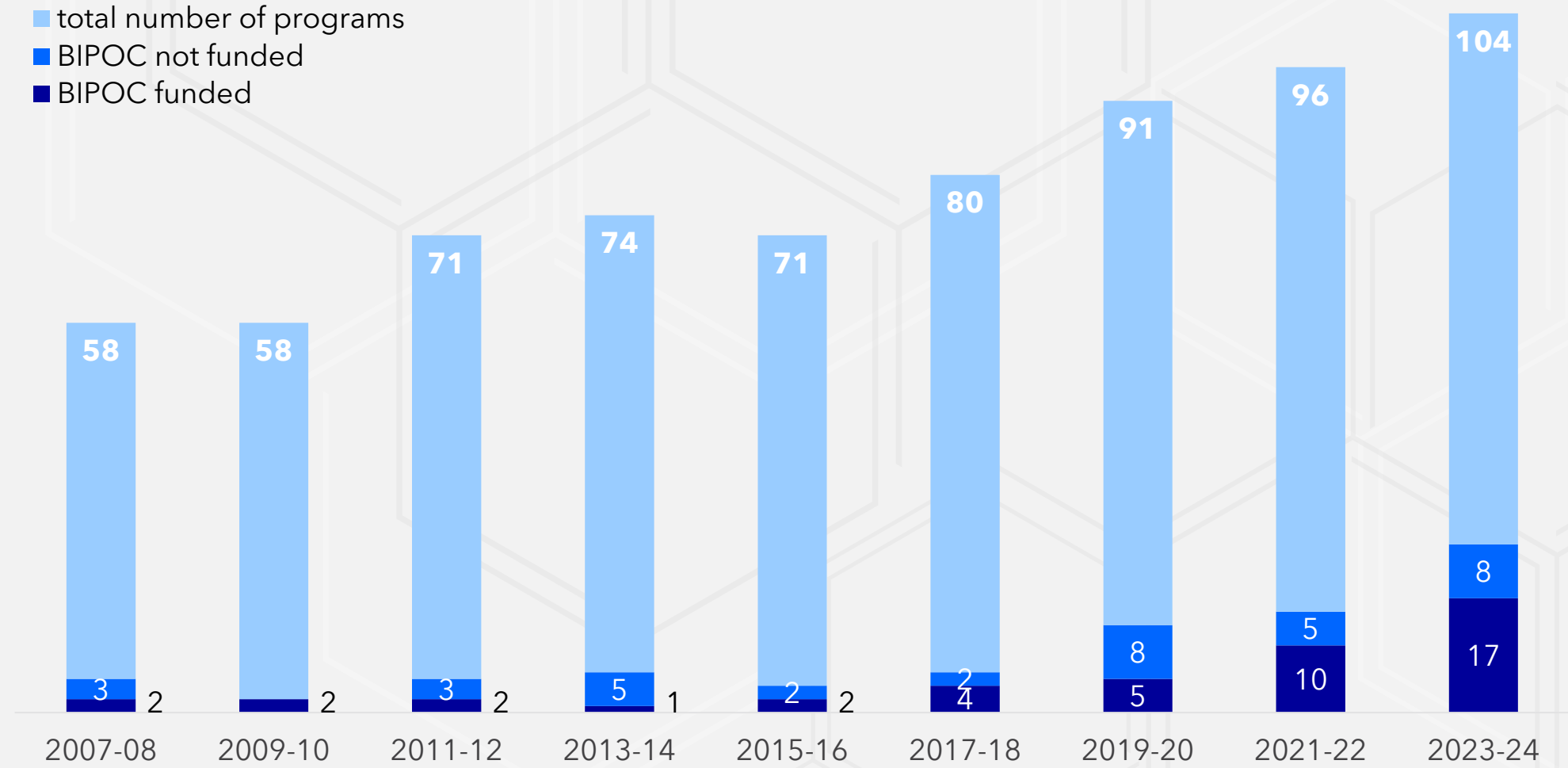


Median Income vs Poverty Level (family of 4)

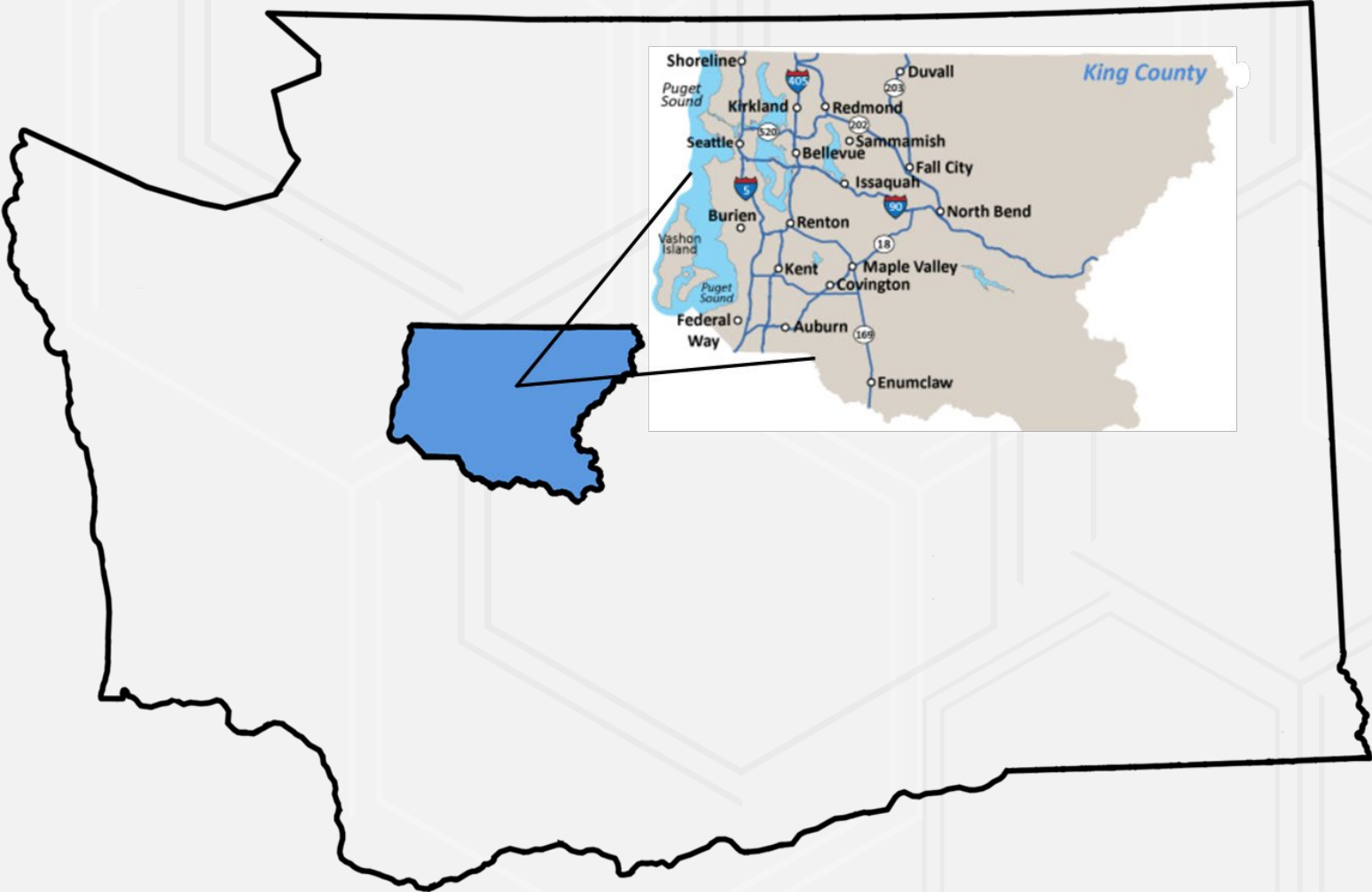


Increase in Number of Requests

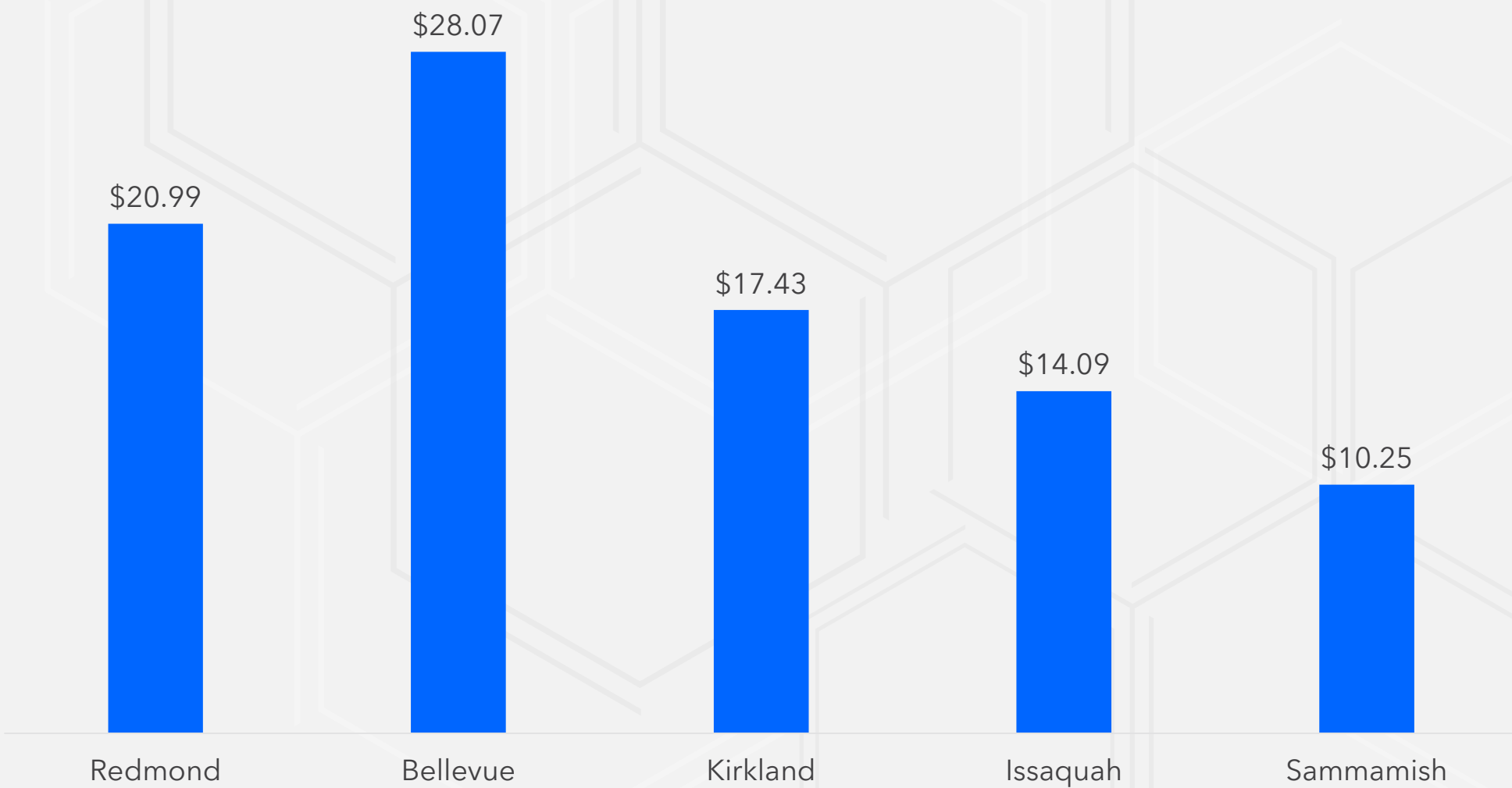
- total number of programs
- BIPOC not funded
- BIPOC funded



Funding Landscape



2023-24 Funding for Eastside Human Services



Current Funding Formula



Impact



14K
residents
served



Food for
550,000
meals



Medical care
to 4,400
residents



7,350 hours
of
counseling



85% of
programs
met service
unit goals



Emergency
financial help
to 569
families

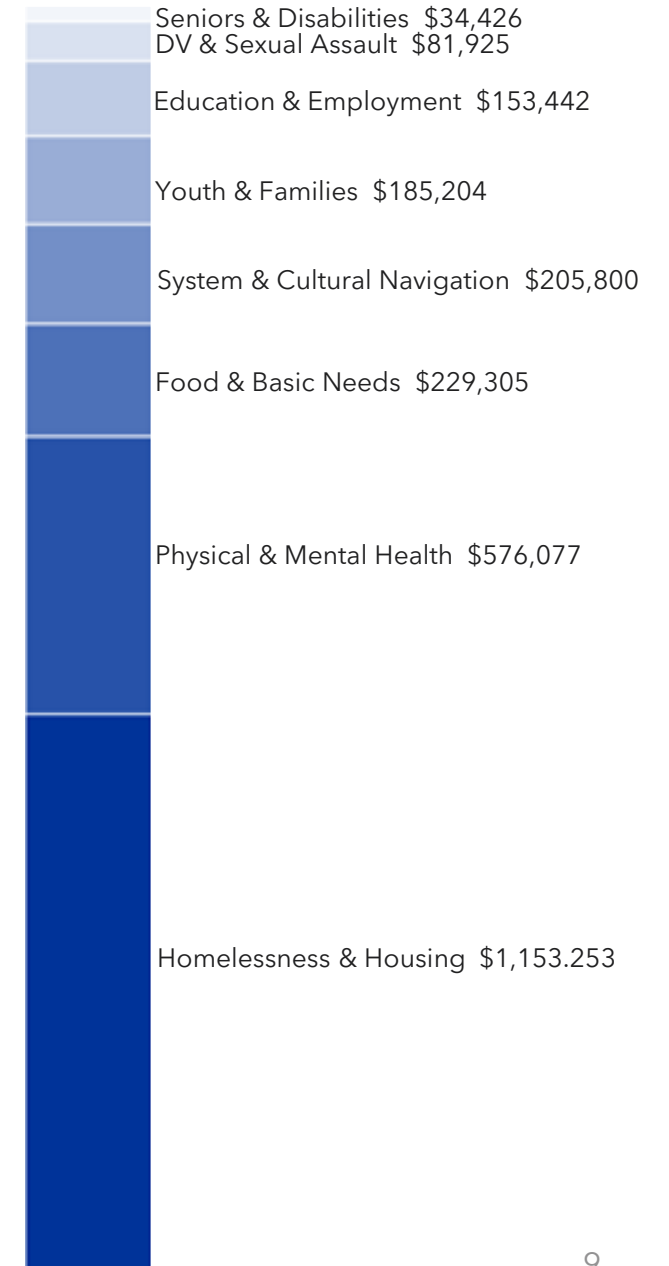


92% of
programs
achieved
outcome
goals



4,200 nights
of shelter for
the
unhoused

23/24 annual awards by service category



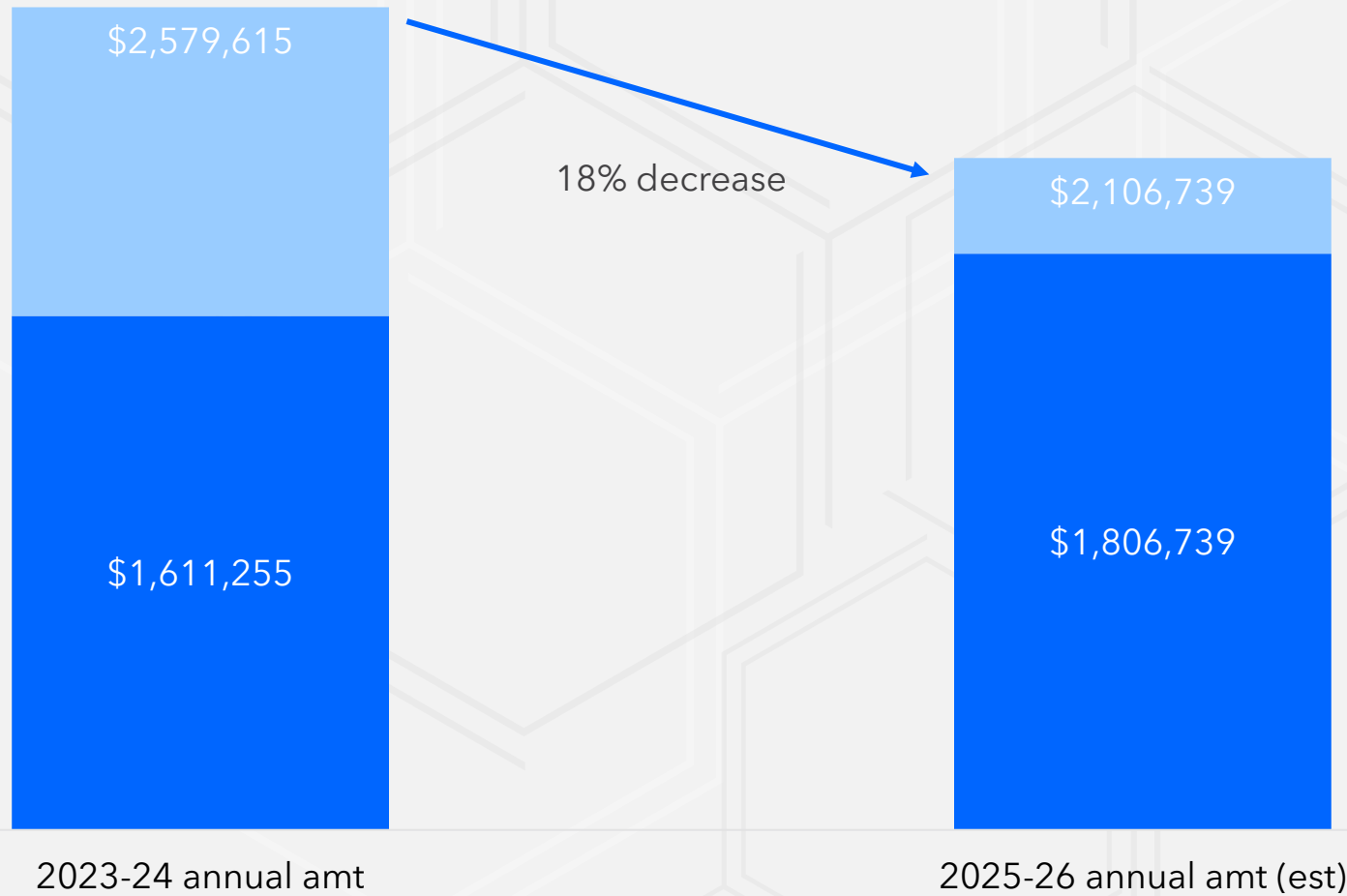
“

I **do not understand** information I receive from the district - it is either in English or poorly translated into Spanish, to the point that when it is translated is confusing or incorrect. The video newsletter has **been a light** for me to know important information and understand the school.

”

One-Time Funding is Not Sustainable

- including one time funding (23-24 ARPA, 25-26 reallocated funds)
- base



Next Steps

- Grant application process opens
- Work with staff to develop adjusted per capita rate proposal as part of budget process
- Present grant funding recommendations to Council



Thank you

Any Questions?





Memorandum

Date: 11/14/2023
Meeting of: City Council Study Session

File No. SS 23-068
Type: Study Session

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Finance	Kelley Cochran	425-556-2748
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DEPARTMENT STAFF:

Finance	Haritha Narra	Financial Planning Manager
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TITLE:
2023-2024 Forecast and Budget Update

OVERVIEW STATEMENT:

Provide an update on the status of program budgets, progress of one-time budget allocations, update of departmental budget to actuals, and review one-time budget allocations that were provided for ongoing costs. The following Study Session on November 28th will focus on an economic update, State and regional forecasts, review of the updated forecast for the 2023-2024 budget and preview the preliminary forecast for the next biennium.

☐ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☒ **Receive Information** ☐ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Long-Range Financial Strategy and Fiscal Policies
- **Required:**
N/A
- **Council Request:**
N/A
- **Other Key Facts:**
N/A

OUTCOMES:

The following information will be provided to Council:

- Budget overview

- Budget status overview by priority
 - Outcome maps
 - Baseline budgets
 - Ongoing allocations
 - One-time allocations
- Budget status overview by department
- Review one-time allocations for ongoing costs.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
N/A
- **Outreach Methods and Results:**
N/A
- **Feedback Summary:**
N/A

BUDGET IMPACT:

Total Cost:
N/A

Approved in current biennial budget: ☐ Yes ☐ No ☒ N/A

Budget Offer Number:
N/A

Budget Priority:
N/A

Other budget impacts or additional costs: ☐ Yes ☐ No ☒ N/A

If yes, explain:
N/A

Funding source(s):
N/A

Budget/Funding Constraints:
N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
11/28/2023	Study Session	Receive Information

Time Constraints:

N/A

ANTICIPATED RESULT IF NOT APPROVED:

N/A

ATTACHMENTS:

N/A



Memorandum

Date: 11/14/2023
Meeting of: City Council Study Session

File No. SS 23-067
Type: Study Session

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107
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DEPARTMENT STAFF:

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Vangie Garcia	Transportation Planning and Engineering Manager
Planning and Community Development	Josh Mueller	Senior Transportation Planner
Planning and Community Development	Francesca Liburdy	Senior Transportation Planner

TITLE:

Status Update on the Transportation Master Plan

OVERVIEW STATEMENT:

In collaboration with the Comprehensive Plan Update, Redmond 2050, the City is working on updating the Transportation Master Plan (TMP). The TMP is the functional strategic plan that guides transportation investment and activities to support the Comprehensive Plan. This update will cover a number of topics but will center on the preliminary draft Local Road Safety Plan. The Local Road Safety Plan sets baseline recommendations that will shape the citywide safety plan, the Safer Streets for All (SS4A) Action Plan. This update will include a discussion of the outcomes from the Local Road Safety Plan and next steps as we move toward beginning work on the SS4A Action Plan. The goal is to have the Local Road Safety Plan adopted by Council by the end of the year.

☐ **Additional Background Information/Description of Proposal Attached**

This update will also include a brief introduction to the Transportation Facilities Plan (TFP) which is part of the Capital Facilities Element. Staff will also provide brief updates on the progress of the updated Redmond Bicycle Design Manual and a summary of the Current State Technology Assessment. Finally, staff will close this overview of the work that has been done since the June TMP touchpoint with a summary of the next milestones to be achieved.

REQUESTED ACTION:

☒ **Receive Information** ☐ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
 - **Comprehensive Plan, TR-2:** Ensure that the transportation system provides for the mobility and access

needs of those who live, shop, visit, work, and recreate in Redmond.

- **Comprehensive Plan, TR-5:** Meet the travel needs of all modes on the transportation network.
- **Comprehensive Plan, TR-6:** Support the safe and efficient movement of goods and freight to, from and within Redmond

- **Required:**

N/A

- **Council Request:**

The Local Road Safety Plan needs to be completed by the end of the year in order to apply for a WSDOT City Safety Grant in January 2024.

- **Other Key Facts:**

N/A

OUTCOMES:

The Transportation Master Plan document has not been updated since 2013. Completion of the Transportation Master Plan update will communicate the strategies behind the policies, standards, actions, programs, and plans that align with current City priorities.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**

Routes to Rails Community Engagement Campaign, February - June 2023

Safer Streets for All (SS4A) Action Plan Roadway Audits - 2024

- **Outreach Methods and Results:**

Surveys, Listening Sessions, Community Discussions

- **Feedback Summary:**

Feedback from the Routes to Rails Community Engagement Campaign included a desire for additional safe and accessible pedestrian and bicycle routes to access future light rail stations. This feedback resulted in the Heron Rookery Trail Wayfinding pilot project, which highlighted an underused trail section between the Sammamish River Trail and Redmond Central Connector and helped the community become more aware of safe pedestrian facilities in the vicinity of the future Downtown Redmond Link Light Rail Station.

BUDGET IMPACT:

Total Cost:

The Transportation Master Plan and efforts to improve bicycle and pedestrian safety are funded in the 2023-2024 Operating Budget through one-time service enhancements totaling \$400,000.

Approved in current biennial budget:

☒ Yes

☐ No

☐ N/A

Budget Offer Number:

0000034 - Mobility of People and Goods

Budget Priority:

Vibrant and Connected

Other budget impacts or additional costs:

☐ Yes

☐ No

☒ N/A

If yes, explain:

N/A

Funding source(s):
General Fund, Grant

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
3/7/2023	Committee of the Whole - Planning and Public Works	Provide Direction
3/28/2023	Study Session	Receive Information
6/6/2023	Committee of the Whole - Planning and Public Works	Provide Direction
6/13/2023	Study Session	Receive Information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
	None proposed at this time	N/A

Time Constraints:

In order to fulfill the Comprehensive Plan adoption by December 2024, there are certain components of the Transportation Master Plan (TMP) that are mandatory and need to be included.

ANTICIPATED RESULT IF NOT APPROVED:

The Study Session is for informational purposes on all pieces of work except for the Local Road Safety Plan (LRSP). If the LRSP is not completed by the end of the year, the City will not meet the requirements to apply for the Washington State Department of Transportation City Safety Grant program in January 2024.

ATTACHMENTS:

Attachment A-Issues Matrix
Attachment B-Safety Planning Process Graphics
Attachment C-Local Road Safety Plan Project Sheets
Attachment D-Local Road Safety Plan Maps
Attachment E-Downtown Parking Management Strategic Plan Implementation
Attachment F-TMP Status Update Presentation

Local Road Safety Plan (LRSP)

Date	Issue	Notes & Recommendations	Next Steps
2/28/23	How does the layout ADA transition plan apply to our city streets and prior work on sight triangles? <i>(CM Anderson)</i>	<ul style="list-style-type: none"> Will this include what we already know? What type of projects can the City do on the economy of scale? <p>The LRSP will help refine the recommendations in the ADA Transition Plan (when it is completed) but the LRSP does not address all items required in an ADA Transition Plan.</p>	The ADA Transition Plan for public rights of way will be completed in the future. The work is not required to be complete for the Comprehensive Plan or the Transportation Master Plan but assessment of the existing conditions of ADA compliance is an important task that needs to be accomplished to provide direction of any strategic policies in the TMP.
2/28/23	What impact does the development of an LRSP have on staff time? <i>(CM Carson)</i>	The LRSP development is required to apply for any WSDOT City Safety Grants and the information would be extremely helpful in providing key information for future grant applications.	N/A
2/28/23	What does the City expect to get out of the LRSP? <i>(CM Carson)</i>	The LRSP recommendations will be a project list that would support the commitment to Vision Zero when installed.	N/A
2/28/23	What are the risks and rewards? <i>(CM Carson)</i>	The risk of not developing a LRSP is that it creates a disadvantage for the City by not having a strategic plan to address fatalities and serious injury crashes. The rewards from having a strategic plan to address these crashes is support documentation for grant applications and future budget discussions.	N/A
2/28/23	What elements of education will be included? <i>(CM Carson)</i>	The LRSP does not include education because within a typical LRSP project list, the data analyzed does not include whether people are aware of rules of the road or current laws. The data analyzed for the LRSP are crashes over a previous timespan and looking at the major trends.	Education methods or analysis of existing/lack of education programs can be included in the policies set in the TMP Update.
2/28/23	How will the City promote pedestrians and bicycles co-existing with vehicles? <i>(CM Carson)</i>	The TMP Update will address the existing and future system maps for all travel modes - walking, biking, driving, taking transit, and freight. The LRSP	Continue with TMP Update

Local Road Safety Plan (LRSP)

Date	Issue	Notes & Recommendations	Next Steps
		identifies safety concerns specifically with pedestrians and bicycle users in mind, including data analysis of historical crashes involving pedestrians and bikes. This data analysis will directly correspond to possible safety solutions proposed as part of the LRSP and SS4A Safety Action Plan work.	
2/28/23	What will the LRSP do for the existing missing connections? Do we need to rethink some of the older networks and missing connections? <i>(CM Forsythe)</i>	<ul style="list-style-type: none"> Do we need to reconfigure off-street network or pedestrian walkways? <p>The LRSP reviews collision patterns and identifies locations of safety concern associated with existing facilities. Possible safety treatments that will be developed as part of the LRSP and furthered with the SS4A Safety Action Plan work could include filling existing gaps in the pedestrian or bicycle networks and we will know more about connecting these gaps when this work is complete. This will lay the foundation for the Active Transportation Plan which will identify existing gaps and provide planned future facilities in the pedestrian and bicycle networks. The findings of the LRSP will provide a basis for the needs of the Active Transportation Plan.</p>	Future discussions on this topic will be included in the update to the Bicycle Design Guide Update, the Pedestrian Strategic Plan, and the formal document of the updated Transportation Master Plan.
2/28/23	Is the City going to look at areas for drop-off/pick-up at transit stops and the light rail stations, Ride Share Zones? <i>(CM Forsythe)</i>	This work would be part of the Transit Strategic Plan and Street System Plan Update. These documents will contribute to the overall TMP goals.	Future discussions on this topic will be included in the Transit Strategic Plan and the formal document of the updated Transportation Master Plan.
2/28/23	With the SS4A funding, will this be in addition to the already allocated funding made available for the TMP? Will this supplement and free up any of those allocated funds? <i>(CM Kritzer)</i>	<p>Yes. The SS4A is supplementing the funding that was identified for the TMP.</p> <p>Since the work included in the Local Road Safety Plan is specific to fatal and serious injury crashes on arterial streets, the SS4A scope of work would not have occurred if the City was not awarded funding.</p>	N/A

Local Road Safety Plan (LRSP)

Date	Issue	Notes & Recommendations	Next Steps
2/28/23	How will the LRSP look at pedestrian zones, school zones, parks? <i>(CM Kritzer, CM Anderson)</i>	<ul style="list-style-type: none"> Would like to have pedestrian injury data, including fall and trip incidences <p>The LRSP only evaluates crash data currently available. There is not a method to collect fall or trip incidents unless it was included in a police report.</p>	The location of crashes within the pedestrian priority zones and near community destinations will be taken into account in the LRSP project priority framework and the broader SS4A scope of work.
2/28/23	What is the scope and expectations for the LRSP? Will this include an evaluation of travel speeds and the infrastructure? <i>(CM Fields)</i>	The LRSP includes reviewing available crash data and existing conditions. If speeding had been a risk factor in the data, the project recommendation list would have included elements to help slow down speeds at specific locations.	The TMP Update can include a policy to evaluate travel speeds citywide or to conduct a Speed Management Study.
2/28/23	Will there be any partnership with the school district and their safety plan? <i>(CM Fields)</i>	The City can coordinate with the school district once a project list has been developed.	Will send LRSP project recommendations to school district for feedback.
2/28/23	Will there be an education and enforcement component with the LRSP? Example: How the auto community is cautious of bicyclists because of the consequences from enforcement. <i>(CM Fields)</i>	The LRSP does not include education because within a typical LRSP project list, the data analyzed does not include whether people are aware of rules of the road or current laws. The data analyzed for the LRSP are crashes over a previous timespan and looking at the major trends.	The results and recommendations from the LRSP and the SS4A Action Plan can include an education component. Police is responsible for enforcement and TP&E is currently coordinating with the PD Traffic Division for the TMP Update.
2/28/23	Will we have maps of the crash data? What surprises you about the data? Will the metrics include time of day, lighting, or sight distance? <i>(CM Stuart)</i>	<ul style="list-style-type: none"> Would like to align with the outcomes from the Vision Zero Resolution <p>Maps of the crash data will be included in the LRSP. The WSDOT data includes items noted in the collision reports, such as lighting.</p>	Continue with LRSP and SS4A development.
6/6/23	Have we looked at turn lanes that allow you to turn without making a complete stop? <i>(CM Forsythe)</i>	The LRSP will review aspects of signalized intersections that affect safety, including the ability for vehicles to make a right-turn on red. This issue varies by location, and every signalized intersection presents its own safety challenges. Signalized intersections are a key aspect of the LRSP and locations with safety concerns due to right turn on red configurations will be included in the review of	Staff from Transportation Planning & Engineering (TP&E) and Traffic Operations & Safety Engineering (TOSE) are working closely to identify potential locations for these applications.

Local Road Safety Plan (LRSP)

Date	Issue	Notes & Recommendations	Next Steps
		potential implementation locations for safety improvements.	
6/14/23	What is next for the timeline of other Routes to Rails pilot projects? <i>(CM Kritzer)</i>	The pilot project on Turing Street has been implemented. The pilot project at 79th Street are currently in process with the Public Works Department to implement them on a permanent basis. The timeline of construction is still unknown at this point, but the planning is underway.	The pilot project at 79th Street will be further examined with the finalization of the Local Road Safety Plan and/or the SS4A Action Plan.
6/14/23	Can Routes to Rails pilot projects scale to different places throughout the city? <i>(CM Kritzer)</i>	Yes, the initial focus is on the winning pilot project at the Heron Rookery Trail. Now that the initial pilot is installed, we are looking into other pilot projects and how they can be implemented. These can be scaled to other locations in the city, and we would focus on the light rail station areas when looking for other locations to implement.	Continue with LRSP and SS4A development.
6/14/23	When looking at the graph of collisions, there is a relatively low rate of fatality/serious injury collisions. What are locations where issues are occurring (i.e. high speeds or crosswalks)? <i>(CM Carson)</i>	The Local Road Safety Plan identifies high-risk locations based on historical collision data and statistical and spatial patterns of risk factors. Initial analysis shows that risk factors in Redmond include marked crosswalks, signalized intersections, two-way divided roadways, and 30-35 mph roadways	Continue with LRSP and SS4A development.
6/14/23	Will the Local Road Safety Plan prioritize facilities that have not been recently built or recently approved? <i>(CM Carson)</i>	The Local Road Safety Plan will take the condition of the facility into account when prioritizing improvement project locations.	Continue with LRSP and SS4A development.
6/14/23	Can we distinguish what serious injury or fatal collisions involve pedestrians vs which involve bikes? Can we see a map of these locations? <i>(CM Forsythe)</i>	Yes, the Local Road Safety Plan will include online mapping tools for staff that show all recent collisions in the City of Redmond and will distinguish by collision type and severity.	Continue with LRSP and SS4A development.
6/14/23	Regarding the previous question on slip lanes, I have seen drivers speed through them with no regard for pedestrians. <i>(CM Forsythe)</i>	The LRSP can look at collision patterns at intersection slip lanes and can proposed possible improvement projects. Blank-out signs and restricted right turn movements can be possible improvements.	Staff from Transportation Planning & Engineering (TP&E) and Traffic Operations & Safety Engineering (TOSE) are working closely to identify potential locations for these applications.

Local Road Safety Plan (LRSP)

Date	Issue	Notes & Recommendations	Next Steps
6/14/23	What can the City do about the illegal U-turn movement that is done frequently on West Lake Sammamish Parkway NE under SR 520? (CM Carson)	This location is under WSDOT jurisdiction. Public Works staff will coordinate with WSDOT about possible signage suggestions.	No further steps needed.
11/6/23	Can more information on high friction surface treatments be shared at the Study Session? What do these treatments look like and what challenges do they pose for bicyclists? (CM Forsythe)	High friction surface treatments seek to add friction to the road in areas such as intersections or tight turns to slow vehicle speeds. These treatments can be installed in vehicle lanes only, to avoid posing a potential challenge to cyclists. This potential project will be discussed in more detail at the Study Session.	Finalize LRSP projects and continue with SS4A Action Plan development.
11/6/23	Can we learn more about the automated enforcement project? (CM Forsythe)	The goal of the automated enforcement program is to bring vehicle speeds down, therefore reducing safety risks to pedestrians and cyclists in the area. Based on the state's program requirements, locations must be selected in the vicinity of a park or school. The Local Road Safety Plan proposes representative locations for this program, but these representative locations are not the only locations where this treatment could be possible.	Finalize LRSP projects and continue with SS4A Action Plan development.
11/6/23	Can we learn more about all-way crossings or pedestrian scrambles, and how they can be applied to Downtown Redmond and Overlake? (CM Forsythe)	Yes, all-way pedestrian crossings allow for all pedestrian movements to cross at the same time, which reduces vehicle-pedestrian conflict points. These are especially effective in areas with high non-motorized traffic and can be implemented during peak times of day.	Finalize LRSP projects and continue with SS4A Action Plan development.
11/6/23	Will there be a traffic signal installed at the Redmond High School access? There have been concerns about delays to exit the high school at this intersection (CM Forsythe)	This intersection can be reviewed in more detail as part of the community outreach for the Safer Streets for All (SS4A) Action Plan.	Finalize LRSP projects and continue with SS4A Action Plan development
11/6/23	Can we see more detail about the speed management strategies and how they can be applied to 104th and 116th? (CM Anderson)	The goal of the automated enforcement program is to bring vehicle speeds down, therefore reducing safety risks to pedestrians and cyclists in the area. Based on the state's program requirements, locations must be selected in the vicinity of a park or school. The Local Road Safety Plan proposes	Finalize LRSP projects and continue with SS4A Action Plan development.

Local Road Safety Plan (LRSP)

Date	Issue	Notes & Recommendations	Next Steps
		representative locations for this program, but these representative locations are not the only locations where this treatment could be possible.	
11/6/23	How did we get to this data? Where did the data come from that supports the project sheets? <i>(CM Fields)</i>	The LRSP is based on historical WSDOT collision data. Collision records are aggregated by WSDOT based on police-reported collisions.	Finalize LRSP projects and continue with SS4A Action Plan development.
11/6/23	Can we learn more about efforts to look at driver habits, including distracted driving or driving under the influence? <i>(CM Fields)</i>	Yes, driver behavior and education falls under the scope of the Safer Streets for All (SS4A) Action Plan and will be addressed as part of the policy audit and action plan processes.	Finalize LRSP projects and continue with SS4A Action Plan development.
11/6/23	Is Transportation coordinating with Fire and Police about turnarounds? <i>(CM Anderson)</i>	Yes, coordination will occur with Fire and Police during the upcoming stakeholder outreach for the Safer Streets for All (SS4A) Action Plan.	Finalize LRSP projects and continue with SS4A Action Plan development
11/6/23	Can we hear more about automated enforcement? A previous red light camera pilot project did not have the intended results. What is the pedestrian's responsibility, and what education can the city move forward to influence driver behavior? <i>(CM Carson)</i>	The goal of the automated enforcement program is to bring vehicle speeds down, therefore reducing safety risks to pedestrians and cyclists in the area. Based on the state's program requirements, locations must be selected in the vicinity of a park or school. The Local Road Safety Plan proposes representative locations for this program, but these representative locations are not the only locations where this treatment could be possible.	Finalize LRSP projects and continue with SS4A Action Plan development
11/6/23	Does this data include vehicle crashes only, or does it also include bicycle crashes that don't involve a vehicle? <i>(CM Kritzer)</i>	The LRSP is based on historical WSDOT collision data. Collision records are aggregated by WSDOT based on police-reported collisions.	Finalize LRSP projects and continue with SS4A Action Plan development

Technology Inventory & Assessment

Date	Issue	Notes & Recommendations	Next Steps
6/14/23	What information will the consultants provide to us? Where is this data going from here? <i>(CM Carson)</i>	Our consultants are providing an outside unbiased view of our current technology assessment. Their role is to deliver industry standard information that we can use moving forward. They will help us define what is	The technology assessment report has been finalized. This will be incorporated into the technology chapter of the TMP.

Technology Inventory & Assessment

Date	Issue	Notes & Recommendations	Next Steps
		meant by “transportation technology” using current industry standards.	
6/14/23	Technology is changing rapidly, how will the assessment help us think about what is coming in the future? <i>(CM Fields)</i>	The transportation technology assessment will help the City define what current technologies are in use today and what can be improved or implemented in the future.	The technology assessment report has been finalized. This will be incorporated into the technology chapter of the TMP.

Bicycle Design Guide Update

Date	Issue	Notes & Recommendations	Next Steps
6/14/23	Do we have any Level of Traffic Stress 1 or Level of Traffic Stress 2 areas currently? <i>(CM Forsythe)</i>	Yes, dedicated trails like the Redmond Central Connector and Sammamish River Trail are current LTS 1 facilities in Redmond. The Bicycle Design Guide will include tables that define what elements determine the LTS of a given facility.	Continue finalizing the Bicycle Design Guide and working on the bicycle chapter of the TMP.
6/14/23	Can we create a map of the City's existing Level of Traffic Stress? <i>(CM Fields)</i>	Yes, we have a map of the City's existing LTS. The TMP will include the existing LTS map and future LTS map.	Continue finalizing the Bicycle Design Guide and working on the bicycle chapter of the TMP.
6/14/23	Can we create a before and after map of where bicycle facilities will be implemented? <i>(CM Kritzer)</i>	The Bicycle Design Guide will be a tool to decide what type of bicycle facility could be implemented on a roadway to achieve a desired LTS score.	Continue finalizing the Bicycle Design Guide and working on the bicycle chapter of the TMP.
6/14/23	Can we show graphics of specific examples of bicycle facilities in the City? <i>(CM Kritzer)</i>	Yes, photos of local examples for each LTS score will be included in the updated Bicycle Design Guide.	Continue finalizing the Bicycle Design Guide and working on the bicycle chapter of the TMP.

2023 - 2050 Transportation Facilities Plan			
Date	Issue	Notes & Recommendations	Next Steps

ADA Transition Plan in Public Rights of Way			
Date	Issue	Notes & Recommendations	Next Steps

Downtown Parking Management Strategic Plan Update			
Date	Issue	Notes & Recommendations	Next Steps

Street System Plan Update			
Date	Issue	Notes & Recommendations	Next Steps

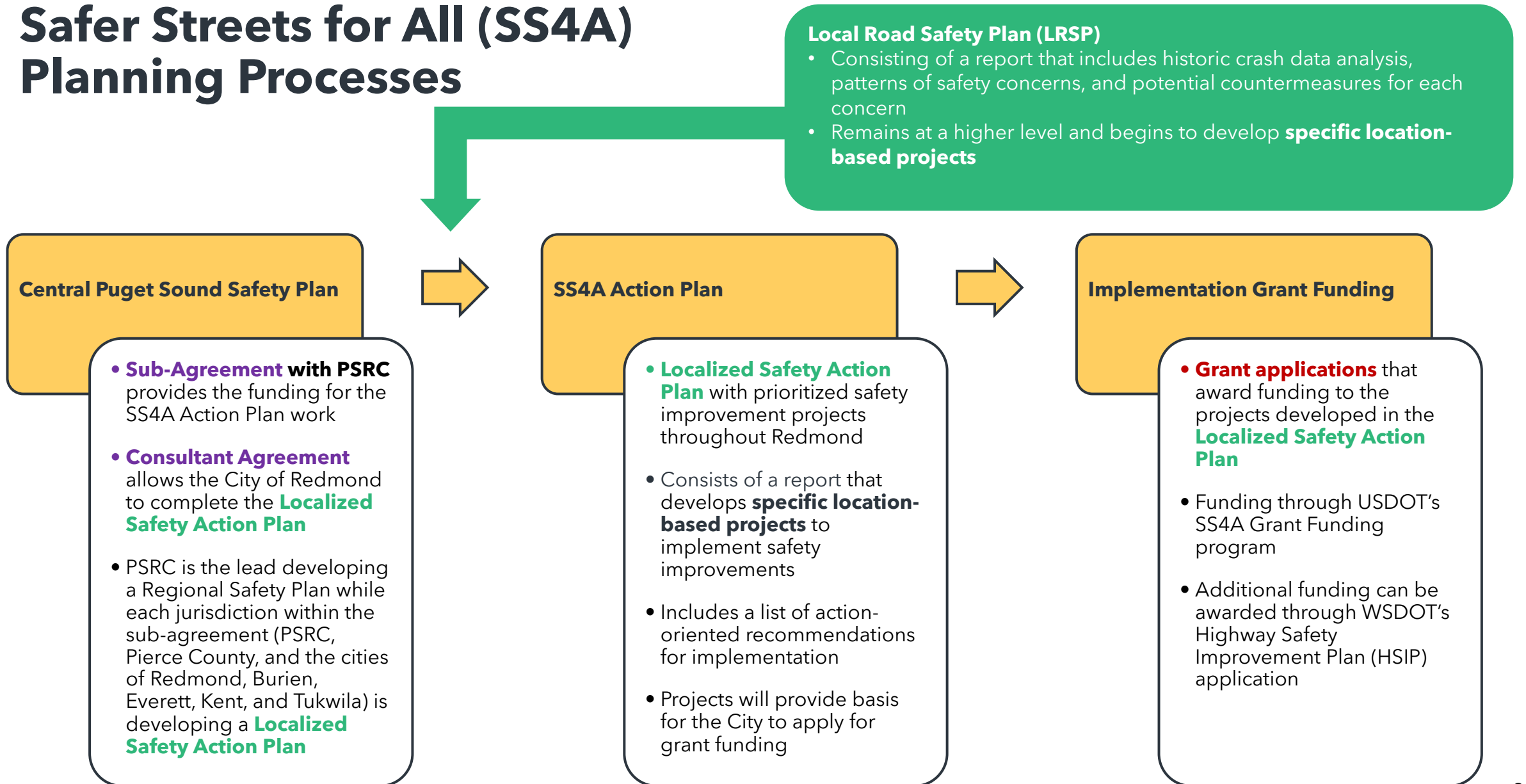
Pedestrian Strategic Plan			
Date	Issue	Notes & Recommendations	Next Steps

Transit Strategic Plan			
Date	Issue	Notes & Recommendations	Next Steps

Active Transportation Plan			
Date	Issue	Notes & Recommendations	Next Steps

DRAFT

Safer Streets for All (SS4A) Planning Processes



Local Road Safety Plan (LRSP) Process

**WE ARE
HERE**



Crash Data Analysis

- Historic data published by WSDOT, 2018-2022
- Statistical data analysis identifies trends and risk factors above the norm for Western Washington cities
- Spatial data analysis pairs these trends with location-based factors

Identify Data-Based Risk Factors

- Risk factors specific to Redmond include:
- Pedestrian/bike crashes in existing marked crosswalks
- Signalized intersections
- 30-35 mph roadways
- Two-way divided roadways

Develop Countermeasures

- Rectangular Rapid Flashing Beacons (RRFBs)
- Additional illumination
- Curb extensions
- Leading pedestrian interval and longer walk signal time
- Pedestrian "scrambles"
- Blank-out "No Turn on Red" actuated signage
- Signal timing & channelization improvements

Develop Improvement Project Scopes

- Match Countermeasures to high-risk locations identified through spatial analysis
- 9 improvement project categories, with improvements at intersection, corridor, and citywide levels
- Project time to construct ranges from 3-6 months to 12-15 months

Next Steps

- Safer Streets for All (SS4A) Action Plan will develop a prioritization process
- SS4A Action Plan will include prioritized list for implementation of projects developed by the LRSP
- City Staff will apply for WSDOT's City Safety Grant funding for project implementation

Local Road Safety Plan

City of Redmond, WA

Prepared for City of Redmond
Prepared by Transpo Group



Redmond
WASHINGTON

Risk Factors



Pedestrians in Marked Crossings

A majority of crashes involving pedestrians have occurred in marked crossings. Crossings are the primary location where different modes have potential conflicts. Improvements to increase the visibility of crossings, users in and entering the crossing are a high priority to address a significant risk factor to vulnerable users.

Bikes in Existing Facilities

Redmond has a well-developed bike network, but improvements to incorporate current best practices and guidance on separation and crossing improvements can address a risk factor for crashes with bikes in existing facilities. Risk factors based on crash history are present in both linear and crossing bike facilities.



Crashes at Signalized Intersections

Signalized intersections are complex environments with many demands on the attention of all users. Redmond's signalized intersections represent a risk factor for vehicle and active mode crashes. Improvements to visibility, operations and predictability of signalized intersections can reduce risks and improve overall system safety.



Crashes on 30 mph+ Roadways

Roadways in Redmond with a posted speed limit of 30 mph or greater experience a higher percentage of crashes than similar cities. Faster vehicle speeds can mean less time to react to changing roadway conditions or grant right of way to active mode users. Addressing the risk factors for higher speed roadways could include a study of appro-



Crashes on 2-way Divided Roadways

Median-divided roadways in Redmond are typically associated with higher speeds and are another common risk factor for crashes involving all modes. Identification of countermeasure projects on divided roadways works together with other risk factors to reduce the overall crash risk in the City.



Improper Speed for Conditions

Speed involvement affects not only the risk for a crash occurring, but the severity and outcomes of the crash on people. While Redmond's rate of speed compliance with posted limits in crash data is a positive, there is a common risk factor of improper speed for conditions, indicating a need to address speeds and roadway conditions in inclement weather or in heavy traffic conditions.

High Visibility Crosswalk Markings

Risk Factors



Countermeasures

Expand use of
Continental style
crossings

Mark crossings
at slip lanes and
ped islands

Green/white
combined crossings
for multimodal

The use of Continental style crosswalk markings for improved visibility is now the City of Redmond's standard. The larger bars improves the visibility of crossings for drivers and can create contrast with crossing pedestrians compared to thinner crosswalk marking styles. Using green and white combined colors highlights the increased presence of bicycles and widens the crossing for the comfort of all modes. Marking crossings at slip lanes improves driver yielding and visibility of pedestrians.

Updated markings are prioritized at;

- Signalized intersections with existing crosswalks
- Arterial and higher volume collector roadway intersections
- On transit routes (bus and light rail)
- Near schools, parks and other high volume pedestrian generators

The City has been upgrading crossings, but the following intersections have been identified as a priority for the next round of grant-funded or maintenance upgrades to the current City Standard 311B.

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Multimodal continental crossing



Continental, high visibility markings



Estimated Project
Construction Cost:

\$15,000-30,000
per intersection

Costs would include marking
removal, and new pavement
markings at selected intersections

Time to Construct:

3-6
months from design kickoff

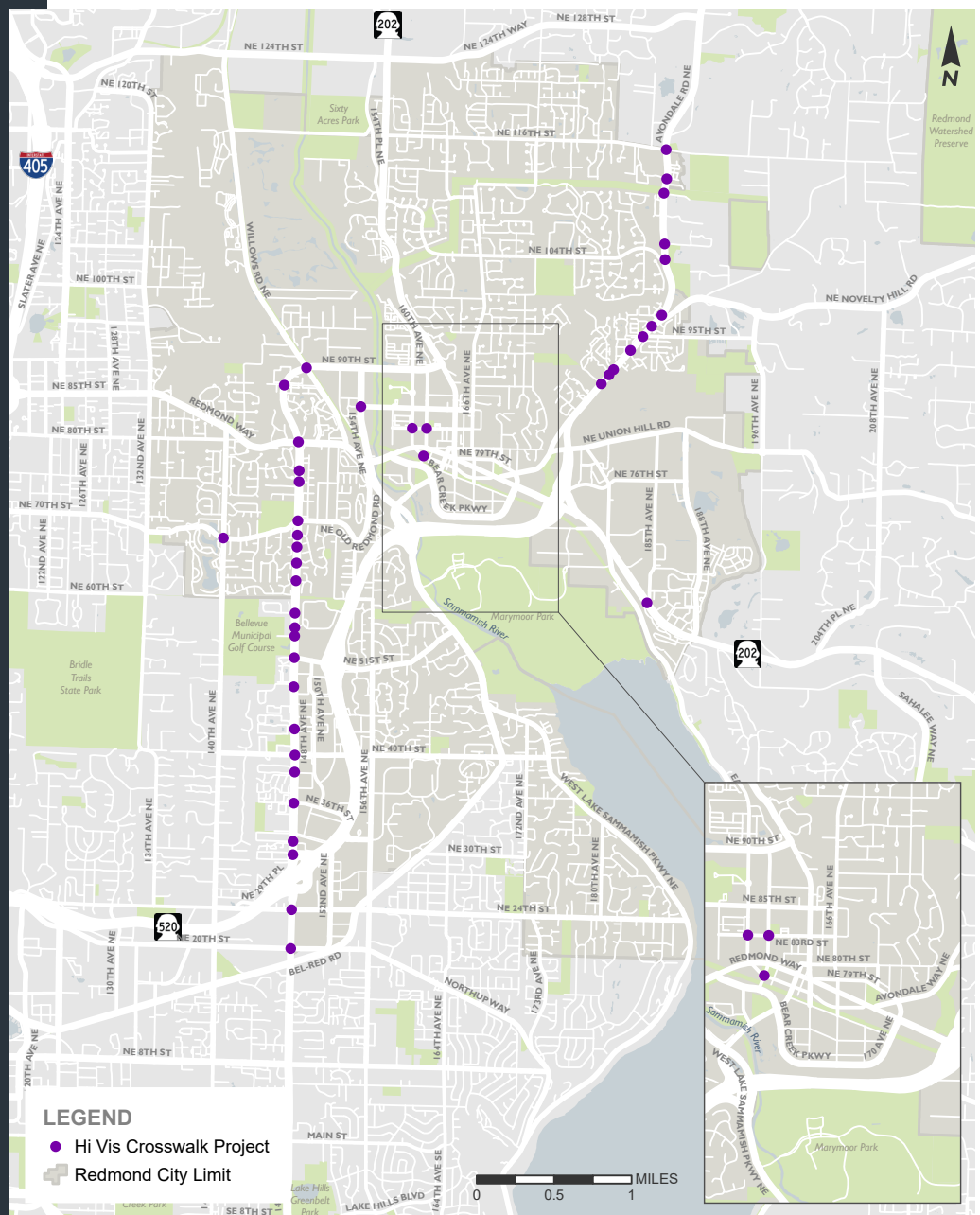
High Visibility Crosswalk Markings

Candidate locations for upgraded markings include:

- Avondale Road (90th to 116th)
- 148th Avenue NE (Willows Rd to 20th)
- 161st/83rd
- 160th/83rd
- 85th/154th
- Willows/90th
- Redmond Way/185th
- Old Redmond Road/148th, 140th

Multimodal continental crossing:

- Bear Creek/161st, Leary



Signalized Crosswalk Improvements & Signage

Risk Factors



Countermeasures

Lighted and actuated warning and blankout turn restriction signage

PM peak turn restrictions

Lead pedestrian interval

Pedestrian "scrambles"

ADA pushbutton and ramp upgrades

Pedestrian and cyclist risk factors in marked crossings varies by time of day. Starting in the evening peak hours, a greater concentration of pedestrian and cyclist-involved crashes occurs in marked crossings. Pedestrians are more often involved in left turn crashes with vehicles, while cyclists are involved in right turn crashes. Lead pedestrian interval, lead cyclist intervals with bike boxes, or turn restrictions limited by time of day, controlled by electronic blank-out signage that can be actuated to pedestrian push buttons or bicycle presence detectors can remove some of the conflicts contributing to historical crashes, while balancing impacts to traffic operations.

Based on the results of traffic studies, restrictions on turns, all-way pedestrian crossing signal phases or "scrambles" where all traffic is held, and lead pedestrian intervals can all assist in increasing pedestrian visibility, considering a range of pedestrian abilities and crossing speeds and improve comfort for users.

Some existing crossings, because of intersection geometry, make visibility of pedestrians in marked crossings difficult from some approaches. Installation of lighted signage actuated to pedestrian push-buttons, combined with leading pedestrian intervals can improve visibility of pedestrians in crossings prior to the permitted movement of traffic.

Estimated Project Construction Cost:

\$15,000-100,000
per intersection

Costs could vary widely depending on the need to upgrade signal control equipment, cost of static and electronic signage, pushbutton upgrades and associated curb ramps, and traffic studies.

Time to Construct:

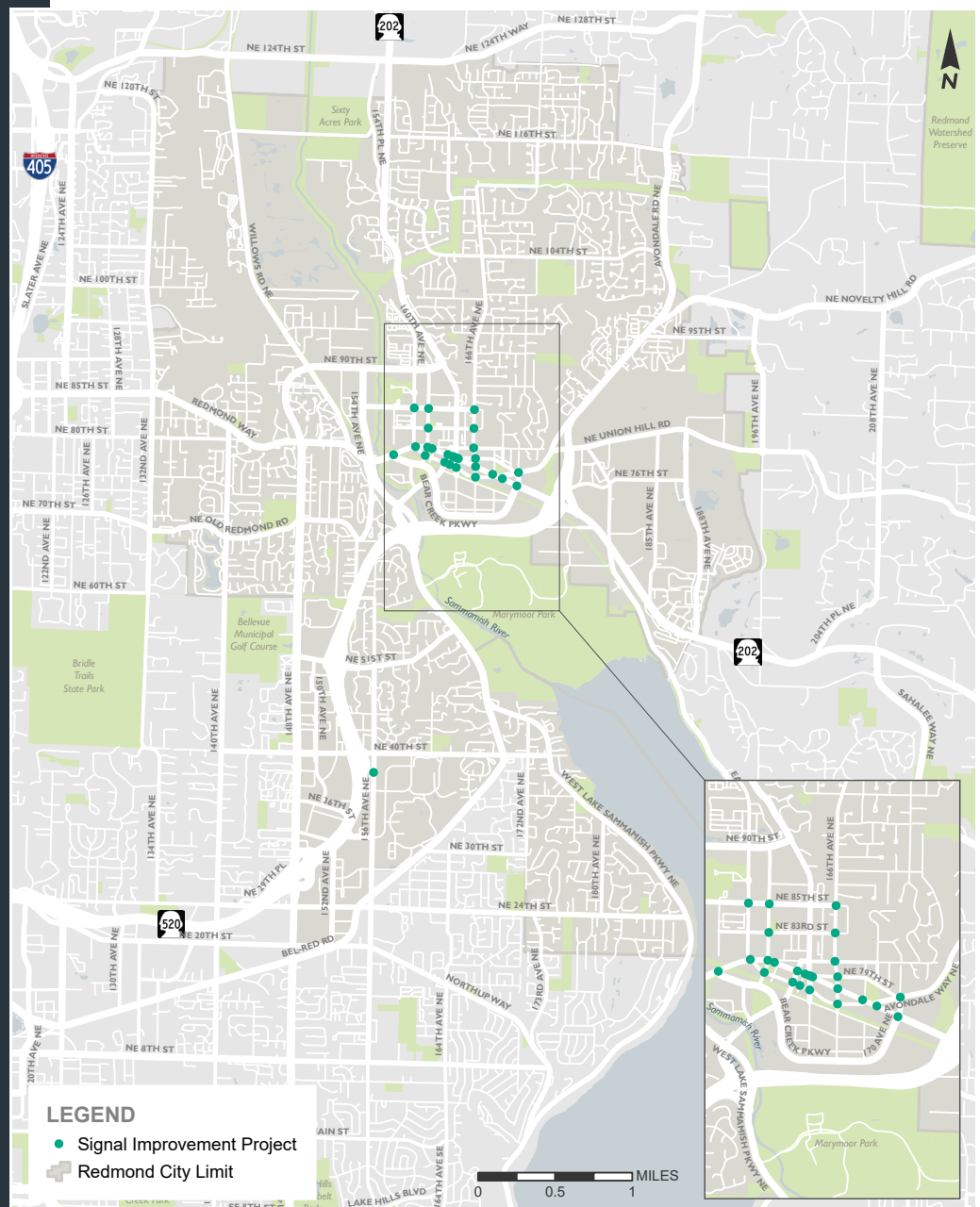
12-15
months from design and traffic study kickoff



Signalized Crosswalk Improvements & Signage

Candidate locations for signalized operational and signing improvements include:

- Redmond Way (all downtown intersections)
- Cleveland Street (all downtown intersections)
- 160th, 161st and 166th, Redmond Way to 85th
- EB Avondale Road at 170th
- EB Redmond Way at Cleveland



High Friction Surface Treatment Program

Risk Factors



Countermeasures

High Friction Surface Treatment

High friction surface treatments (HFST) are a method of applying higher quality aggregate and binder to an existing roadway to improve vehicle grip in wet conditions as well as dry. The crash history at signalized intersections and higher volume and speed roadways in the City is correlated with wet surface conditions. HFST is a relatively inexpensive method of reducing crash rates, especially in the vicinity of horizontal curves and high-volume intersection approaches.

HSFT does not involve the overlay of long sections of roadway but is a spot treatment applied in critical areas. HFST does require some long-term maintenance in excess of that for a traditional asphalt roadway, but there is a tangible benefit in reduced crash rates that has been demonstrated by pilot and research projects using the treatment.

A HFST program should also include a field assessment of existing pavement conditions to determine the appropriate extents of HSFT to be applied to the candidate roadways identified in the list below.

.....



Estimated Project Construction Cost:

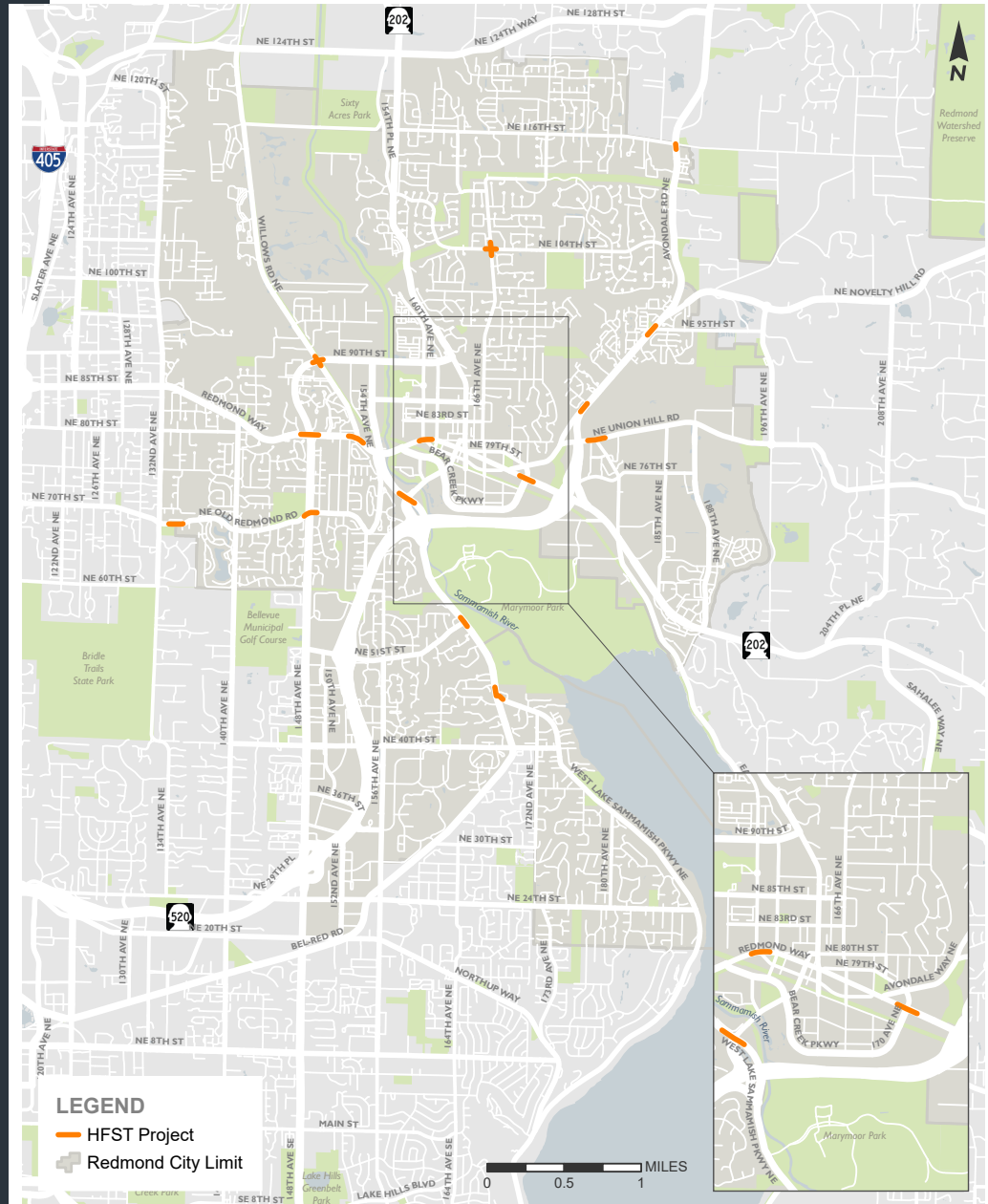
\$35,000-50,000

per 100 LF depending on roadway curb-to-curb width

High Friction Surface Treatment Program

Candidate locations for spot location installation of HFST include:

- Avondale Road - 85th to Avondale Way, NE 95th, south of NE 116th
- 148th and Willows Road
- Union Hill Road - 178th Place
- Redmond Way - 148th, Willows, Cleveland, Cleveland through 170th,
- West Sammamish Lake Parkway - Leary Way, NE 51st, Bel-Red Road
- NE 104th Street and 166th Ave
- Old Redmond Road - 148th, 154th, east of Snyder's Corner Park



Enhanced Bike Lane Protection

Risk Factors



Countermeasures

Physical barriers at bike lane buffers

Physical protection of bike lanes can help to avoid incursion by vehicles, improve the comfort of bike lanes for a wider range of users, address conflicts with vehicles approaching intersections, and improve the visibility of bikes and awareness of drivers of the presence of bike lanes. Linear crashes with cyclists in marked bike lanes could be significantly reduced by the increased physical protection.

The use of single unit curbing from vendors, equipped with a vertical reflective marker, significantly increase the visibility of bike lanes, and also provide a physical separation from traffic. The units do require long-term maintenance and potential replacement, but allow for increased protection of existing bike lanes without modification of curbs, hardscape or other more expensive capital improvements. Acquisition of specialized bike lane width cleaning equipment by the City would help to maintain the safety and utility of physically separated bike lanes.

Other low-cost modifications to improve the physical barriers to existing bike lanes, which could be piloted as a demonstration project, would be to flip the location of on-street parking adjacent to bike lanes. Bike lanes would be placed at the curb line, and on-street parking would occur separated from the curb. On-street parking can be accessed without crossing the bike lanes, drivers' doors do not open into bike lanes, and bikes are protected from moving vehicle traffic by the space of the parking lane and any parked vehicles. There is an educational requirement for drivers to avoid parking occurring in the bike lane.



Estimated Project Construction Cost:

\$1,000

per 100 LF of bike lane stripe

Spaced at 50 foot intervals, curbs could be installed directly overtop of existing bike lane striping.

Time to Construct:

3-6

months from design kickoff



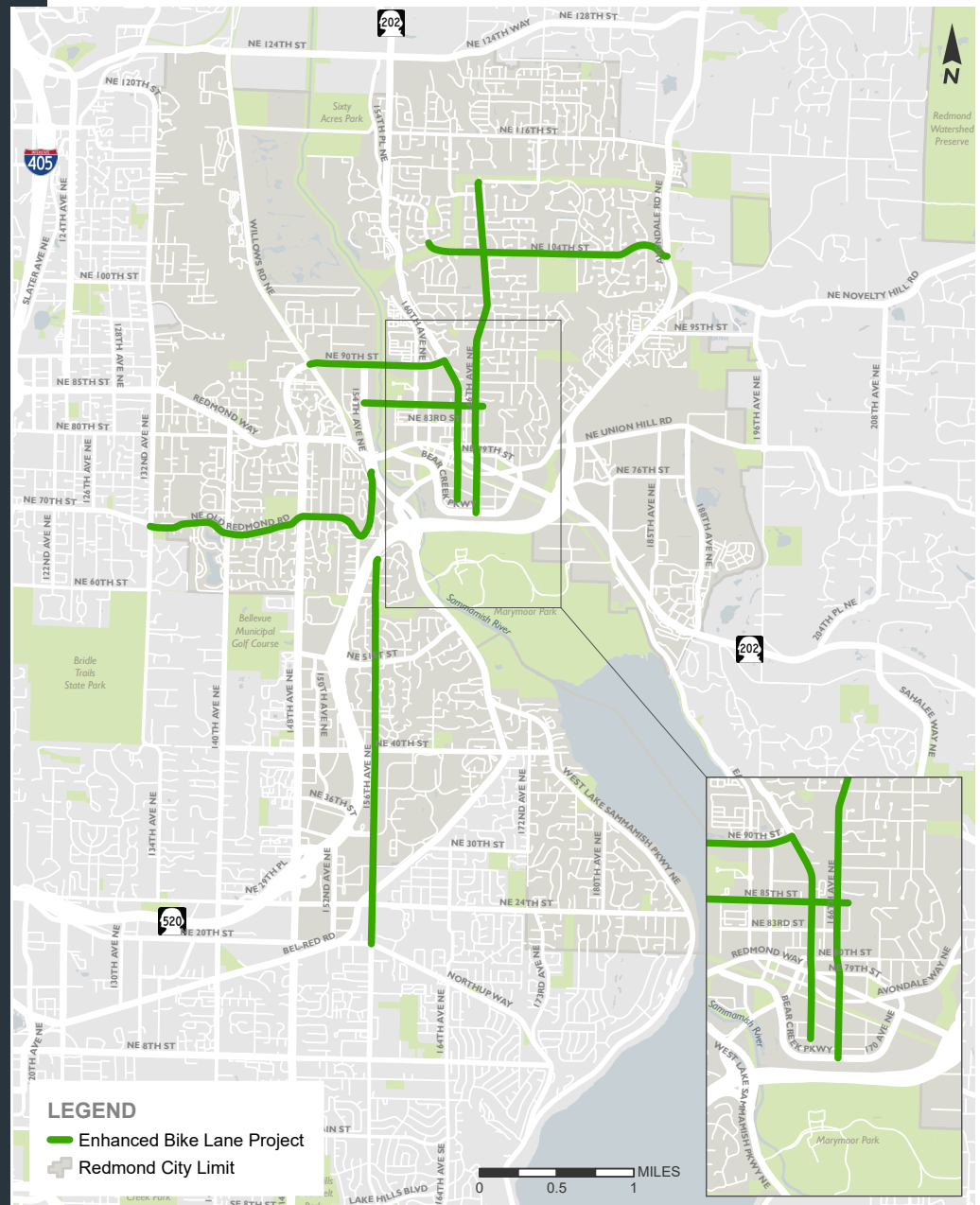
Enhanced Bike Lane Protection

Candidate locations for physical buffers include:

- NE 85th Street
- NE 90th Street
- 164th Avenue NE
- 166th Avenue NE
- 156th Avenue NE
- NE 104th Street
- Old Redmond Road

Candidate locations for flipping on-street parking and bike lanes include:

- NE 85th Street (pilot project potential)
- 156th Avenue NE (pilot project potential)
- NE 104th Street



Bike Lane Relocation

Risk Factors



Countermeasures

Separated bike facilities

Redmond Way has experienced a history of bike crashes at intersections and linearly along the roadway. The existing bike facilities on the roadway consist of marked bike lanes. Current best practices for bike facilities would not recommend the use of striped bike lanes on Redmond Way due to the posted speed limit and traffic volume. To improve the comfort and safety of biking on Redmond Way, a project to relocate the existing curb line would provide for a separated bike facility, and could have a calming effect on vehicle traffic by increasing side friction with a narrower roadway curb-to-curb width.

The relocation of the curb would allow, with some reconstruction of the existing vegetated buffer strip, for either a side-by-side bike and pedestrian facility, a shared use path on both sides of the roadway, or a raised bike lane with the existing sidewalk and vegetated buffer retained in place.

The limits of the raised bike facility would ultimately be between the SR 520 ramps and 187th Avenue. Phasing of the relocated bike facility at logical termini with significant intersections, such as at East Lake Sammamish Parkway and 185th Avenue would allow the City to pursue multiple grant funding sources to implement the project while also making incremental safety and comfort improvements for cyclists.



Estimated Project Construction Cost:

\$3,000,000+

Costs would include curb relocation, stormwater and utility modifications, new buffer strips and bike lane pavements.

Time to Construct:

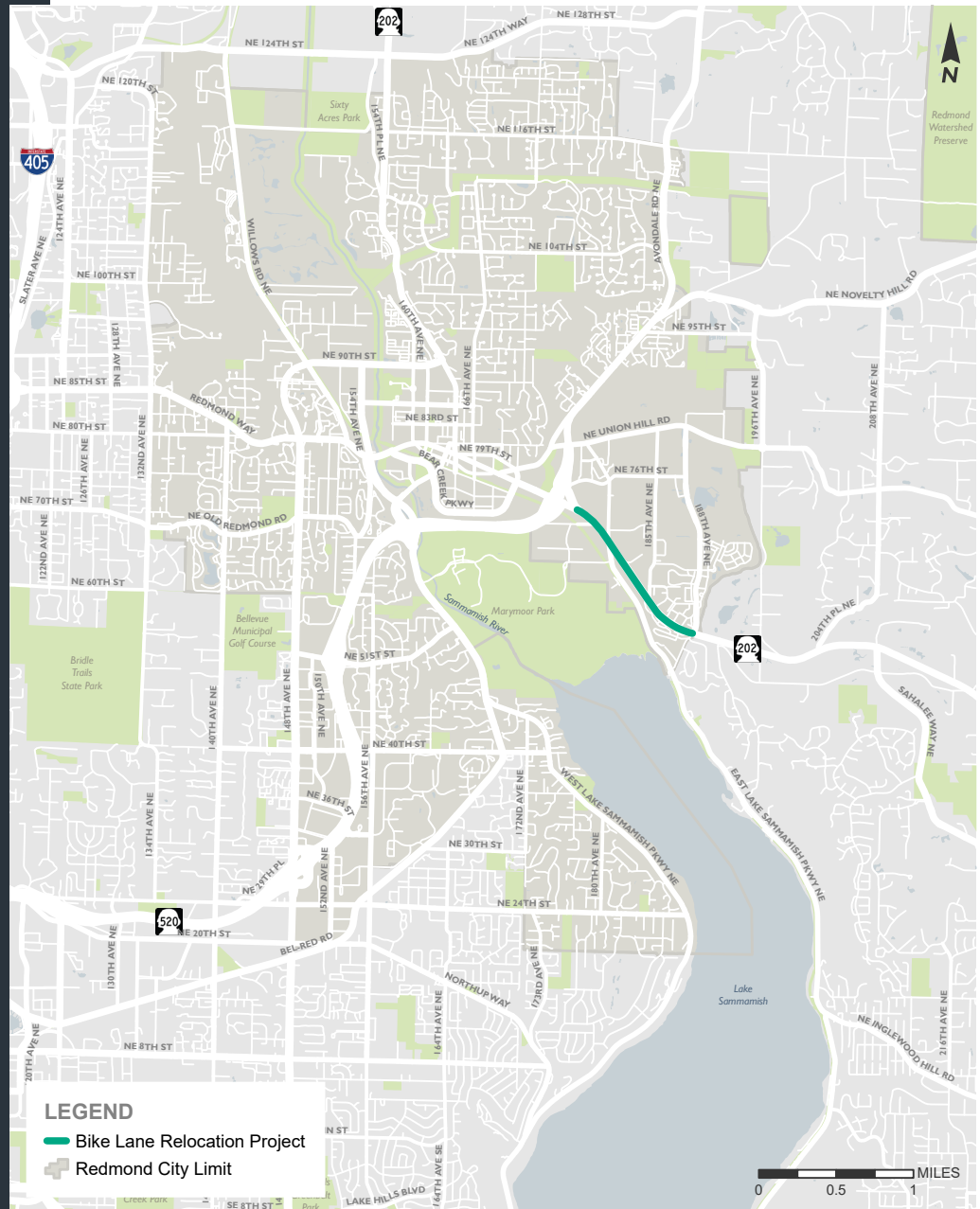
18-24+

months from design kickoff



Bike Lane Relocation

Avondale Road would also be a strong candidate for a bike lane relocation behind a new curb line to remove the bikes from the higher volume roadway lanes. The historical crash rate for cyclists on Avondale Road is lower than for Redmond Way, but this could be a result of uncomfortable existing conditions that limit the number of cyclists in the corridor. Avondale Road meets the criteria for the risk factors and should be considered as a bike lane relocation project location as well.



Divided Highway, 35 mph+ Limit Intersection Program

Risk Factors



Countermeasures

Corridor-wide improvements to;

High visibility crosswalk markings

Signal timing

Crosswalk length

The City of Redmond's highest priority risk factors come together in two corridors that meet all of the risk factors and could be upgraded throughout the City to improve comfort and reduce risk of crashes for not only users of the crossings, but vehicle traffic as well.

The recommended program of improvement in each corridor would seek to implement at all existing signalized intersections, one or all of the following projects;

- High visibility crosswalk markings
- Curb extensions using either full height curbs or 2" "truck apron" style curb extensions to avoid impacts to bike facilities and low frequency truck turning movements, to shorten the crossing distance of vehicle lanes.
- Reduce lane widths to shorten the crossing distance.
- Widen sidewalks, add vegetated buffers, and reduce driveway lengths along high volume, higher speed arterials in the vicinity of transit stops.
- Increase pedestrian phase times and/or introduce lead pedestrian interval, especially near transit stops. Update pedestrian pushbuttons and curb ramps for ADA/PROWAG compliance.
- Conduct corridor-wide signal timing or interconnect signals to improve traffic flow at peak hours and reduce congestion that can lead to crashes and risky behaviors to reduce travel times.

Estimated Project Construction Cost:

\$100,000-\$2,000,000+

Costs will vary depending on the amount of hardscape changes, sidewalk extensions and need for signal equipment replacement

Time to Construct:

12-24

months from design kickoff

Divided Highway, 35 mph+ Limit Intersection Program

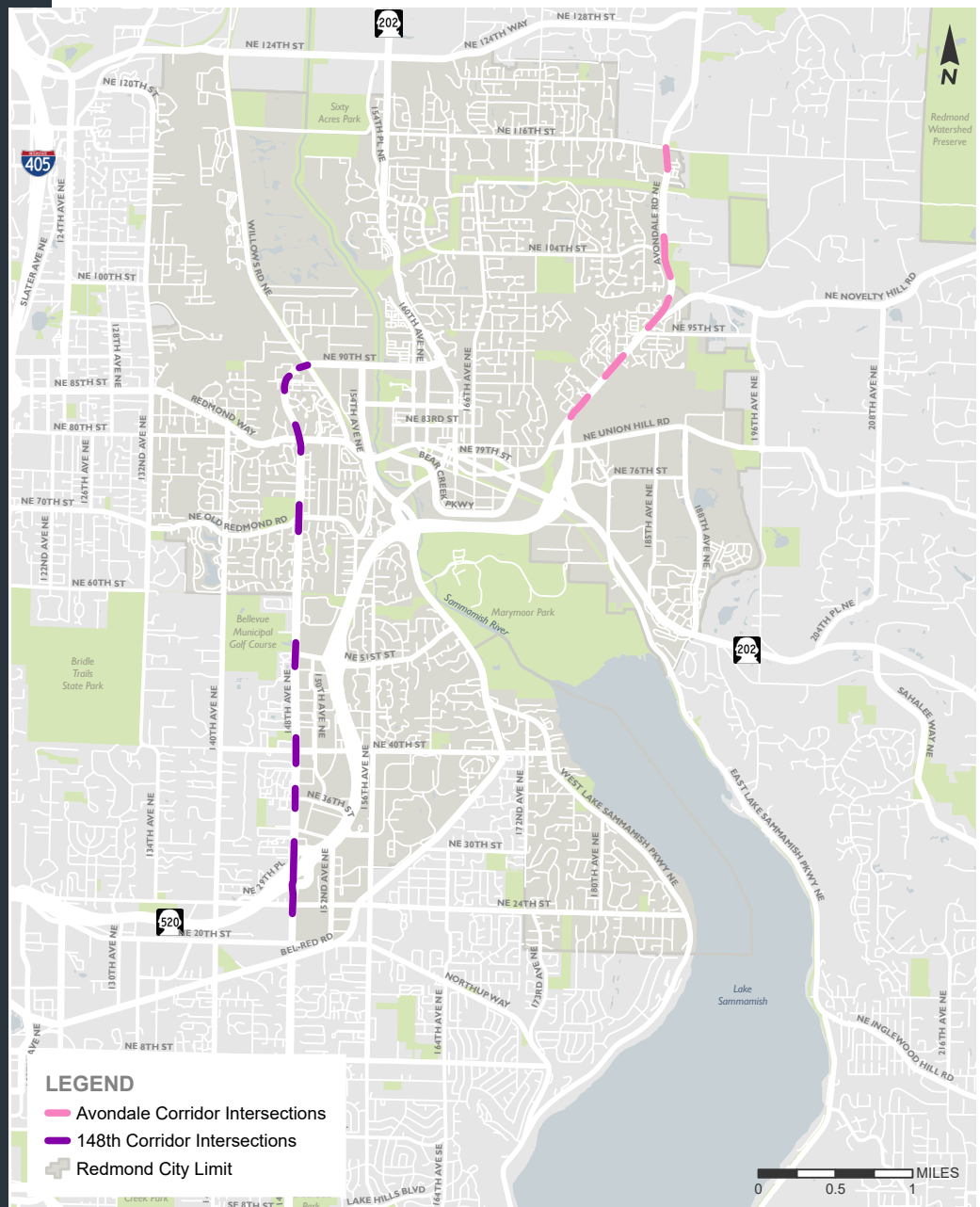
Two corridors are recommended for a full-length program of improvements at signalized intersections:

Avondale Road, including the intersections with

- 116th Street
- 104th Street
- Novelty Hill Road
- 180th Street
- 85th Avenue (new pedestrian signal)

148th Avenue

- All intersections within the City limits



Add Pedestrian Crossings at High Demand Locations

Risk Factors



Countermeasures

Pedestrian crossings with high visibility markings and pedestrian-actuated beacons or signals

Locations at cross streets where there are no existing markings are legal crossings under Washington state law. But, without markings, signage and pedestrian-actuated beacons or signals, unmarked crossings of higher volume or higher speed roadways can be an elevated risk for crashes. The City of Redmond has experienced crashes at unmarked crossings, indicating a demand for crossings that could warrant new enhanced crossings.



Estimated Project Construction Cost (RRFB):
\$100,000

Costs include solar powered RRFBs, new curb ramps, markings and signage.

Time to Construct:
6-9
months from design kickoff

Estimated Project Construction Cost (Pedestrian Signal):
\$300,000

Costs include a new pedestrian signal, new curb ramps, markings and signage.

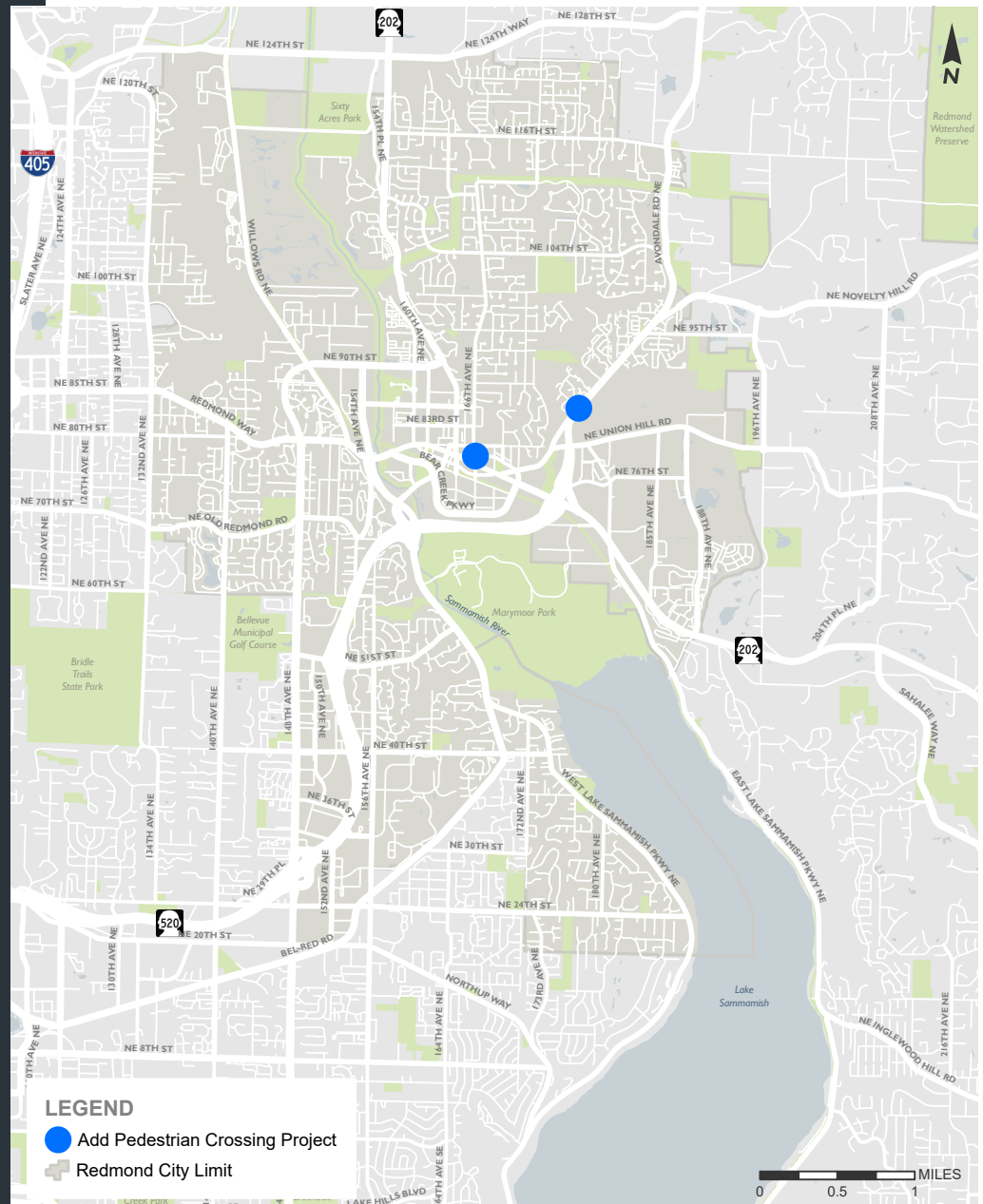
Time to Construct:
12-15
months from design kickoff



Add Pedestrian Crossings at High Demand Locations

Candidate locations for new location crossings include:

- Avondale and 85th Street (pedestrian signal)
- 166th Street and 79th Avenue (rectangular rapid flashing beacon) – planned City project
- Other locations on transit routes to be identified



Reducing Vehicle Speeds Through Automated Enforcement

Risk Factors



Countermeasures

Automated speed enforcement
(compliant with
RCW 46.63.170)

The state of Washington recently passed RCW 46.63.170 which grants Cities the authority to install speed cameras where both of the following conditions are met;

- Warranted by a Local Road Safety Plan
- In proximity to certain land uses, including parks and schools.

The City of Redmond's crash history does cite speed in excess of that which would be appropriate for the given conditions in nearly 10% of all crashes. Crashes that cite speed as a contributing factor cite speeds in excess of the posted limits at a significantly lower rate than other cities. The City would be able to pilot an automated speed enforcement system and monitor the impact on nearby crash rates for crashes of all types. Implementation of automated enforcement would likely require policy discussions and a public outreach program prior to implementation.

An automated speed enforcement program would not be intended to replace existing traffic calming programs, such as the Traffic and Pedestrian Safety Program or existing enforcement focuses on local streets.

Estimated Project Construction Cost:

TBD

Costs will be dependent on vendor contracts and scale of public outreach program

Time to Construct:

TBD

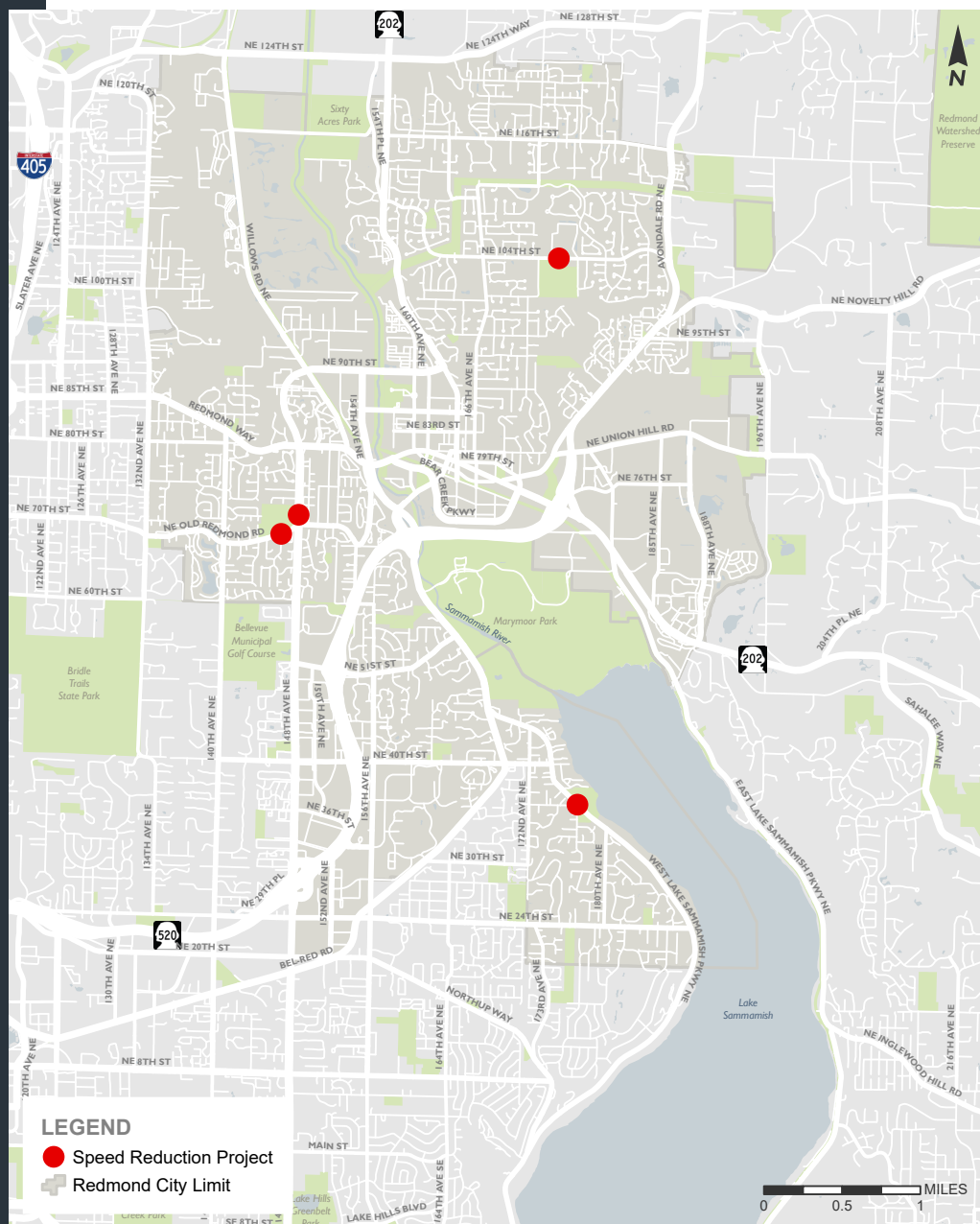


Reducing Vehicle Speeds Through Automated Enforcement

Candidate locations for automated speed enforcement include:

- Old Redmond Road or 148th Avenue NE at Grass Lawn Park
- West Lake Sammamish Parkway at Marymoor Park
- NE 104th Street at Hartman Park

In addition to the locations adjacent to parks, a school zone automated enforcement program can help to reduce speeds in proximity to vulnerable users. School zone enforcement is typically more acceptable to the public, and can help to change the local culture around speeding.



Citywide Speed Limit Study

Risk Factors



Countermeasures

Identify feasibility
of reducing speed
limits

Reducing speed limits can help reduce a number of risk factors for crashes, but the determination of speed limits is a complex task that balances the roadway physical environment, operating conditions, and passive and active enforcement measures. A comprehensive citywide speed limit study would help the City to identify where existing speed limits may be able to be reduced based on existing conditions without significant investment in physical modification to the roadway, or enforcement.

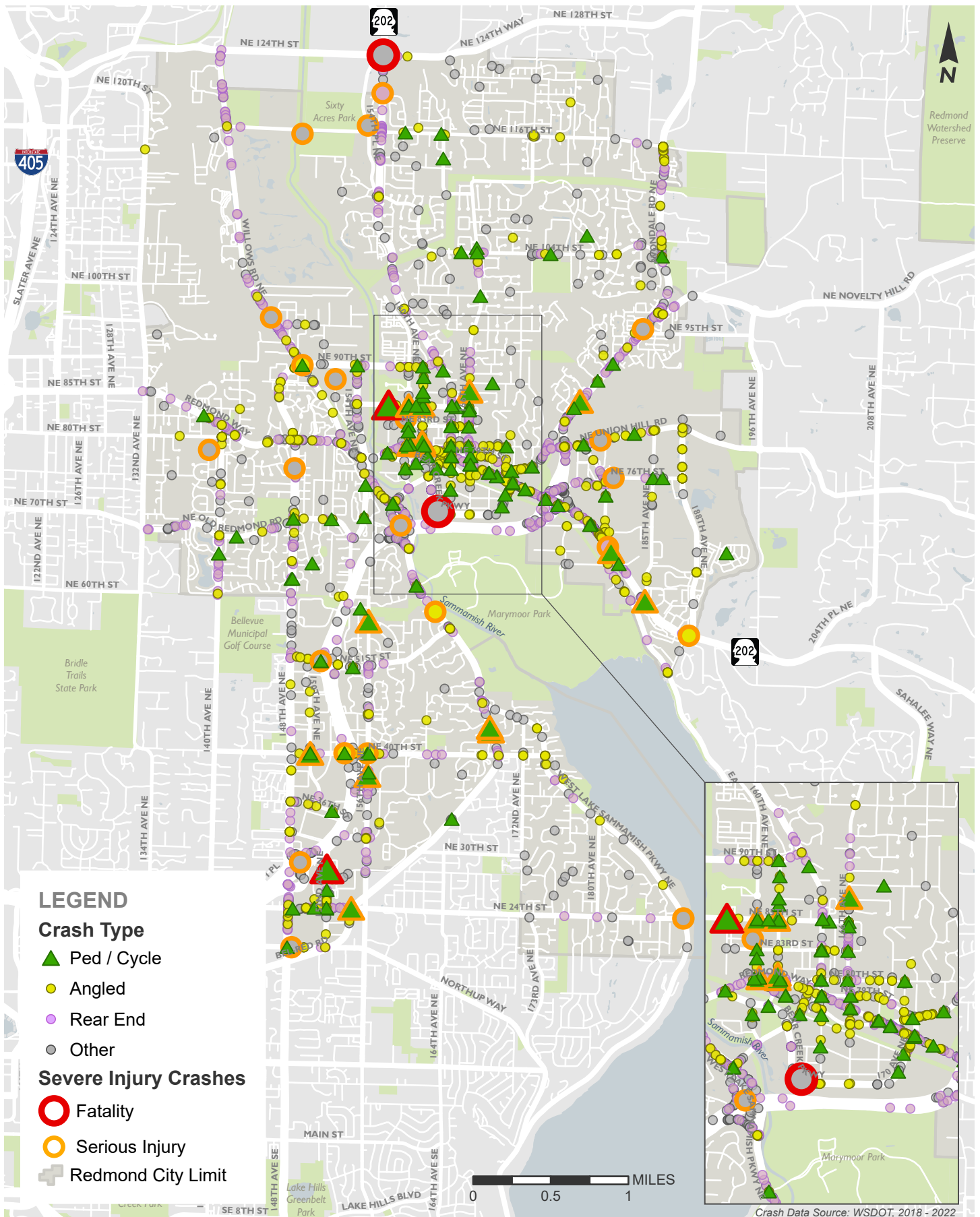
A citywide study of speed limits could also identify locations where physical modifications of higher volume arterial roadways, which are not candidates for traditional physical traffic calming devices, would be warranted in order to provide passive enforcement of a lower speed limit. The speed limit study could help to identify other high priority safety capital projects related to speed reduction for addressing crash risk factors.

.....

Estimated Project Cost:
\$150,000

Costs include acquisition of current speed data, field study of existing conditions, an analysis of potential changes in speed limits that are warranted by existing conditions, and identification of conceptual projects to modify the roadway environment of arterials that are identified for lower speed limits.





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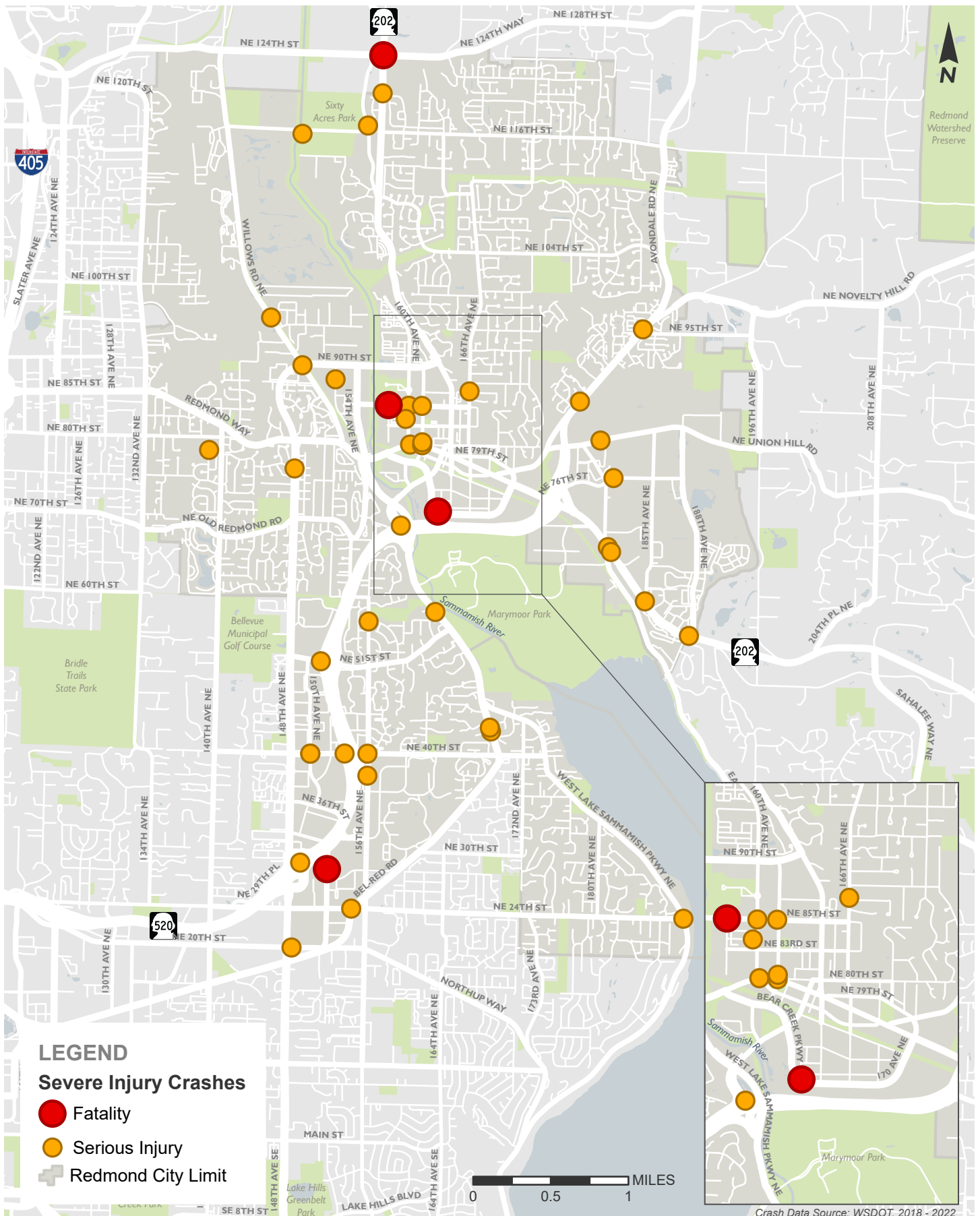
All Crashes

Redmond Safety Plan

FIGURE

1

transpogroup



Redmond
WASHINGTON

Severe Injury Crashes

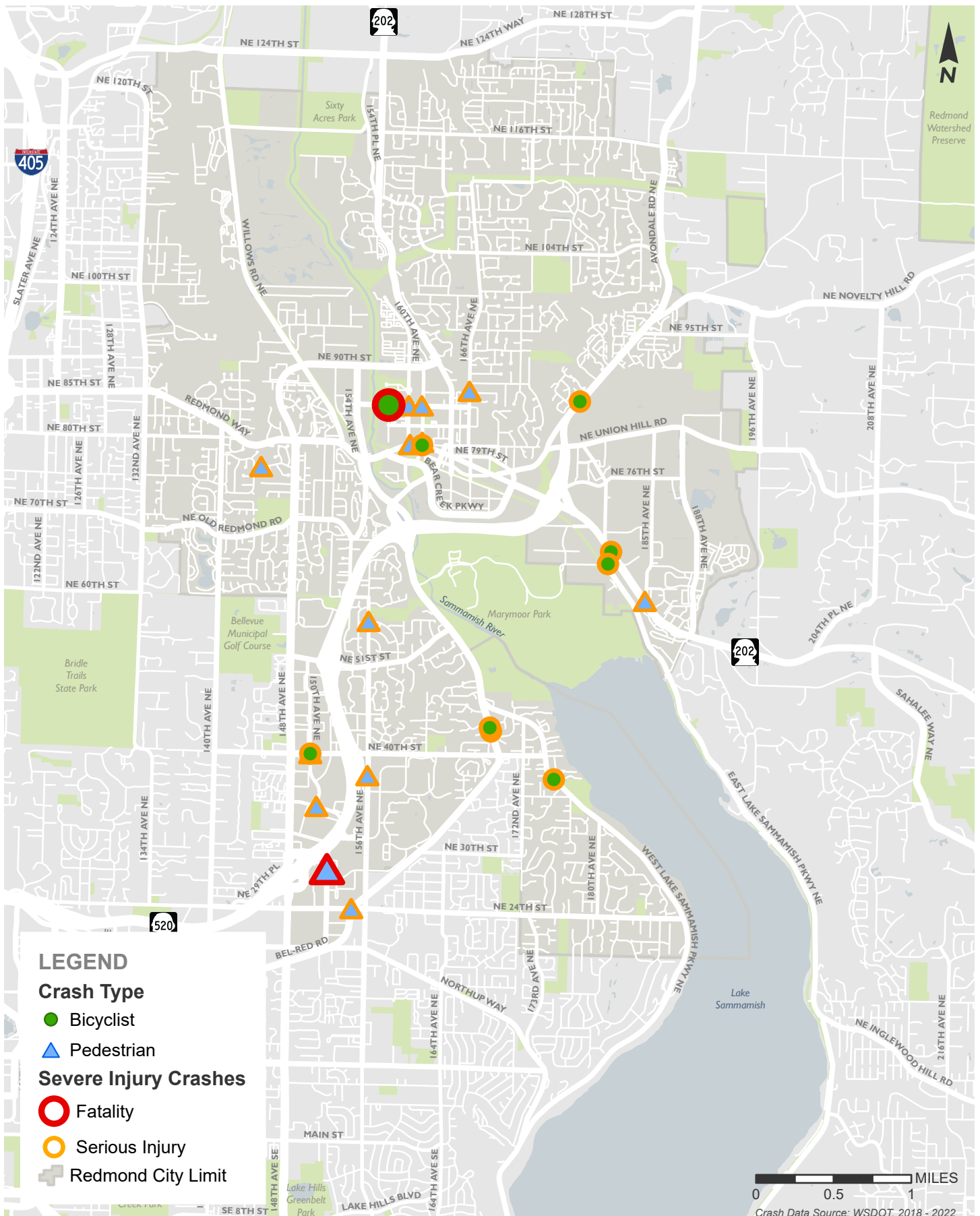
Redmond Safety Plan

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FIGURE

2

58



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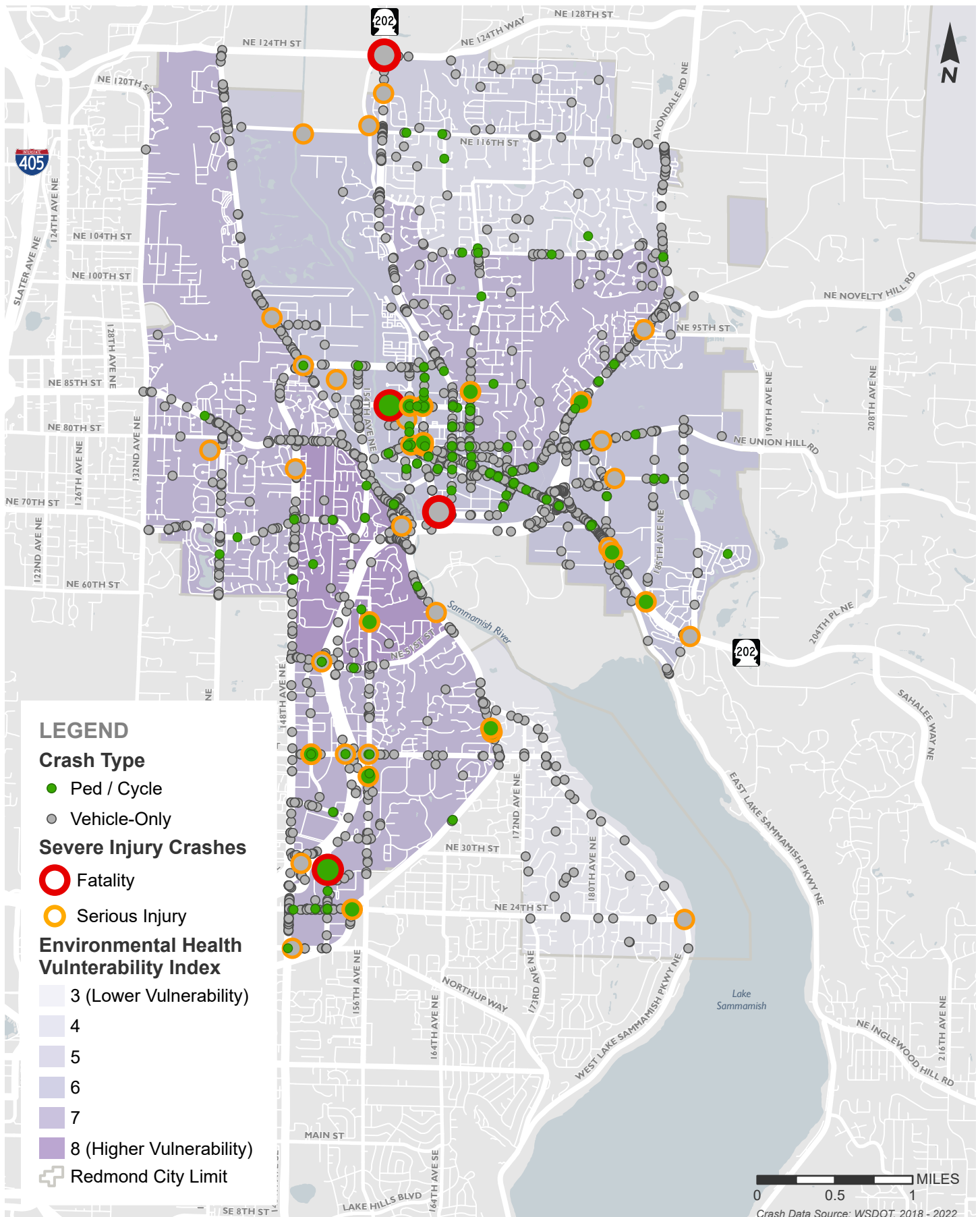
Severe Ped / Cycle Crashes

Redmond Safety Plan

transpogroup

FIGURE

3



Redmond
WASHINGTON

All Crashes with DOH Environmental Vulnerability

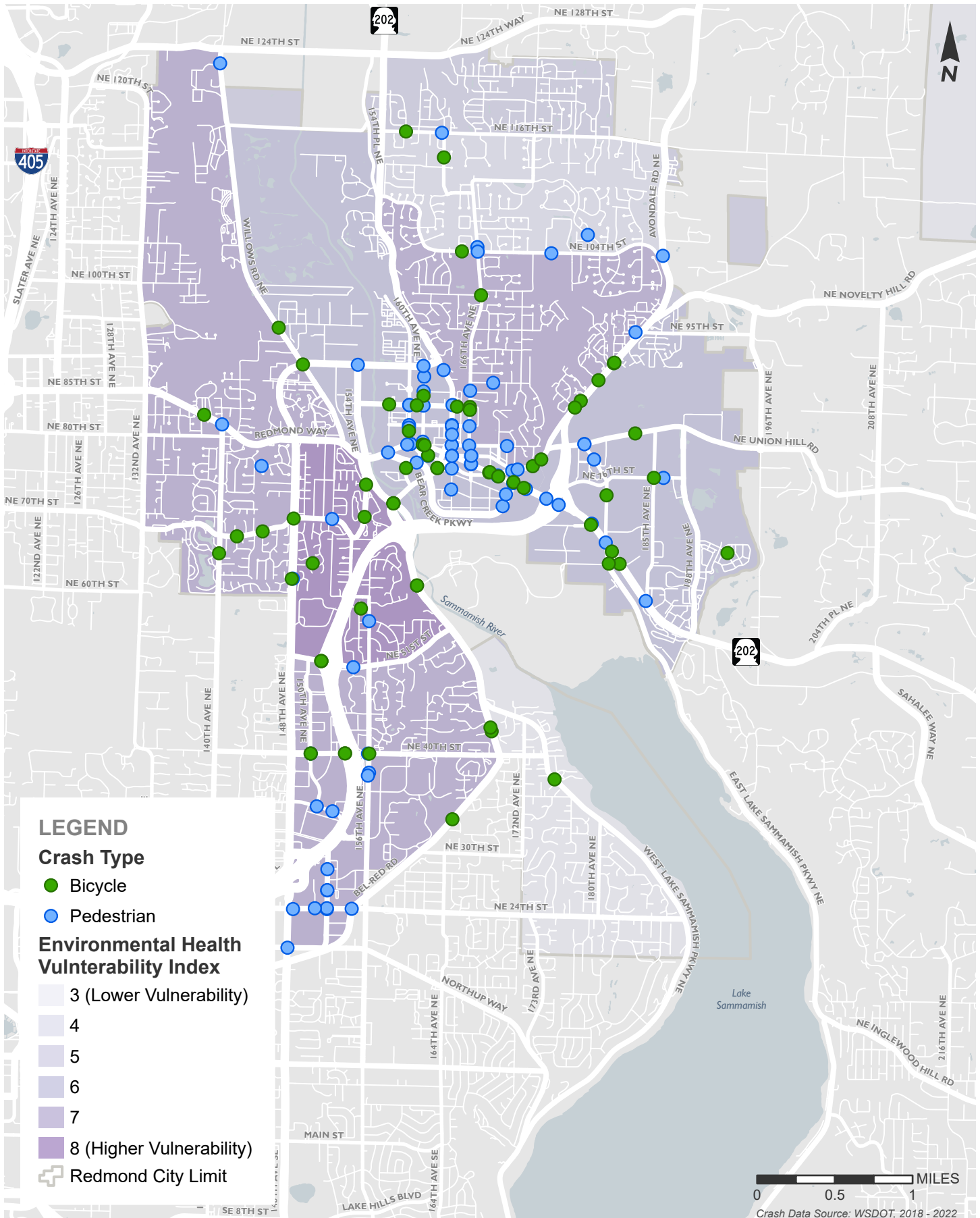
Redmond Safety Plan

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FIGURE

4

60



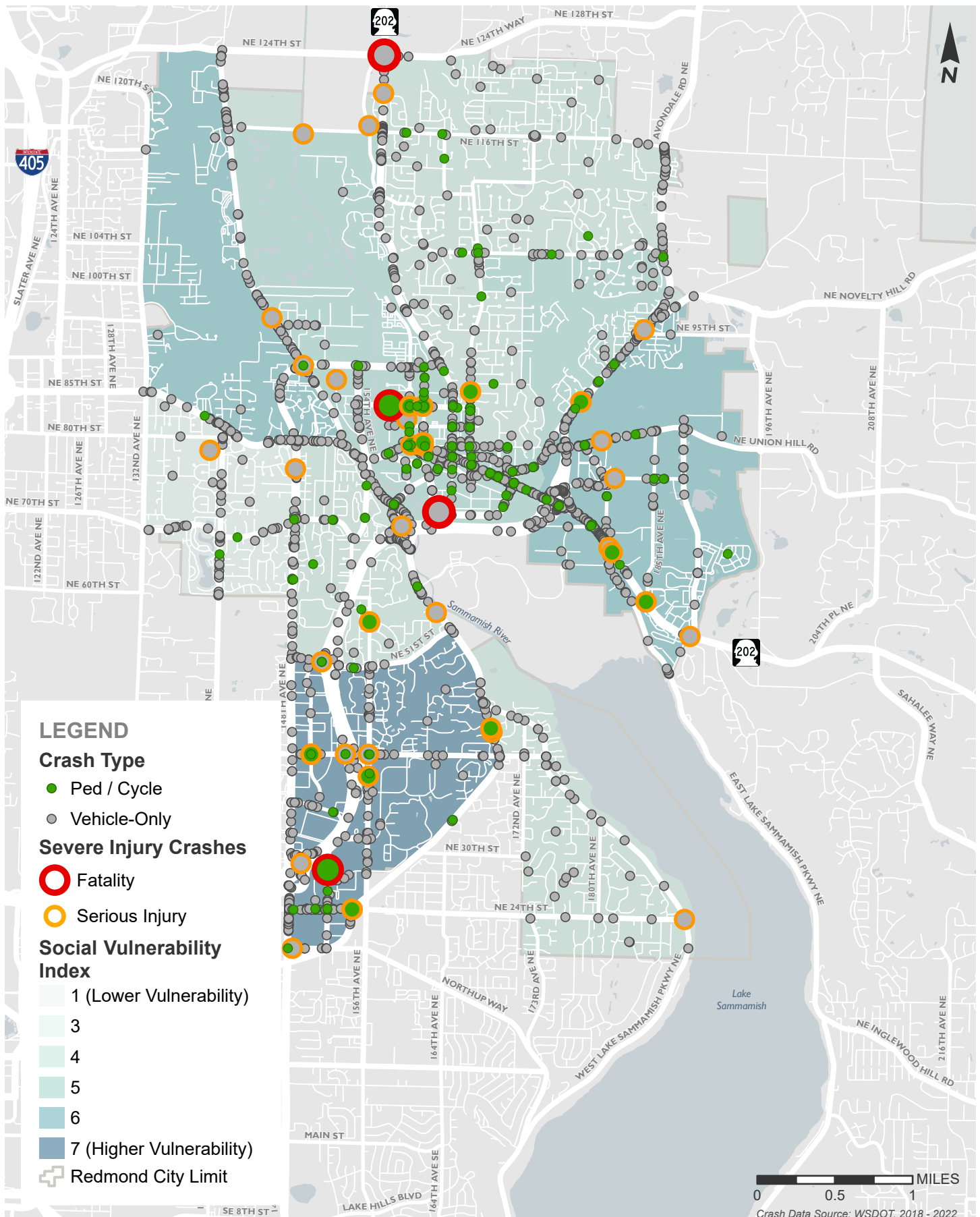
Ped / Cycle Crashes with DOH Environmental Vulnerability

FIGURE

Redmond Safety Plan

transpogroup **7**

5



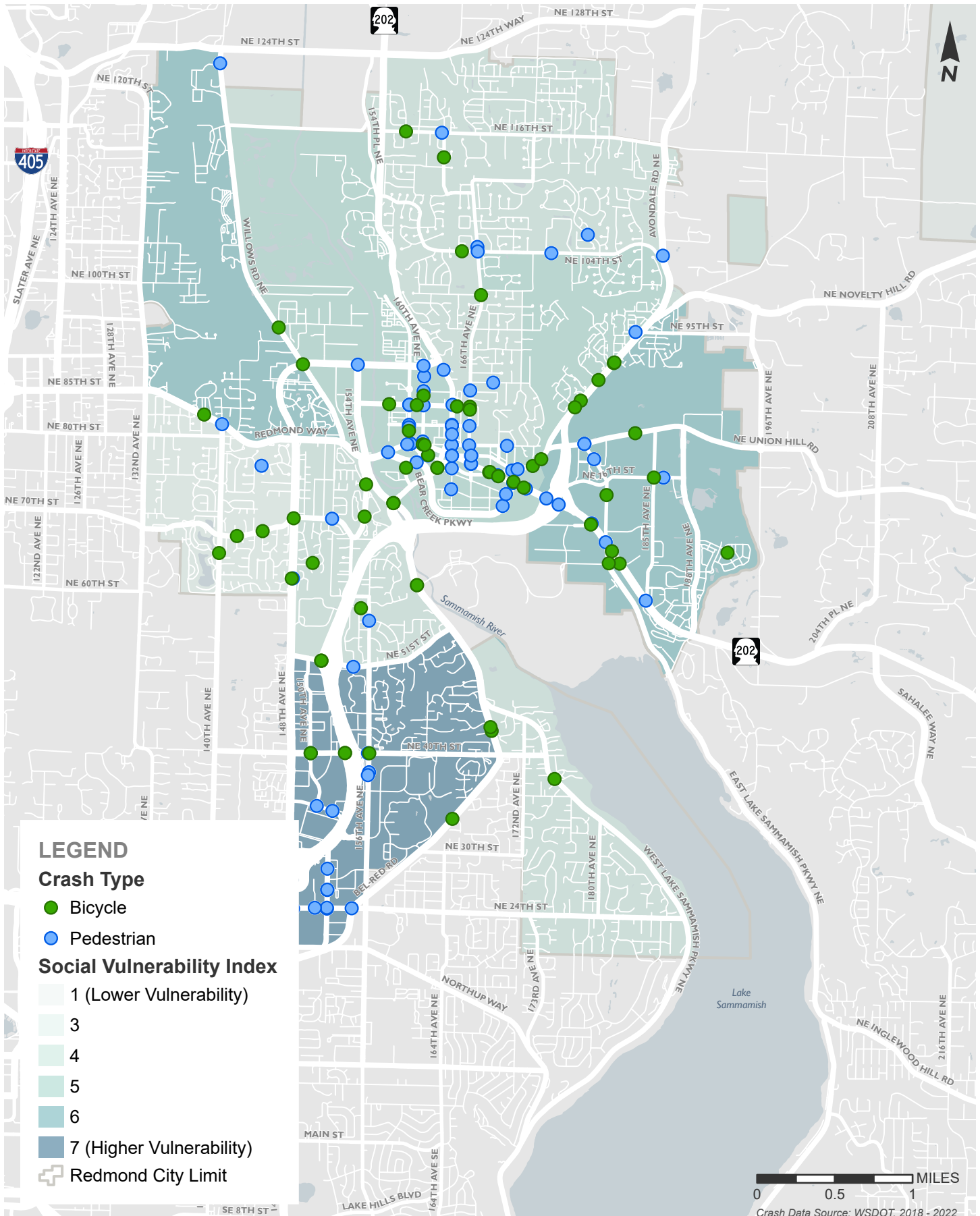
All Crashes with DOH Social Vulnerability

Redmond Safety Plan

transpogroup

FIGURE

6





Redmond
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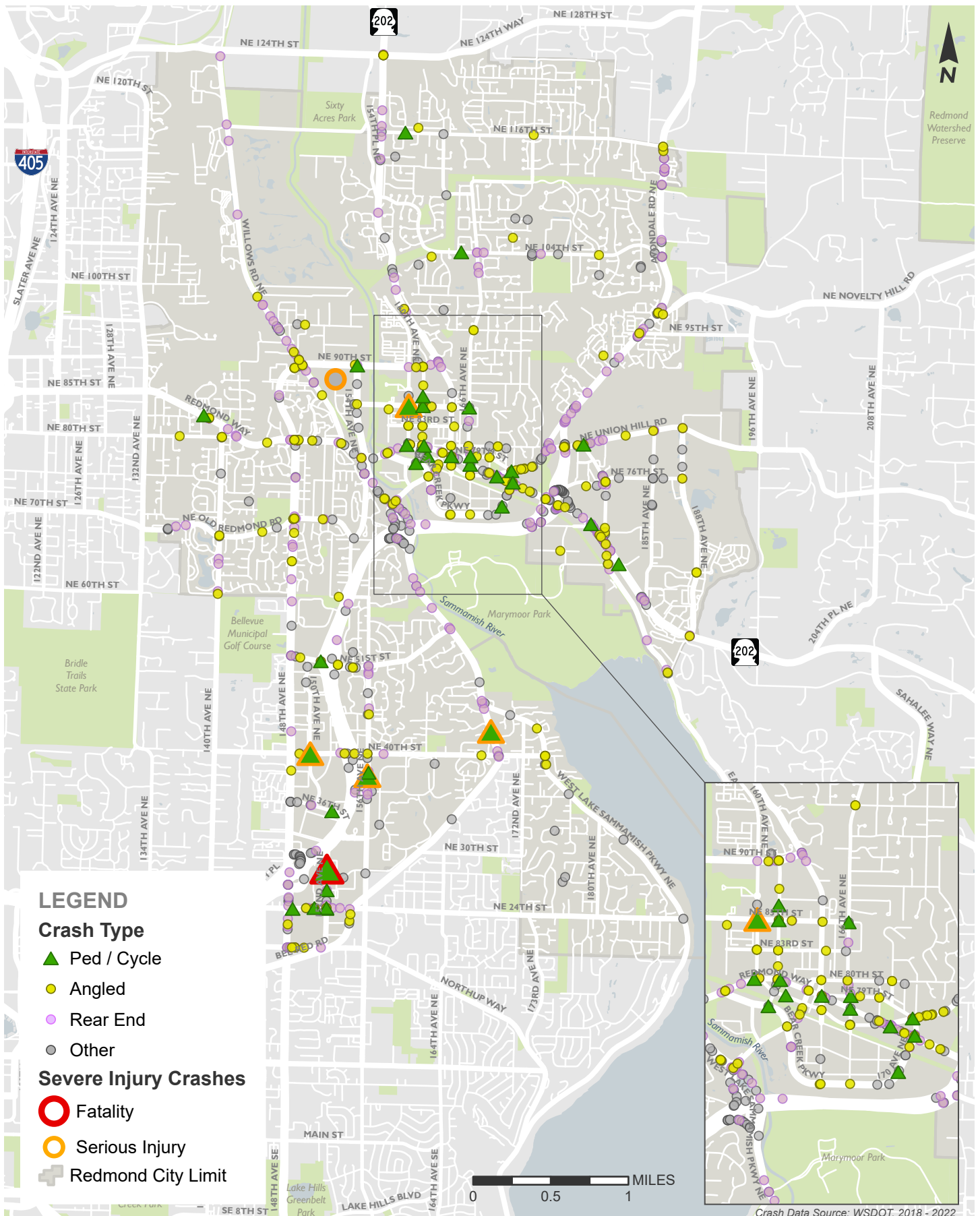
Ped / Cycle Crashes in Downtown Core

Redmond Safety Plan

transpogroup

FIGURE

8



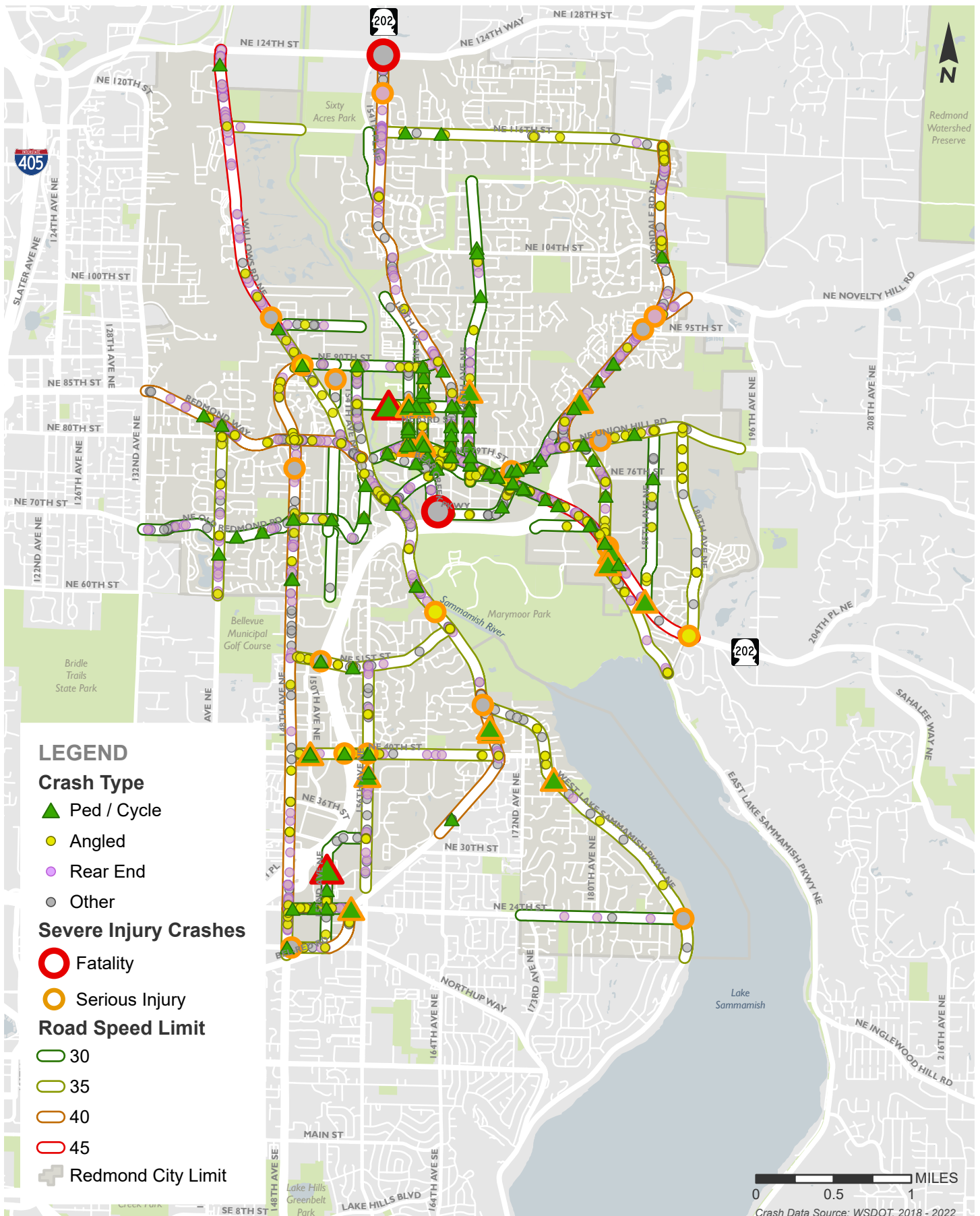
Wet Roadway Condition - All Crashes

Redmond Safety Plan

transpogroup

FIGURE

9



Redmond
WASHINGTON

All Crashes on 30-45 mph Roadways

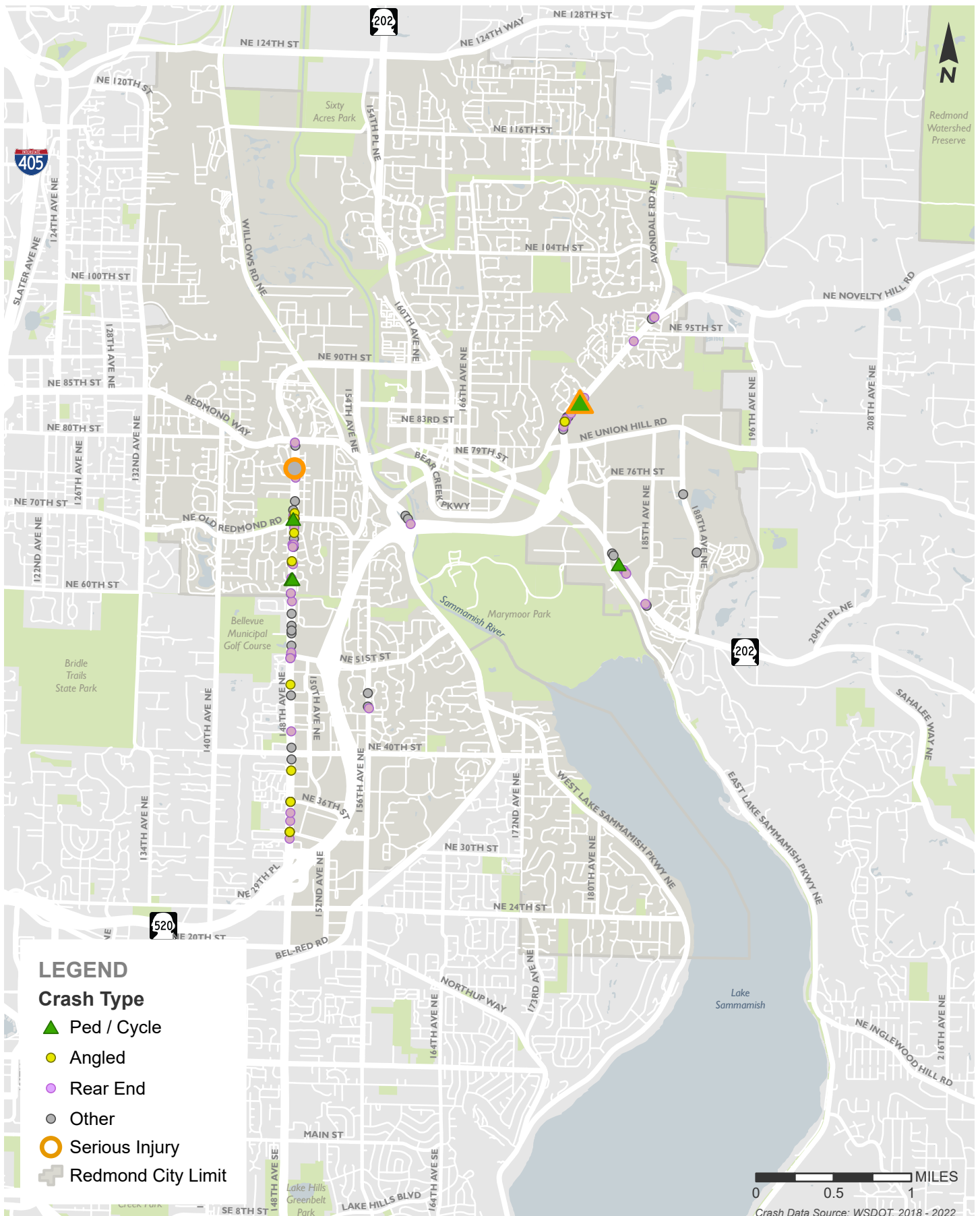
Redmond Safety Plan

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FIGURE

10

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Redmond
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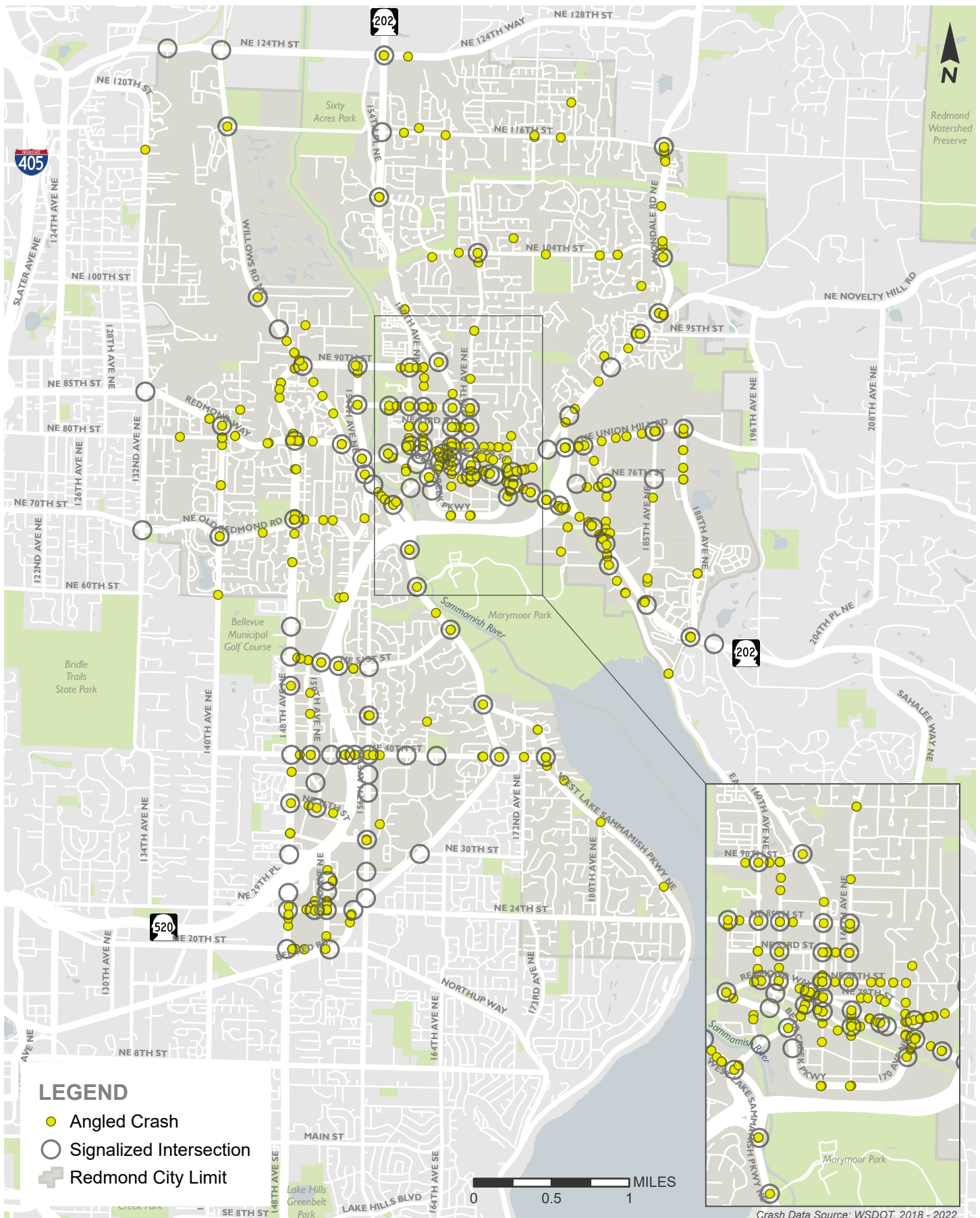
All Crashes on Roadways with Center Median

Redmond Safety Plan

FIGURE

11

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Redmond
WASHINGTON

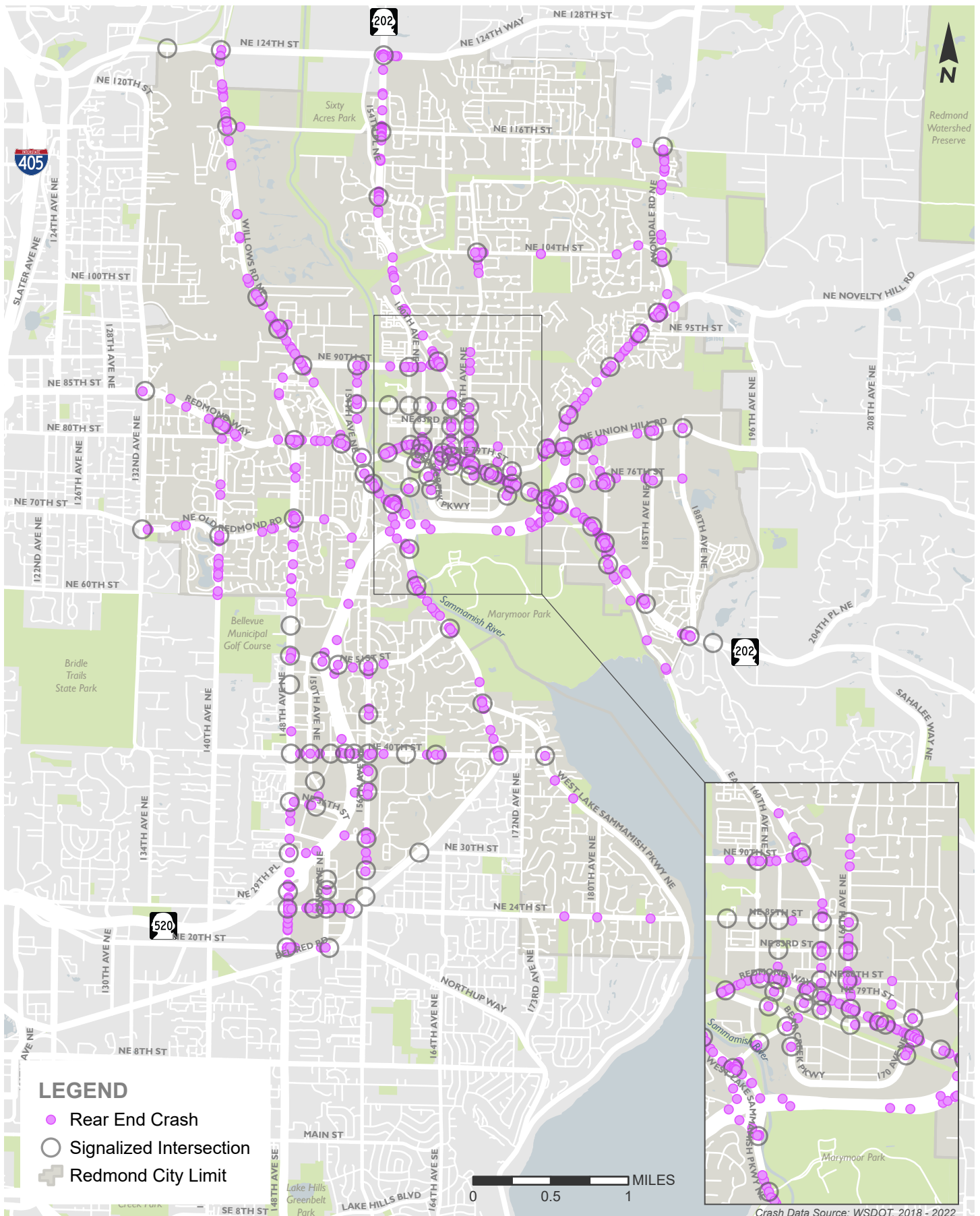
Angled Crashes with Signalized Intersections

Redmond Safety Plan

FIGURE

13

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Redmond
WASHINGTON

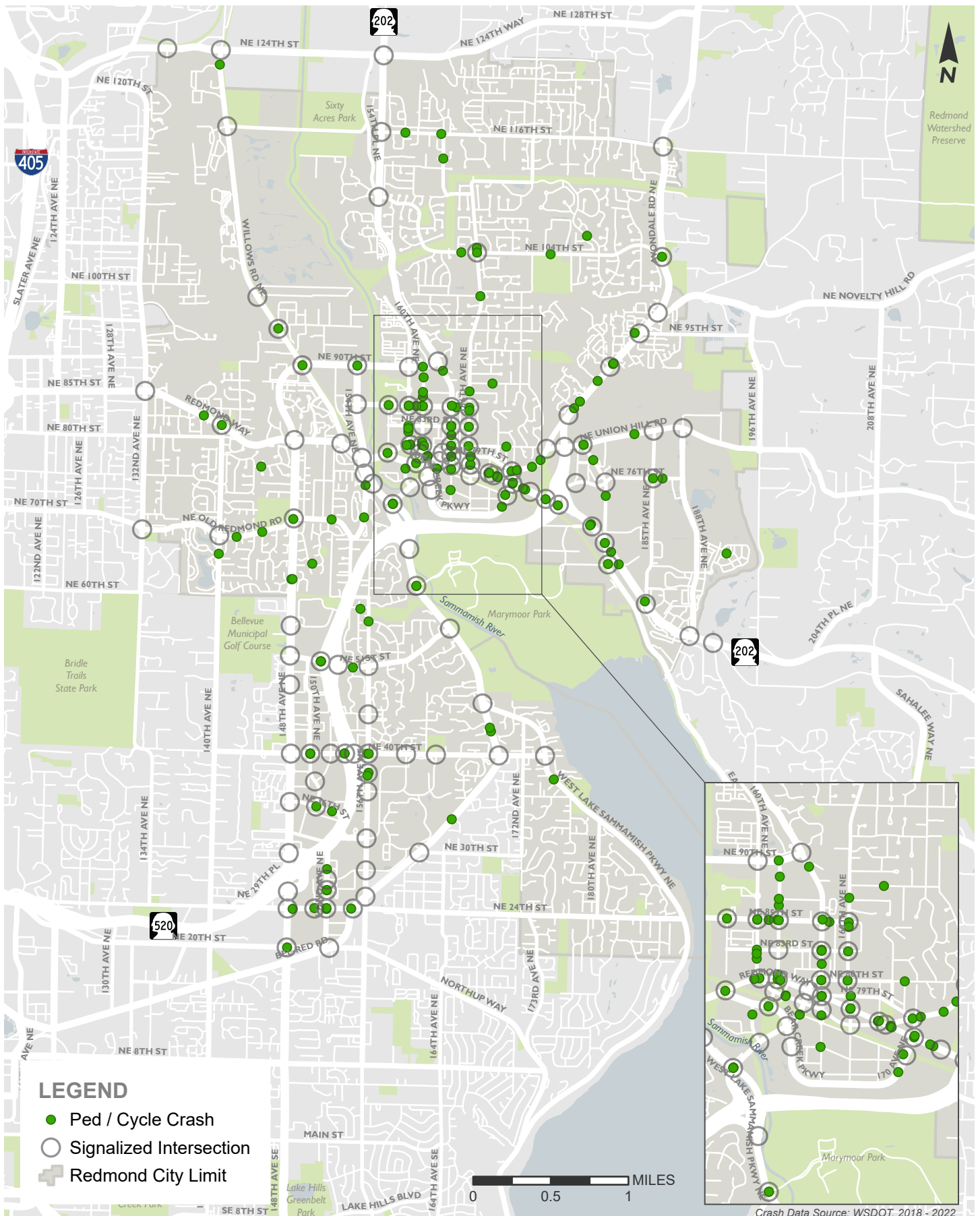
Rear - End Crashes with Signalized Intersections

Redmond Safety Plan

transpogroup

FIGURE

13



Redmond
WASHINGTON

Ped / Cycle Crashes with Signalized Intersections

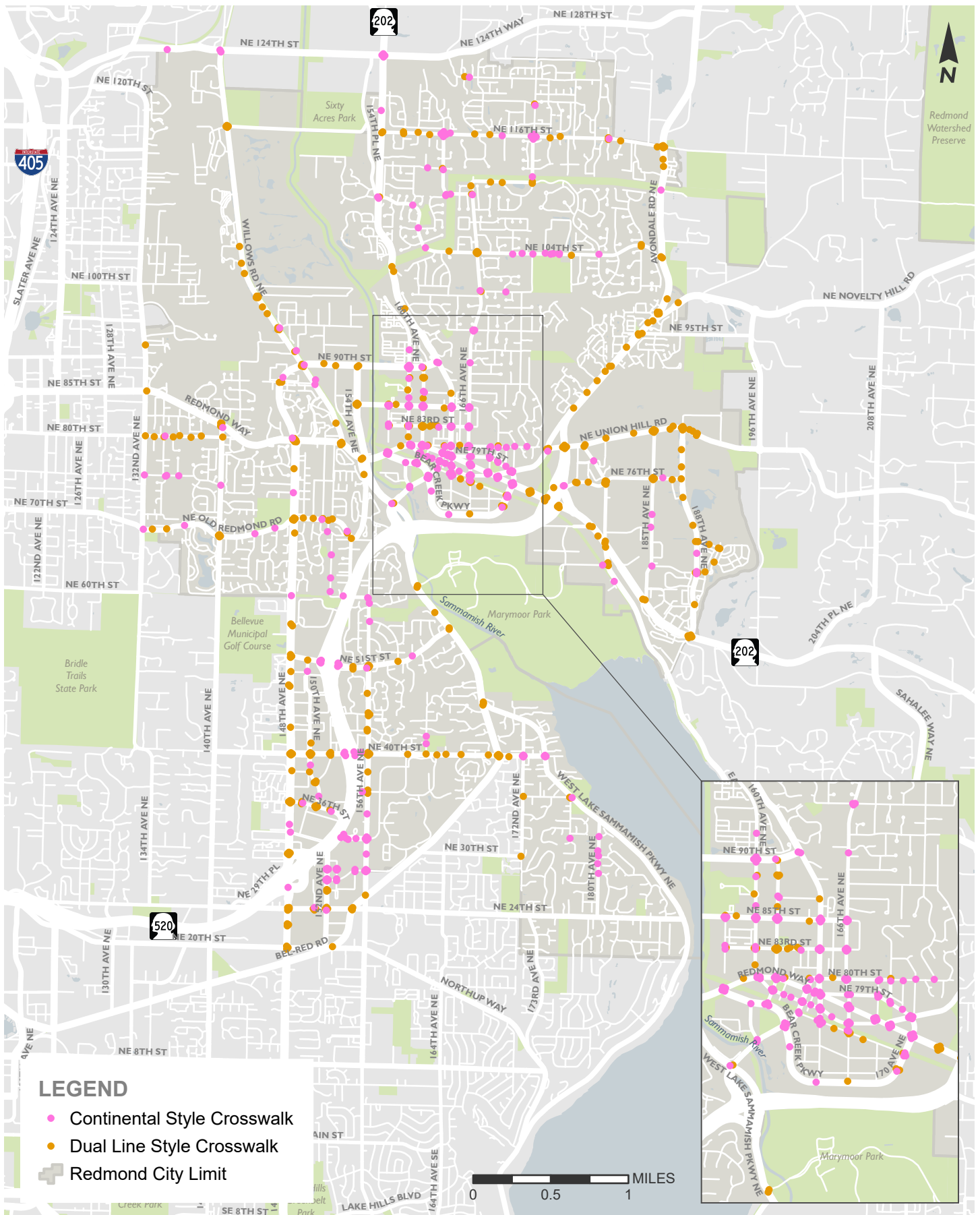
Redmond Safety Plan

transpogroup

FIGURE

14

70



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Existing Crosswalk by Type

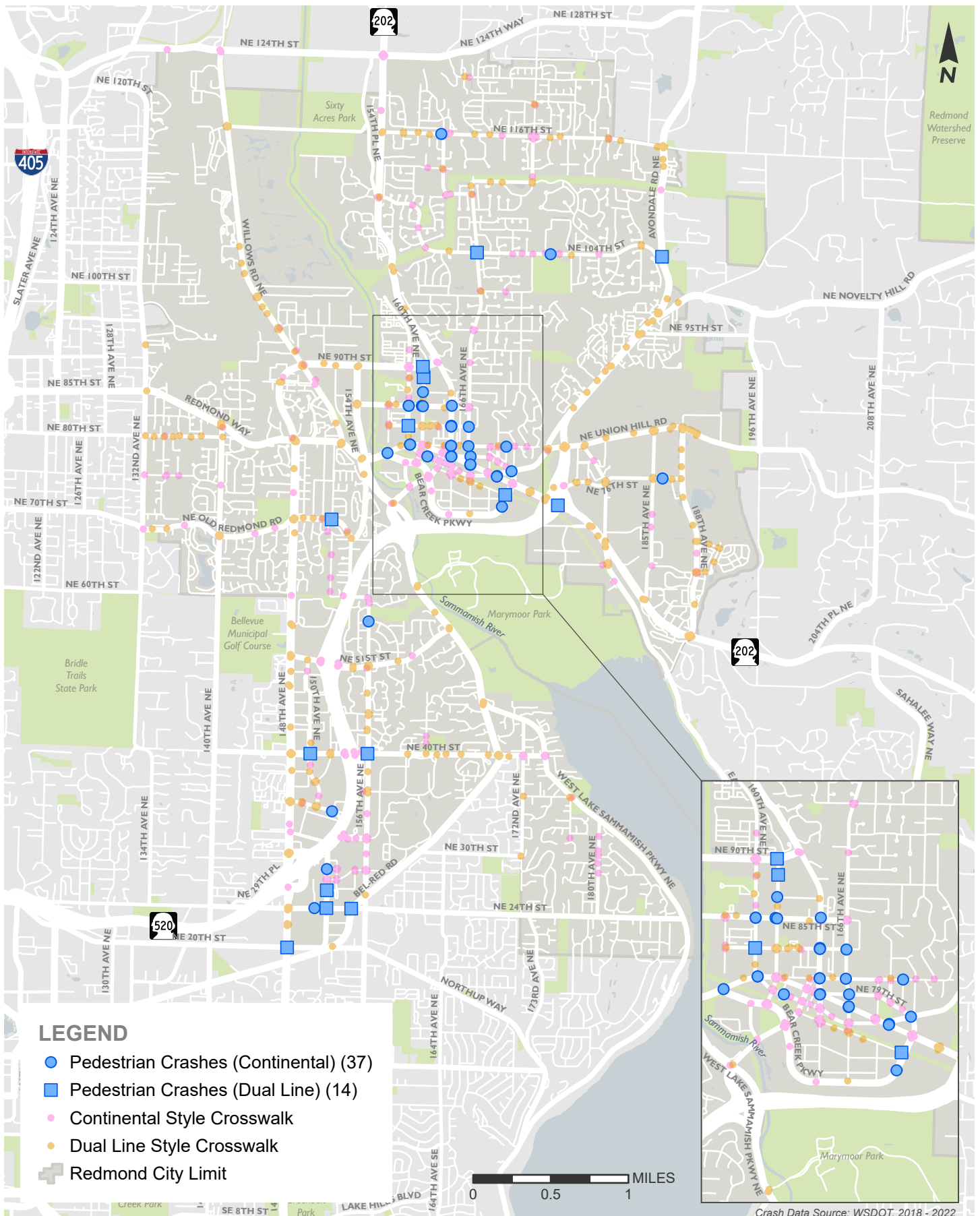
Redmond Safety Plan

transpogroup

FIGURE

15

71



Redmond
WASHINGTON

Pedestrian Crash by Crosswalk Type

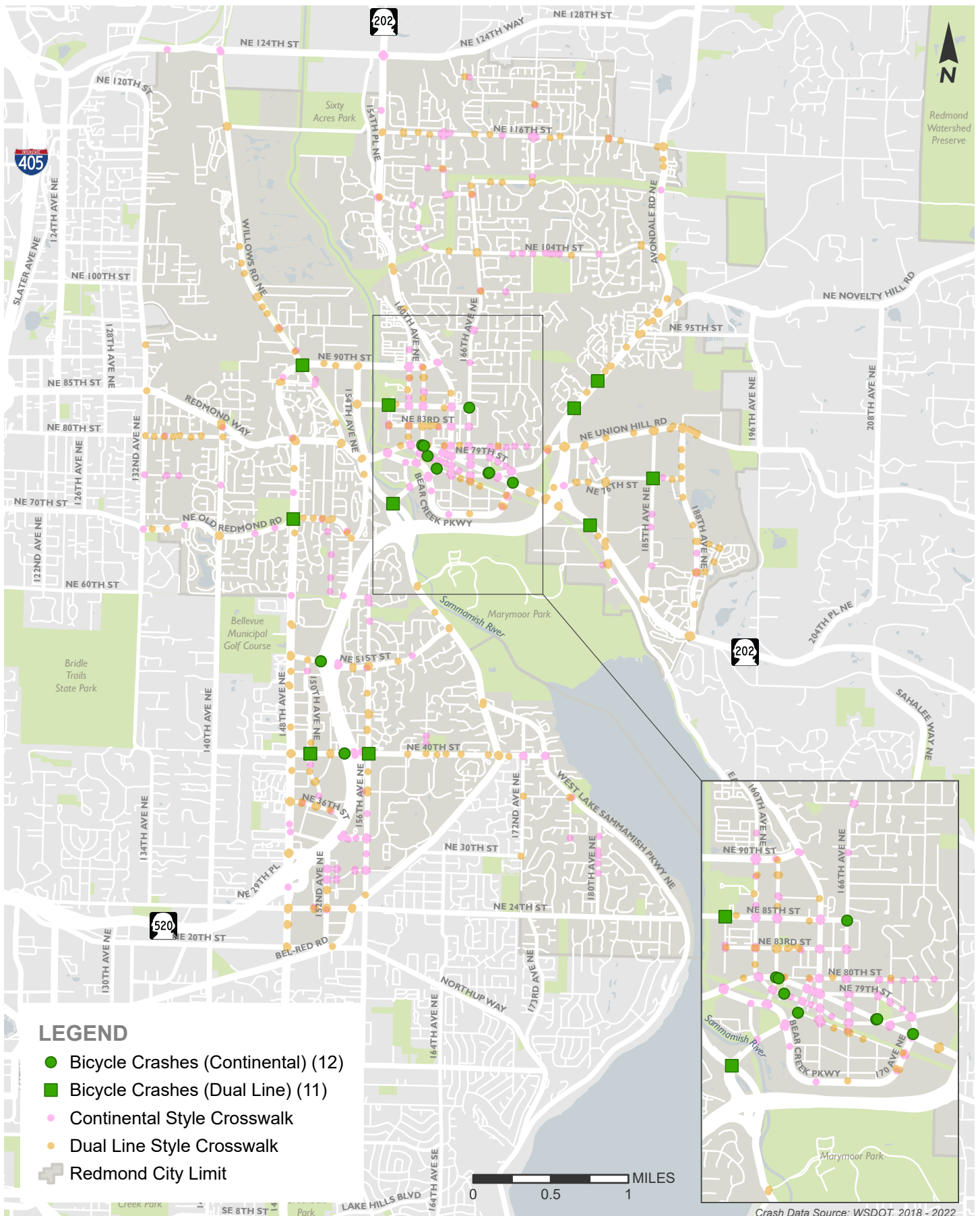
Redmond Safety Plan

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FIGURE

16

72



Redmond
WASHINGTON

Bicycle Crash by Crosswalk Type

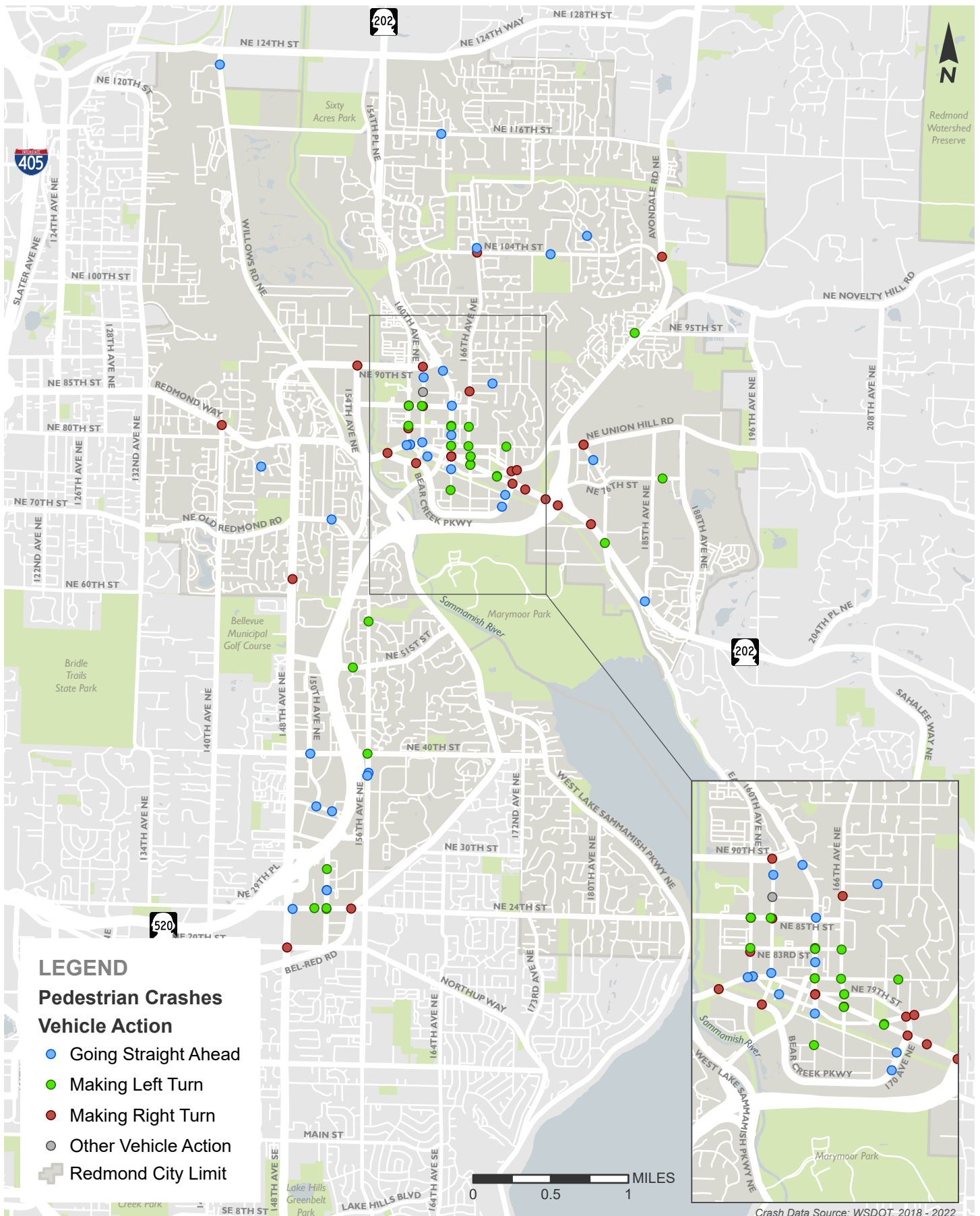
Redmond Safety Plan

transpogroup

FIGURE

17

73



Redmond
WASHINGTON

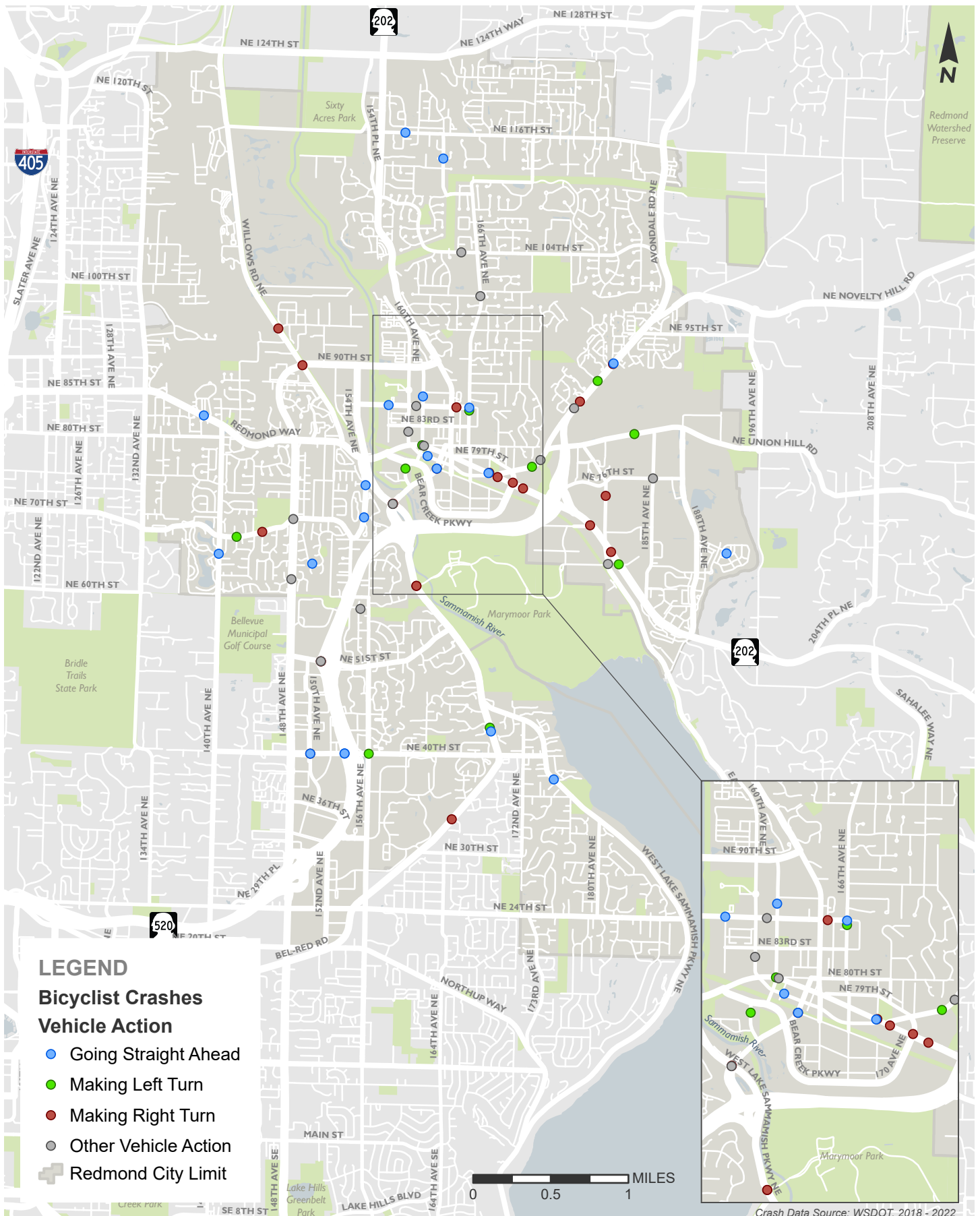
Pedestrian Crashes by Vehicle Turn Type

Redmond Safety Plan

transpogroup

FIGURE

18



Redmond
WASHINGTON

Bicyclist Crashes by Vehicle Turn Type

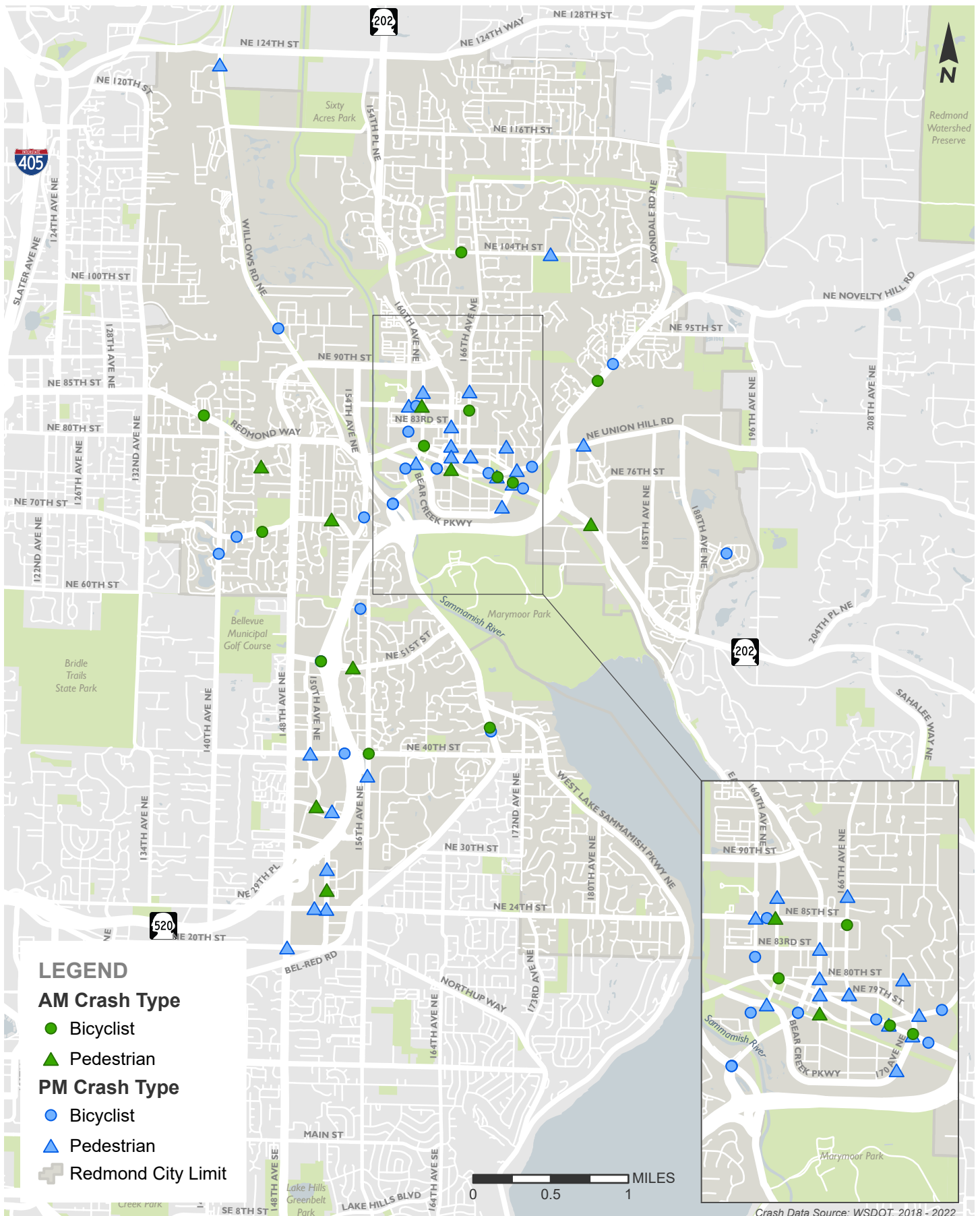
Redmond Safety Plan

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FIGURE

19

75



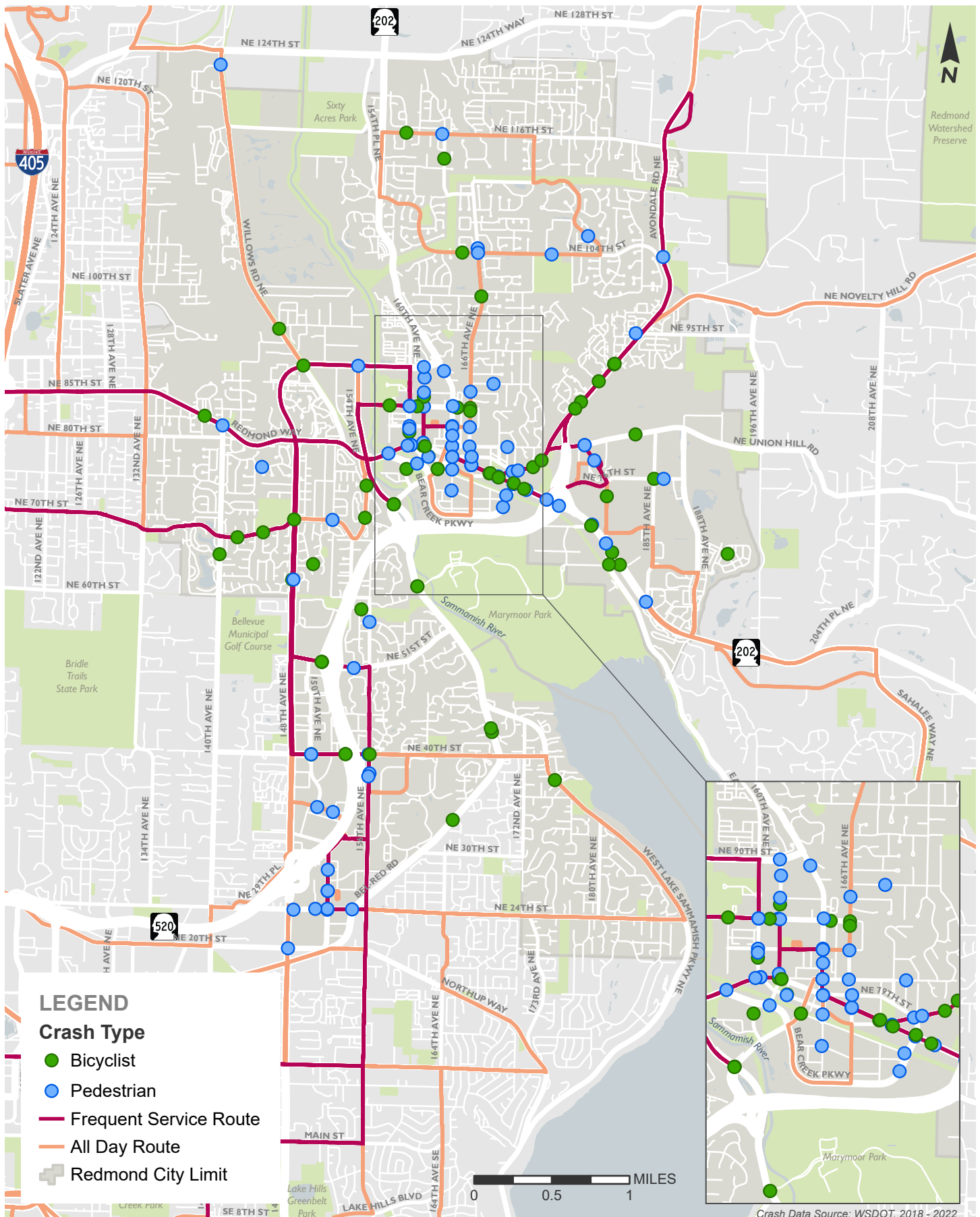
AM (7-9am) and PM (4-7pm) Ped / Cycle Crashes

Redmond Safety Plan

FIGURE

20

transpogroup



Redmond
WASHINGTON

Ped / Cycle Crashes and Transit Routes

Redmond Safety Plan

transpogroup

FIGURE

21

77

Downtown Parking Management Strategic Plan Implementation: Modify time limits, days/hours of enforcement

Background:

On September 15, 2020, Council adopted the Downtown Parking Management Strategic Plan: Implementation Plan. This plan and associated strategies for on-street parking were developed with data, vetted by the community and stakeholder group, and reviewed and discussed by the City Council before adoption.

The strategies in the plan fall into short-, mid-, and long-term strategies. This first step is a portion of Action 1a of the short-term strategies. The current budget includes updating the current contract for on-street parking enforcement to modify time limits, days/hours of parking enforcement to manage existing parking resources and prepare for the arrival of light rail. In response to city efforts to ensure safe and efficient management of on-street parking resources in Downtown, the time limits for on-street parking in Downtown Redmond and the Redmond Central Connector public parking lot will be changing to better maximize access to on-street parking for local businesses and visitors.

On-street parking is typically in the highest demand in downtowns and is often prioritized for customer and visitor access to support local businesses and access to Downtown goods and services. Strategies to encourage residents and employees to park in off-street locations will keep short-term access the priority for on-street parking. All time-limited on-street parking spaces will shift to a 2-hour limit for citywide consistency. Time-limited parking will change to 9 a.m. to 9 p.m. Monday through Saturday. In addition, parking enforcement will no longer issue warnings, and vehicles in violation of the on-street parking restrictions will be ticketed. These changes will go into effect January 1, 2024.



Community/Stakeholder Outreach and Involvement:

- March 2019: Online Questionnaire
- November 2019: Downtown Parking Advisory Group
- February 2020: One Redmond Governmental Affairs Group
- March 2020: Let's Connect Survey and StoryMap on Existing Conditions and Proposed Strategies
- September 2020: City of Redmond Planning Commission and Downtown Parking Advisory Group
- November 6, 2023: 1st Email announcement via GovDelivery
- November 15, 2023: On-street handout distribution of program change information and distribution of mailer with monthly permits

- November 20, 2023: Fall/Winter Focus
- November 27, 2023: 1st ENews announcement and social media posts
- November 29, 2023: 1st Our Stories announcement
- December 11, 2023: 2nd ENews announcement and social media posts
- December 13, 2023: 2nd Our Stories announcement
- December 14, 2023: 2nd Email announcement via GovDelivery
- December 26, 2023: 3rd ENews announcement and social media posts
- December 27, 2023: 3rd Our Stories announcement

Budget Impact:

Total amount included in the 2023-2024 Budget to modify time limits and days/hours of on-street parking enforcement is \$114,792.

- Budget Offer Number: 0000034 - Mobility of People and Goods
- Budget Priority: Vibrant and Connected

Council Review:

Previous Contacts:

Date	Meeting	Requested Action
2/11/2020	Committee of the Whole - Planning and Public Works	Receive Information
2/18/2020	Study Session	Provide Direction
3/10/2020	Study Session	Receive Information
7/14/2020	Study Session	Provide Direction
9/15/2020	Business Meeting	Approve

Proposed Upcoming Contact(s):

Date	Meeting	Requested Action
11/14/2023	Study Session	Receive Information

Anticipated Result if Not Approved:

If implementation of the short-term strategies in the plan are impeded or delayed, progress toward advancing effective and more efficient management of Downtown parking resources would be more challenging once light rail service comes to Downtown Redmond. Light rail service is anticipated to begin in 2025/2026.

Moving Toward 2050

TMP Status Update

Transportation Planning and Engineering Division
November 14, 2023





Agenda

- Briefly review scope of work to develop the Transportation Master Plan
- Overview of work that has been accomplished since June:
 - Local Road Safety Plan
 - Bicycle Design Guide Update
 - Transportation Technology Current State Assessment
 - Downtown Parking Management Strategic Plan Implementation
 - Introduction to the 2024-2050 Transportation Facilities Plan
- Upcoming Milestones










Change driven by Comprehensive Plan



Comprehensive (COMP) Plan - Adopts Vision for the City							
Transportation	Housing	Parks, Arts & Culture	Public Safety	Utilities	Capital Facilities	Neighborhoods	Human Services
Economic Vitality	Urban Centers	Land Use	Natural Environment	Shorelines	Historic Preservation	Annexation & Regional Planning	Implementation & Evaluation

Typically updated every 8-10 years, amendments throughout the year



Functional & Strategic Plans - Defines How Vision will be Implemented								
 TRANSPORTATION	 Urban Centers & Neighborhoods	 Utilities	 ADA / Accessibility	 Environment & Sustainability	 Housing & Human Services	 Public Safety & Emergency Preparedness	 Facilities	 Parks & Trails

Transportation Master Plan (TMP), typically updated every 6-8 years, last major update 2013



Community Involvement



Environmental Review

2050 Transportation Vision



Guiding Principles

Safety



Equity and Inclusion



Sustainability



Technology Forward



Resilience



Transportation Strategies

Organize around light rail

Maintain transportation infrastructure

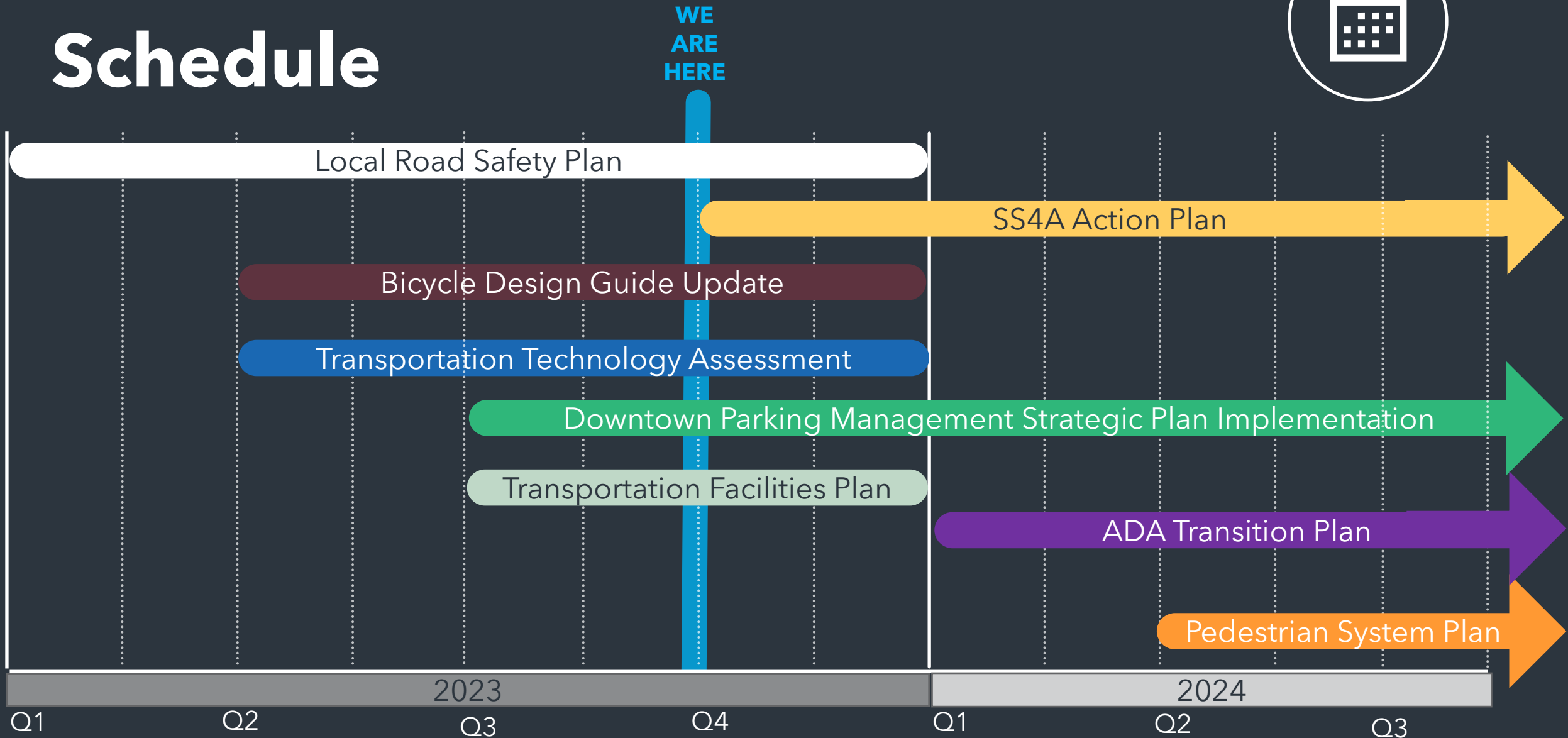
Improve travel choices and mobility

Enhance freight and service mobility

Documents in Progress

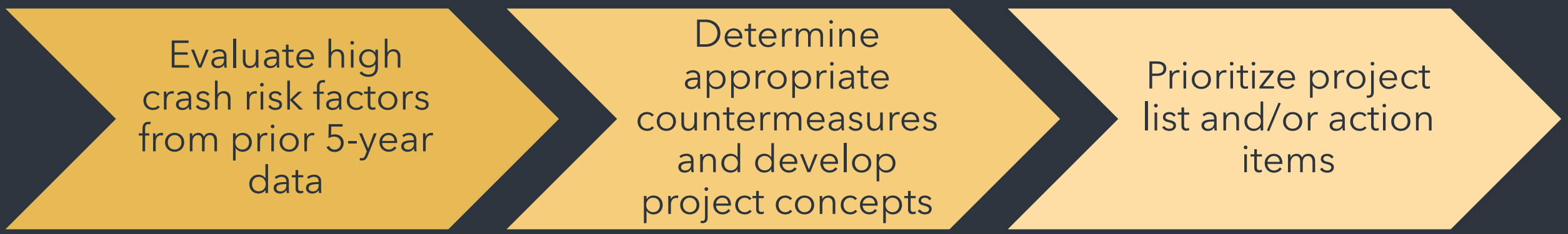


Schedule



Local Road Safety Plan (LRSP) Process

How can we get to zero?



Evaluate high
crash risk factors
from prior 5-year
data

Determine
appropriate
countermeasures
and develop
project concepts

Prioritize project
list and/or action
items



Preliminary Countermeasures

Countermeasure: A right-of-way facility improvement strategy that enhances safety by addressing specific risk factors

Data-Based Risk Factor	Possible Countermeasure
Pedestrian/bike crashes in existing marked crosswalks	<ul style="list-style-type: none">• Rectangular Rapid Flashing Beacons (RRFBs)• Additional illumination• Curb extensions
Signalized intersections	<ul style="list-style-type: none">• Leading pedestrian interval• Longer walk signal time• Potential “ped scramble” (all-walk) at Downtown intersections• Blank-out “No Turn on Red” signs actuated by pedestrian pushbutton
30-35 mph roadways	<ul style="list-style-type: none">• Additional illumination• Channelization improvements• Signal timing improvements
Two-way divided roadways	

LRSP Project Summary

Risk Factors Addressed:

-  Pedestrians in marked crossings
-  Bikes in existing facilities
-  Crashes at signalized intersections
-  Crashes on 30 mph+ roadways
-  Crashes on two-way divided roadways
-  Improper speed for conditions

High Visibility Crosswalk Markings



Signalized Crosswalk Improvements and Signage



High Friction Surface Treatment Program



Enhanced Bike Lane Protection



Bike Lane Relocation



Divided Highway, 35+ mph Limit Intersection Program



Add Pedestrian Crossings at High Demand Locations

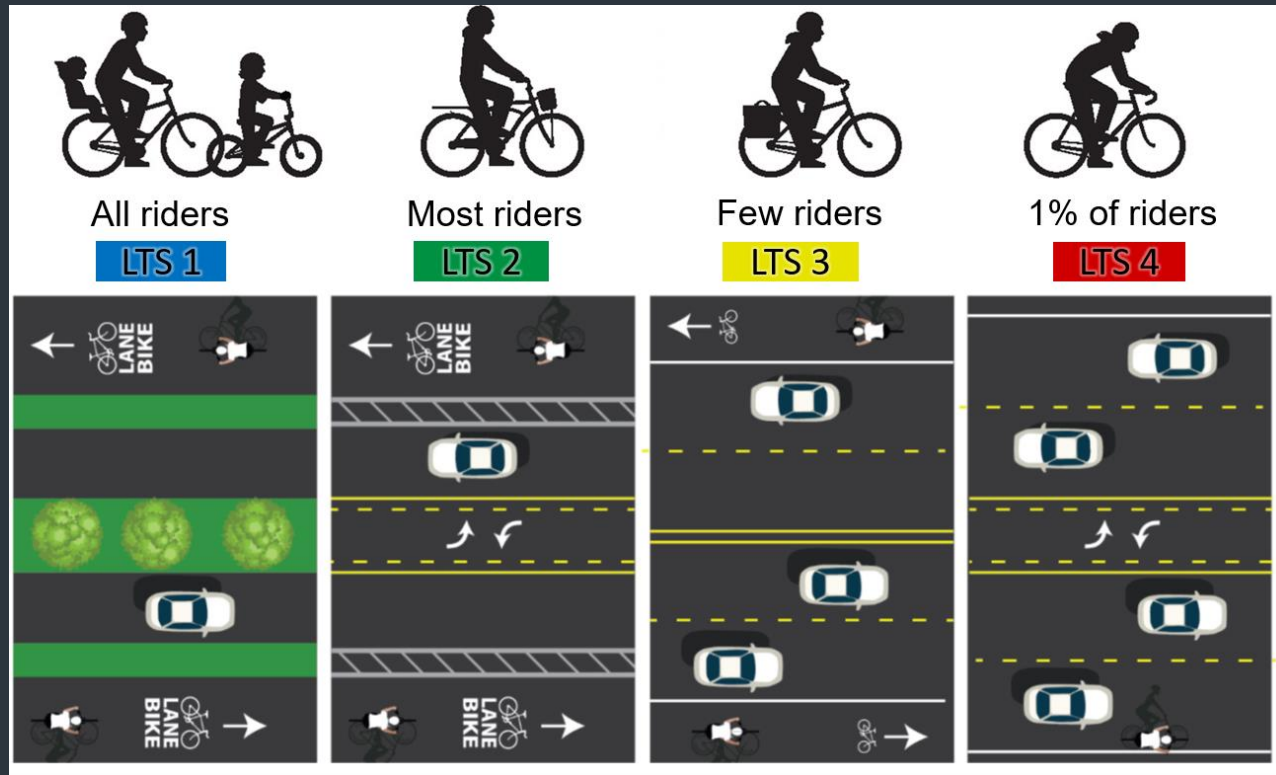


Automated Speed Enforcement



Citywide Speed Limit Study





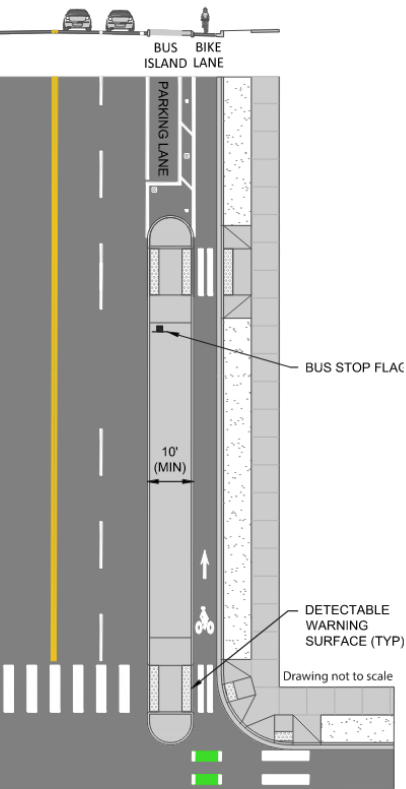
Bicycle Design Guide Update

- **NEW:** Incorporate Level of Traffic Stress (LTS) considerations into the manual
- **UPDATE:** Enhance clarity/make language and graphics as simple as possible and easy to understand
- **CURRENT STATUS:** Consultants finalizing manual to incorporate LTS tables, local example photos, and updated graphics

Bicycle Design Guide Graphic Updates










Floating Bus Island with Bike Lane

INTENT: To provide a high comfort bicycle facility at a bus stop by routing bicyclists behind the bus stop.



NOTES

- 1) The length of the floating bus stop island should be such that all doors of the bus can load onto the island.
- 2) The placement of the floating bus stop island should be such that the rear of a stopped bus does not block the crosswalk.
- 3) Cross slope of floating bus stop must meet ADA requirements.
- 4) Beveled curb may be used on bike lane side of floating bus stop, but the width of curb cannot be considered part of the accessible width of the bus stop.

Level of Traffic Stress	MIXED TRAFFIC	BIKE LANE* buffered / unbuffered	SEPARATED BIKE LANE	SHARED USE PATHS
LOW	 <p>152nd Ave NE and NE 65th Ct</p>	<p>No Redmond Example</p>	 <p>156th Ave NE and NE 31st St</p>	 <p>NE 40th St and 163rd Ave NE</p>
2	 <p>150th Ave NE and Nintendo</p>	 <p>156th Ave NE and NE 155th St</p>		
3	 <p>164th Ave NE and Cleveland St</p>	 <p>Bel-Red Rd and NE 130th St</p>		
HIGH	 <p>180th Ave NE and Redmond Way</p>	 <p>NE Union Hill Rd and 185th Ave NE</p>		

*Presence of on-street parking increases traffic stress

Transportation Technology

Current State Assessment



- **Purpose:** Assess current state of existing systems and serve as a baseline against which to develop the City's transportation technology vision in the TMP
- **Status:** Reviewing recommendations and finalizing report

Recommendations focus on:

1. Asset management
2. Transportation operations
3. Centralized business processes
4. Data services
5. Regional and mobility partnerships



In Support of Redmond 2050 strategies:

- Organize around light rail
- Maintain transportation infrastructure
- Improve travel choices and mobility
- Enhance freight and service mobility

Downtown Parking Management Strategic Plan Implementation



Sept. 15, 2020

Council adopts Downtown Parking Management Strategic Plan



Jan. 1, 2024

Action 1a, part 1:

- All time-limited on-street parking spaces will shift to a 2-hour limit for citywide consistency
- Time-limited parking will change to 9 a.m. to 9 p.m., Monday through Saturday

Preparing to act on implementation strategies through coordination with staff in Planning, Public Works, and Maintenance & Operations

We are here

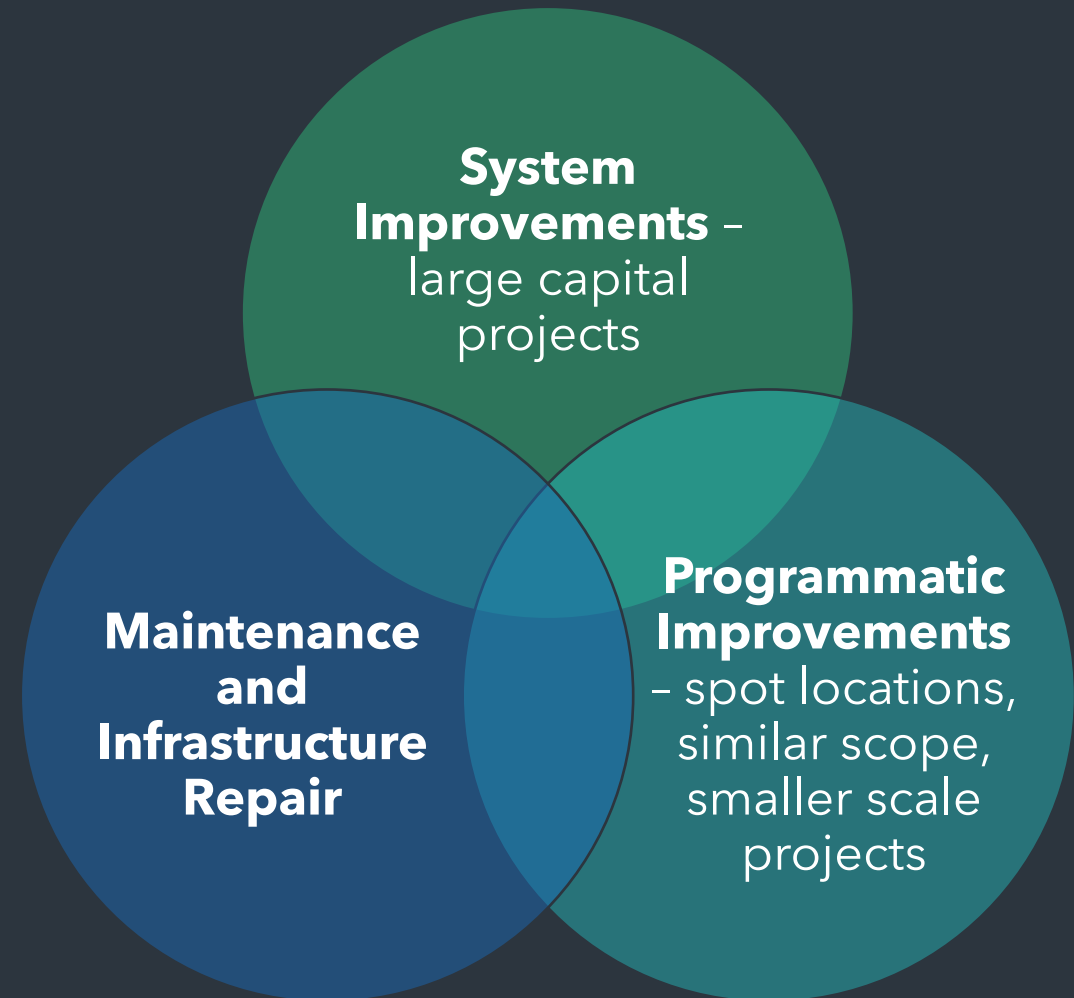


Future Implementation Strategies

2024-2050 Transportation Facilities Plan (TFP)

Introduction to the TFP

- **What:** Implements a plan-based concurrency system
- **How:** Defines sufficient capacity for 2050 land use
- **Why:** Helps determine whether projects are constructed concurrently with planned land use





Upcoming Milestones

- Next TMP update in 2024
- Finalize 2024-2050 Transportation Facilities Plan (TFP) that will be included in Redmond 2050
- Finalize plans in progress:
 - Redmond Local Road Safety Plan
 - Updated Redmond Bicycle Design Guide
- Apply for City Safety Grant in January 2024



Questions?

Vangie P. Garcia, vgarcia@redmond.gov

Transportation Planning & Engineering Manager





City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 11/14/2023
Meeting of: City Council Study Session

File No. SS 23-069
Type: Study Session

Council Talk Time