

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

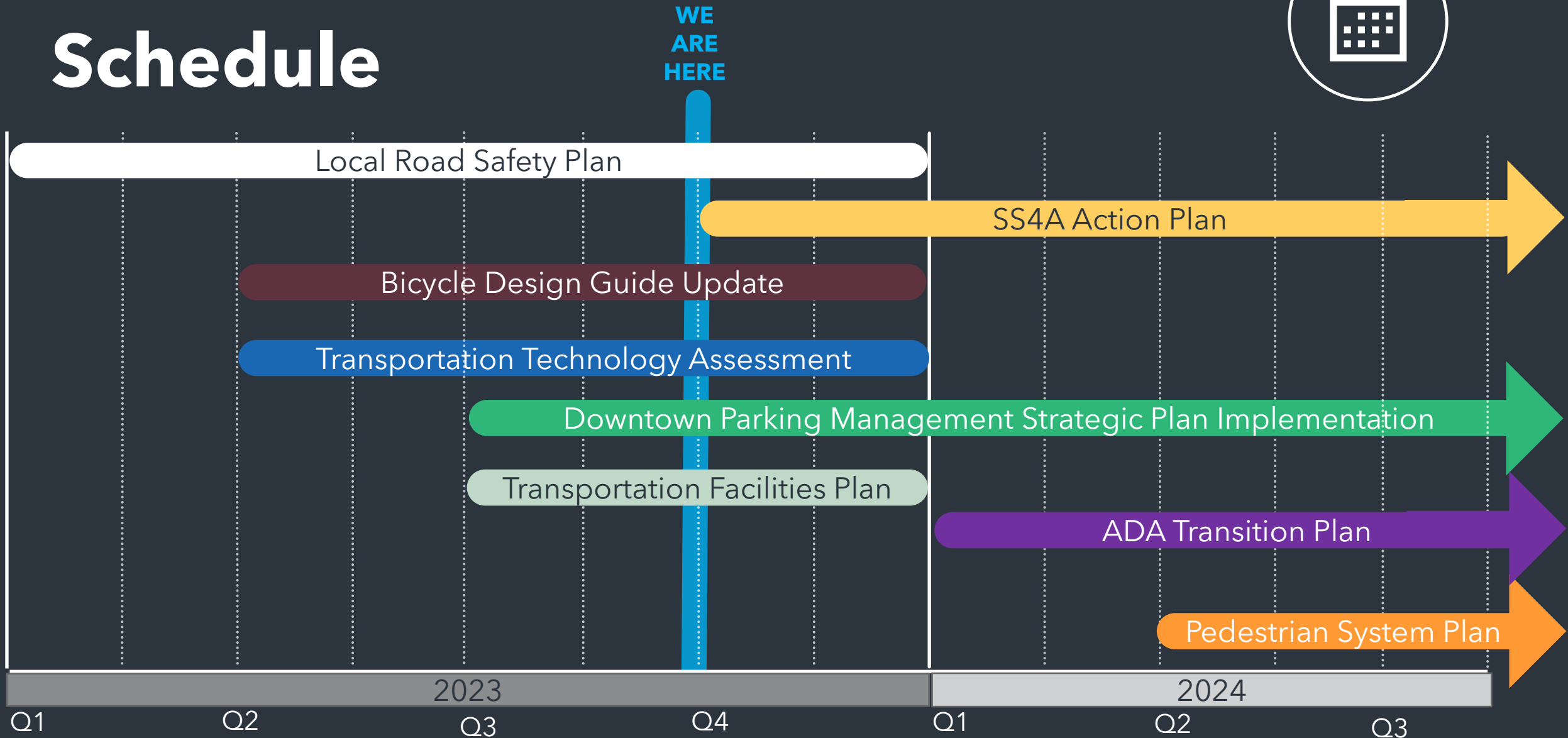
Improve travel choices and mobility

Enhance freight and service mobility

Documents in Progress

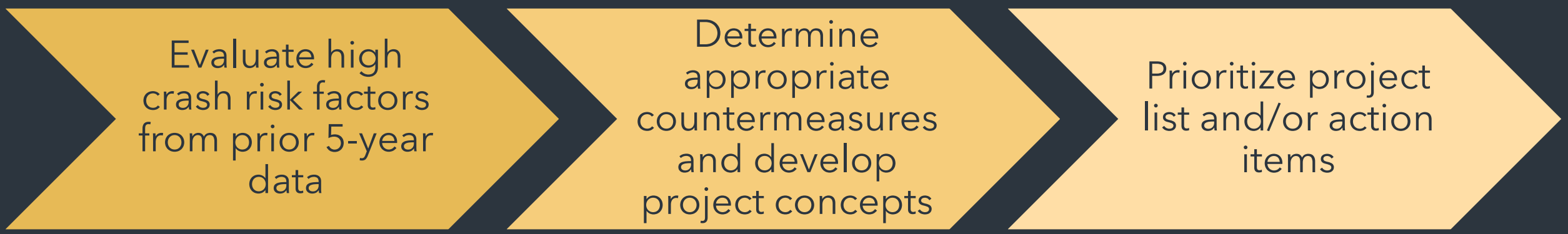


Schedule



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

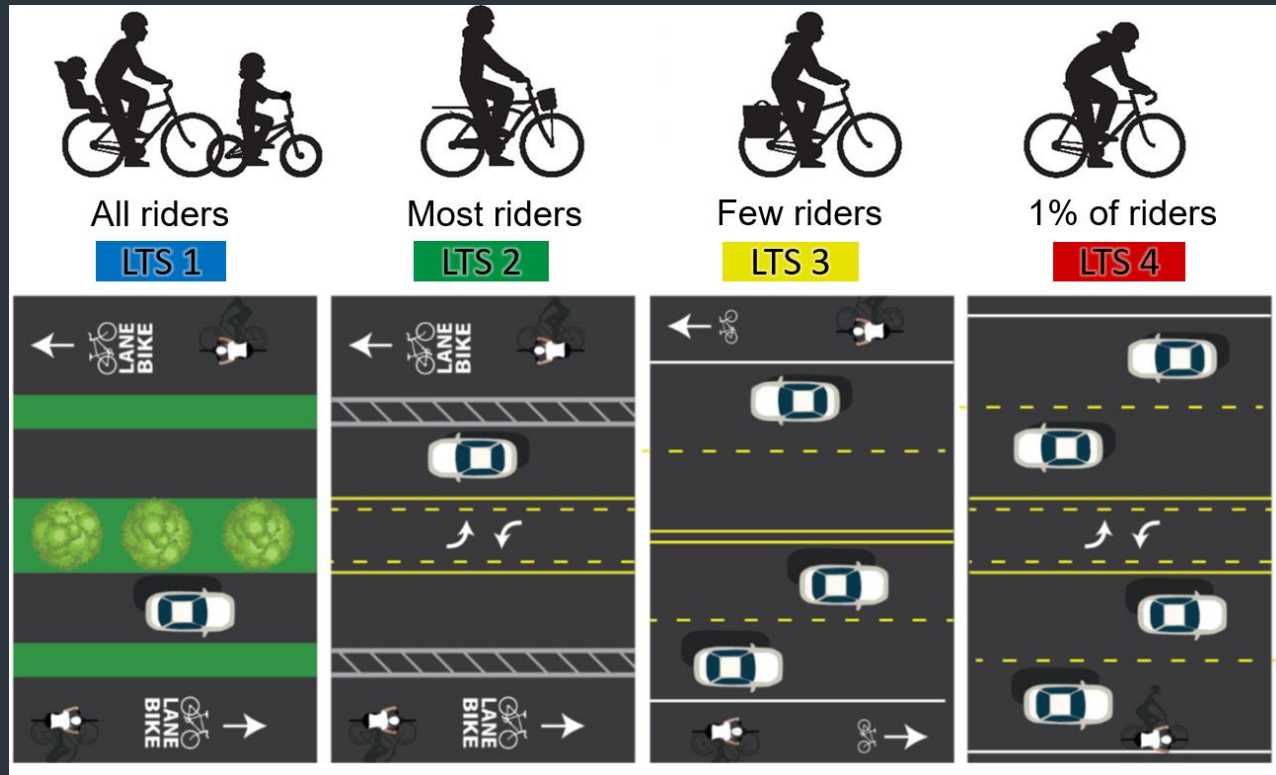


Automated Speed Enforcement



Citywide Speed Limit Study





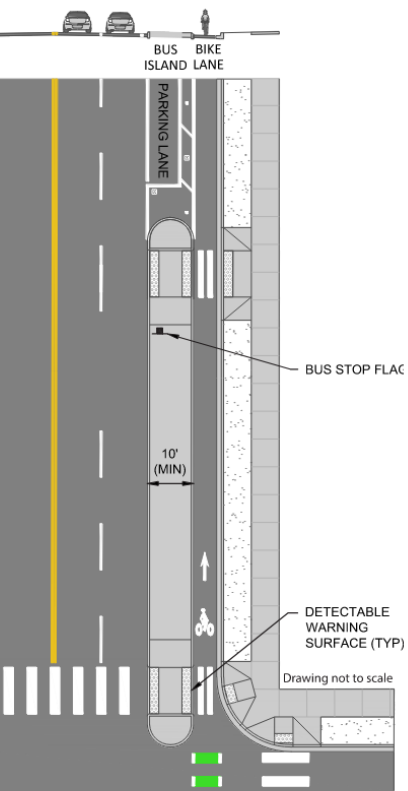
Bicycle Design Guide Update

- **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	1			No Redmond Example		
			152nd Ave NE and NE 65th Ct		156th Ave NE and NE 31st St	NE 40th St and 163rd Ave NE
2	2					
			150th Ave NE and Nintendo	156th Ave NE and NE 155th St		
3	3					
			164th Ave NE and Cleveland St	Bel-Red Rd and NE 130th St		
HIGH	4					
			180th Ave NE and Redmond Way	NE Union Hill Rd and 185th Ave NE		

*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

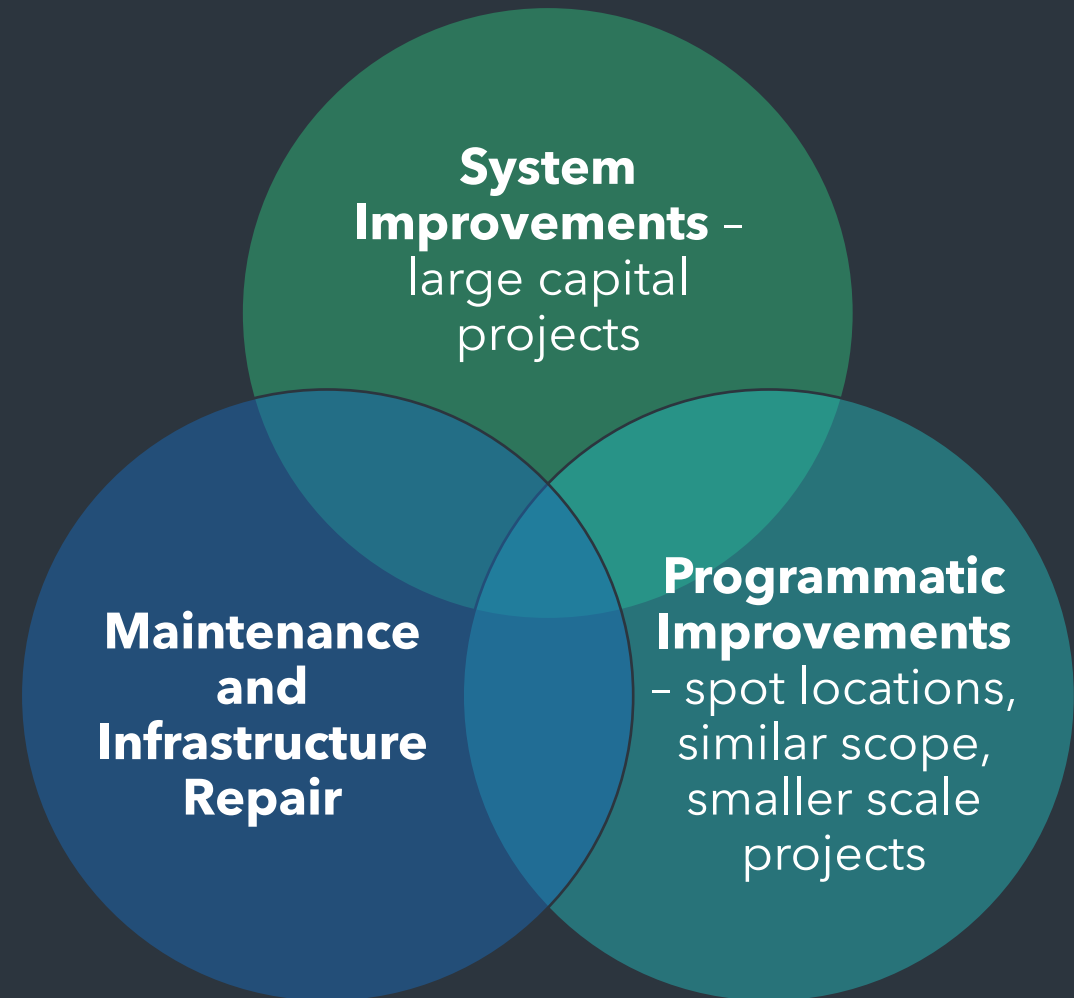


Future Implementation Strategies

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?

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