

Transportation Master Plan Update

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

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8/5/24	Will the curbspace chapter include geofencing for Lime scooters and bikes to have proper zones to park vehicles? <i>(CM Forsythe)</i>	The TMP curbspace chapter will include strategies for managing on-street parking and will provide guidance for prioritizing active modes on Redmond's roadway corridors. This could also include interfacing with Lime and promoting first-last mile solutions such as the Shared Micromobility program.	Finalize Curbspace chapter.
8/5/24	Will pick up and drop off zones for rideshare programs be included in the curbspace management plan? <i>(CM Forsythe)</i>	Policies around curb space priorities, including passenger loading will be included in the curbspace chapter. Specific areas where passenger loading will occur will be identified in the Citywide Right-of-Way Management Plan that will be developed by Public Works in 2025 and will support the strategies outlined in the TMP Curbspace chapter.	Finalize policies and strategies in the curbspace chapter, develop Citywide Right-of-Way Management Plan
8/5/24	Will the TMP provide opportunities to expand flexible transit access with King County Metro programs? Would like to hear more about this at the study session, if possible. <i>(CM Salahuddin)</i>	The upcoming August 13, 2024 Study Session will be focused on the development of the Safer Streets Action Plan; however, this topic will be included in the next TMP Staff Report. Promoting transit access and flexible transit options will be included in the transit chapter of the TMP.	Staff will continue to prepare materials for upcoming staff reports and will work with the consultant team assisting on the future transit network included in the TMP.
8/5/24	What parts of the plan will think more comprehensively about parking management (off street in addition to curbspace)? <i>(CM Kritzer)</i>	Parking management strategies will be included in the Curbspace chapter of the TMP. In addition, a more detailed parking management analysis will be included in the Urban Centers Parking Management Plans that will be developed for Overlake, Downtown Redmond, and Southeast Redmond/Marymoor.	Staff will integrate updated parking data into the curbspace chapter of the TMP.
8/5/24	It is part of our obligation as a jurisdiction to have a responsible transportation plan. I would like to see strengthening of incentives and education of the public to work hand in hand with sustainability and tell the story of why we are encouraging people not just to drive everywhere. We want to tie the strategies in the TMP to GHG reductions. <i>(CM Fields)</i>	The TMP will include strategies and analysis that supports Redmond's goals for reduction of vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). As sustainability is a Guiding Principle of the 2050 Transportation Vision, these concepts will be incorporated into all aspects of the TMP.	Staff will continue with development of the TMP.

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11/19/24	If community members want to get in touch with the TMP team, what is the best way they can do that? Do we have any open surveys or questionnaires? (CM Stuart)	Community members can go to the open Let's Connect page to give feedback, as questions, and take available questionnaires. Additionally, the Redmond Pedestrian and Bicycle Advisory Committee (PBAC) will discuss various chapters of the TMP and other related topics at ongoing monthly meetings. PBAC meets on the 2nd Monday of every month at 6:30 p.m., both in City Hall and via Microsoft Teams. For more details, email pedbikecommittee@redmond.gov or visit https://www.redmond.gov/pbac	The next Redmond PBAC meeting will be held Monday, January 13, 2025.
1/28/25	How do we continue to see a high turnover of on-street parking for local businesses while still promoting the park once and walk concept? (CM Nuevacamina)	Management of parking will be key. Setting right-sized timeframes of on-street parking and looking into the possibility of metered parking to allow for longer parking timeframes in the future will help maintain the turnover needed allow people to find parking. Implementing useful wayfinding and signage will also help people find parking easily and quickly, especially in our urban centers.	The Urban Centers Parking Management Plan will include specific strategies for achieving desired parking turnover and encouraging the park once and walk concept.
1/28/25	Having incoming light rail infrastructure alongside our curbspace management strategies will help bring more solutions on board to manage parking turnover. What is the Parking Benefit District mentioned in the curbspace strategies and what are the ways that this could be explored in Redmond? (CM Stuart)	The TMP puts forth strategies for curbspace management, and the forthcoming Urban Centers Parking Management Plan will explore the details of how these strategies will be implemented. A Parking Benefit District is typically created to cover the costs associated with the parking program at a minimum and can be used to for other public improvement projects within the same geographic area. More details on feasibility and how this would be structured will be developed as part of the Urban Centers Parking Management Plan.	The Urban Centers Parking Management Plan will explore this concept further.
1/28/25	What do we think is the right mix of publicly owned EV chargers and privately owned but publicly available chargers? Do we have a sense of the ratio that would be useful for a city of our size? (CM Stuart)	Transportation Planning & Engineering staff are working on our EV strategy as part of the E-Mobility chapter of the TMP and collaborating with Jenny Lybeck on sustainability programs as part of this effort.	More information will be shared as part of the E-Mobility chapter of the TMP.

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1/28/25	It's great to see all the ADA efforts in this chapter and how we're adding more accessible parking. Can you expand on how we are going to phase out the monthly parking permit and what the anticipated timeline on this would be? <i>(CM Forsythe)</i>	The specific timeline on phasing out this program would be defined in the Urban Centers Parking Management Plan. We want to be sure to phase this out in a measured approach to give permit holders plenty of advanced warning.	The Urban Centers Parking Management Plan will have a recommendation for phasing out monthly parking permits.
1/28/25	Would we consider implementing a residential parking permit zone as part of phasing out the monthly permit program? <i>(CM Forsythe)</i>	More information on this will be shared in the forthcoming Urban Centers Parking Management Plan. A separate presentation will be brought to Council to focus solely on this report.	The Urban Centers Parking Management Plan will have a recommendation for phasing out monthly parking permits.
1/28/25	Have we considered implementing dedicated rideshare pickup and drop off locations as part of our curbspace management strategies? <i>(CM Forsythe)</i>	Rideshare would fall under the access category for loading/unloading that is included in the curbspace prioritization categories. The forthcoming Curbspace Management Plan led by the Public Works department will expand on this work in more detail.	The Curbspace Management Plan led by Public Works will determine the appropriate quantity and location of loading zones.
1/28/25	How do we think about the level of detail of strategies that are included in the TMP Curbspace chapter vs. what will be included in future parking plans? I.e. does the strategy that mentions changing the time-limited parking near Anderson Park fit in the TMP? Also, how will we manage parking in spaces with community parks that may not have a dedicated parking lot? <i>(CM Kritzer)</i>	The strategy near Anderson Park was cited as an example of an area on the periphery of Downtown that would experience potential additional parking pressure if metered parking is implemented Downtown. Because of this, we would want to look at this area and others on the periphery of Downtown as an opportunity to implement time-limited parking to alleviate that additional pressure.	The Urban Centers Parking Management Plan will provide recommendations for parking management within Urban Centers and consider impacts to adjacent areas.
1/28/25	Can you clarify the parking rule about moving your car to a new street in Downtown regarding the 2-hour time limited parking? <i>(CM Kritzer)</i>	<p>We want our businesses to feel that these curbspace strategies are supporting their work. This is why we are recommending potentially having paid parking in our time-limited areas. We will also continue to look into the 2-hour limit and if it is appropriate for our time-limited parking areas. More information will be included in the Urban Centers Parking Management Plan.</p> <p>Regarding the current regulations, a vehicle can be parked on the same named street for 2 hours at a time. You cannot move to another part of that same named street later in the day due to the nature of the parking monitoring program. More information can be found at: https://www.redmond.gov/636/Downtown-Parking</p>	Staff will identify code changes and other information that should be shared with public to explain parking regulations as part of the implementation of the Urban Center Parking Implementation Plan.

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1/28/25	To what extent does paid parking influence the burden on current parking enforcement? <i>(CM Stuart)</i>	Paid parking allows for better compliance overall which also allows for fewer resources to be spent on parking enforcement. This is a benefit of implementing a paid parking system.	Parking enforcement is one factor to be evaluated as part of the decision to implement metered parking.
1/28/25	Can we look into the equity considerations of towing fees and the city's approach to towing in the parking or curbspace management plans? <i>(CM Kritzer)</i>	Generally, the City does not tow cars for parking violations.	Staff will look into whether or not there are criteria for when vehicles are subject to towing well-defined in city code and recommend criteria if there are currently none.
3/13/25	Why is TMP delivery now pushed out to April/May 2026? What are the impacts/benefits of that delay? <i>(CM Stuart via email)</i>	The TMP timeline has extended to allow for additional staff and leadership review of content. A benefit of this adjusted timeline is more time to develop content and finesse strategies that will work for Redmond. Impacts include the potential need to collect new data to reflect more accurate existing conditions to when the TMP will be adopted.	Timeline has been slightly adjusted with a anticipated adoption occurring in Q1.
3/13/25	What is the emission profile of the light rail's electricity? Does light rail run on energy fueled by coal? If yes, what is the transition plan/target for that energy source? <i>(CM Stuart via email)</i>	Sound Transit participates in Puget Sound Energy (PSE)'s Green Direct program, sourcing 100% of their electricity from dedicated, renewable sources. This is the same program the City of Redmond leverages for City operations electricity.	We can continue this discussion topic during an upcoming Study Session when the E-Mobility chapter of the TMP will be discussed.
3/13/25	Some modes are more seasonal than others. In what season will the bike strategy outcomes be measured? Will there be standardization to ensure the same season is measure annually? <i>(CM Stuart via email)</i>	We typically conduct traffic counts in Fall and Spring and would continue using data from these time periods regardless of the data source.	Staff will continue to collect and analyze data from standard Fall and Spring time periods.
3/13/25	When using the RMI calculator to understand potential CO2 emissions reductions, are those reductions measured in tailpipe emissions or do they also account for the source of the electricity's emissions? <i>(CM Stuart via email)</i>	<p>The RMI calculator estimates air quality impacts based on PM2.5, NOx, and CO pollutants. The emissions reductions are calculated based on the estimated reductions of these three pollutants.</p> <p>The calculator does leverage regional emissions factors, integrating NREL data from the PNW overall. It's been the city's experience that PSE's energy is contains higher GHGs than the regional roll ups. Assuming the trends we've seen in the past hold for 2023, the GHG assumptions in the</p>	- None

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		calculator would be conservative/lower GHGs compared to PSE-specific data.	
3/13/25	Bike chapter, recommended action 3B. Is the phrase "at the time of purchase" needed in this? I'm not understanding if the action is trying to make a very specific point, or if it is redundant. <i>(CM Stuart via email)</i>	This is making a specific point. Many earlier programs offered reimbursable rebates which presents some challenges to low-income population that would most benefit.	- None
4/8/25	Appreciate conversation around Redmond Way and the constraints around that area. How will we know if we are on track with our goals, especially given seasonal variations in bicycle activity? When during the year will our measurements take place? <i>(CM Stuart)</i>	The City currently collects bicycle and pedestrian volumes twice per year (at the same time each year) to compare bicycle activity annually. We typically collect these counts in the fall and spring. We are also looking into other big data sources that can supplement our bicycle volume counts. We are also looking into adding more permanent bicycle counters on Redmond's transportation network at strategic locations.	Staff will continue to look into big data options that can supplement our counts and provide more context to the data we are already collecting annually.
4/8/25	Thank you for including data around incentive programs for e-bikes. As it relates to incentives for e-bikes, does the Rocky Mountain Institute use tailpipe emissions or another metric to measure emissions? <i>(CM Stuart)</i>	Yes, the Rocky Mountain Institute (RMI) calculator uses tailpipe emissions.	- None
4/8/25	Topography is a barrier to bicycle activity on Education Hill. How can you measure data and compare trends in these unique situations such as topography and complicated intersection configurations that limit bicycle connectivity? <i>(CM Fields)</i>	Redmond does not have uniform conditions across the City, which means we need to have careful and thoughtful design for safe and comfortable bicycle facilities. In some cases, we can look at what is already built and see if we can improve. Each situation will be unique to the location and users served and we will be sensitive to the characteristics of the environment when looking at bicycle facility improvements.	For any future bicycle facility improvement, staff will consider all unique characteristics of the location and environment to assess safety improvements.
4/8/25	Page 20 may need clarification or have a typo – check the first paragraph and neighborhood reference. Looks to be noting Grass Lawn when it should note Overlake. <i>(CM Forsythe)</i>	This comment has been incorporated into the Bicycle Network chapter.	Page 20 has been updated to change the reference to 150th Avenue NE in the Grass Lawn neighborhood.
4/8/25	Can you clarify how Level of Traffic Stress is incorporated into the maps in the Bicycle Network Chapter? <i>(CM Kritzer)</i>	All planned bicycle facilities are intended to be low-stress – that is the goal. A map showing the city's existing level of	Possibly add map showing level of traffic stress of existing bike network as an appendix

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		traffic stress can be included as an appendix material to the TMP.	
4/8/25	In terms of the benchmarks that you talked about regarding 15% of urban center and 5% of citywide trips, can you clarify how you got to those benchmarks and how they relate to other cities of similar size? <i>(CM Kritzer)</i>	Bike planning is based on a combination of evidence and intuition. When looking at our 71% reduction of GHG targets, some of those reductions are attributed to the bicycle mode in addition to electric vehicles, transit, and other non-drive alone modes. We have assumed a reasonable target of approximately 1 in 6 trips in the urban centers would be converted to the bicycle mode. We assume that especially in our denser urban centers, it is reasonable for people to take trips via bicycle over drive-alone vehicles.	None
4/8/25	Regarding rideshare pick-up and drop-off, can we look into implementing designated rideshare pick-up and drop-off locations especially near our light rail stations? <i>(CM Forsythe)</i>	This will be a focus of the Curbspace Management Plan that will be developed by Public Works and will take a more detailed look at curbspace uses on the block-by-block level.	The Public Works Department's Curbspace Management Plan will address rideshare pick-up and drop-off among other detailed curbspace uses.
4/8/25	As Redmond is growing, how big of a challenge will it be to create our ideal curbspace and delivery network to not disrupt traffic, given Redmond's narrow streets and congestion? <i>(CM Fields)</i>	It will be a challenge, but as the City grows and as demand for last-mile delivery grows we will need to look at other strategies. One key strategy will be to consider consolidated centralized pick-up locations such as lockers or other businesses that accept deliveries. This strategy is discussed in the Curbspace and Freight chapters of the TMP.	None
4/8/25	One of the things noticed living in Downtown Redmond is noise given the level of activity. How can the City when planning for the future control the amount of noise associated with deliveries or building requirements? <i>(CM Nuevacamina)</i>	We already have requirements in place for developments along roadways that allow a certain level of activity and associated noise to show how the noise level within a residential unit will be lowered to hit required targets. Another provision is in place for the City's own CIP projects to consider noise walls and other mitigation standards if we believe the project will create elevated noise levels.	None
4/8/25	How does our updated truck route map compare to the previous version? How does the freight network overlay with the bike network? <i>(CM Forsythe)</i>	The map is similar with some small modifications. We removed NE 116th Street and West Lake Sammamish Parkway. We have also updated and clarified the definitions	None

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		<p>for Primary and Secondary Truck Routes and how these relate to WSDOT's definitions.</p> <p>Page 3 of the Streets Plan chapter discusses the city's integrated Complete Streets approach and page 12 of the Streets Plan chapter discusses the modal integration concept and analysis.</p>	
5/27/25	Looking at the section on ADA-compliant bus stop facilities, have we thought about including solar panels on bus shelters? <i>(CM Forsythe)</i>	Bus shelters and bus stop facilities are managed by King County Metro within the City. We would be open to partnering with Metro to add solar technologies to bus shelters but the timing and locations of implementation would be under Metro's purview.	Bus stop facilities are discussed in Strategy 4 of the Transit Network Chapter of the TMP. We will update Strategy 4 to include discussion of lighting at transit stops.
5/27/25	Is there a role for the City to develop or encourage the use of trip planner apps? <i>(CM Fields)</i>	<p>Trip planner apps and the concepts they support are examples of Transportation Demand Management (TDM) strategies that encourage people to use alternative travel methods that are not drive-alone. Staff are including a TDM chapter in the TMP and will discuss this with Council in July 2025.</p> <p>The City's Go Redmond program includes a trip planner functionality that is discussed and encouraged in the TDM Chapter of the TMP.</p>	None
5/27/25	Is our Safer Streets for All Action Plan effectively our Vision Zero plan? Or do we have more plans to create a Vision Zero plan? <i>(CM Kritzer)</i>	<p>The Safer Streets Action Plan is effectively our Vision Zero plan as it defines a target and timeframe for eliminating fatal and serious injury crashes in Redmond – it is the City's plan for achieving Vision Zero.</p> <p>The Safer Streets Action Plan applies the Safe System Approach which takes a holistic, multi-faceted approach to reducing serious injury and fatal injuries.</p>	None
5/27/25	What exactly does the term shared parking mean? What is the timeline for this program? <i>(CM Nuevacamina)</i>	A shared parking program will work to partner with businesses or management companies of underutilized surfaces parking lots and garages to provide more public parking opportunities that are easy to identify and access relative to businesses and light rail.	Staff have initiated work to explore shared parking opportunities both as part of the Parking Management Implementation Plan and the Regional Mobility Grant recently received by the City from WSDOT, which has a shared parking component that

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			would be serviced by a microtransit shuttle.
5/27/25	For the transit-only lanes and other capital projects, what would be the timeline for those? (CM Nuevacamina)	Each of the transit-supportive capital projects shown in Strategy 7 of the Transit Chapter would have varying timelines that have not been determined yet. These project timelines would be dependent on funding and the ability to partner with our local transit agencies. The table of projects is shown in the TMP as an idea bank of possible options that the City would be open to pursuing. This table also serves to establish the City's goals and desires for future infrastructure to better advocate with local transit agencies.	None
5/27/25	Will there be policy conversations for the City to work with other agencies to implement transit goals? (CM Fields)	Yes. The Transit Chapter establishes Redmond's goals for the City's future transit network. The City will be open to coordination with neighboring cities and other agencies to partner as necessary and ensure that these goals are consistent regionally. The City participates in several regional transportation coordination efforts such as Eastside Transit Partnership and Regional Transportation Committee.	Continue to participate in partnerships and committees, engage in future regional transit planning efforts such as Metro Connects update.
5/27/25	Do you feel that this overall transportation plan is sensitive to the balance of needs in Redmond? (CM Fields)	Yes, the layered modal networks and complete streets concepts discussed on page 12 of the Street Plan chapter establishes Redmond's need to balance vehicle modes with transit and active transportation modes.	None
5/27/25	How can the City play a role in making sure community members are aware of transit route changes in their neighborhoods and efficient routes? (CM Kritzer)	<p>The Go Redmond program works to promote awareness of transit resources and other ways to travel in Redmond without driving alone.</p> <p>The Transit Chapter of the TMP emphasizes frequency of routes in addition to wide ranging connectivity across the City. One of Redmond's future transit goals is to increase transit frequency along planned routes so riders have more opportunities to travel via bus throughout the day. The TDM chapter of the Transportation Master Plan addresses the Go Redmond program's role in promoting awareness of transit resources.</p>	None

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