Planning Commission Issues Matrix, *February 16, 2011*

2010 – 2011 Comprehensive Plan Update – TRANSPORTATION ELEMENT

An asterisk* denotes crossover issue – pertains to other Elements

Issue/Commissioner	Discussion Notes	Issue Status
1. Should the mode split goals for Downtown and Overlake be in the Urban Center policies or Framework Policies? (Hinman)	Staff Comment/Recommendation: Public Comment PC Comment:	Opened 2/9/11
2. Will the Downtown Connector allow enough visibility for potential future operation of trolleys? (Hinman)	Staff Comment/Recommendation: Public Comment PC Comment:	Opened 2/9/11
3. Should Policy TR-6 address freight and goods delivery in residential areas? (Hinman)	Staff Comment/Recommendation: This policy can be expanded should there be issues related to freight and delivery operations in residential areas. Public Comment PC Comment:	Opened 2/9/11

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4. Concern about the efficiency of the SR 520 on- and off-ramp operations. (Hinman)	Staff Comment/Recommendation: Public Comment PC Comment:	Opened 2/9/11
5. Concern about using safety as an emphasis versus safety as a value. (Miller)	Staff Comment/Recommendation: Safety is a value that has to be considered in the development and operation of Redmond's transportation system. Further discussion might help clarify how safety is incorporated in the various transportation policies. Public Comment PC Comment:	Opened 2/9/11
6. Policy TR-6, first bullet point: what does "connected" mean in this context? (Miller)	Staff Comment/Recommendation: The word "connected" as used in this policy refers to a linkage of streets that are identified and designed to support the movement of freight and goods by trucks between manufacturing and industrial uses within Redmond, and between Redmond and the region. Public Comment PC Comment:	Opened 2/9/11

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7. Which streets can be shared local streets according to Policy TR-7? (Miller)	Staff Comment/Recommendation: This policy applies only to local streets that meet the specified qualifications of low traffic volumes and speeds, and an opportunity for active public use of street space. Public Comment PC Comment:	Opened 2/9/11
8. The Downtown Connector and the East Lake Sammamish Trail need to be well-connected through the SR 520/SR 202 interchange. (Miller)	Staff Comment/Recommendation: Public Comment PC Comment:	Opened 2/9/11
9. On p. 8, line 3: use of the word "consider" may not be strong enough to ensure that the needs of bicyclists, pedestrians and transit users are incorporated into the design of roadway projects. (Miller)	Staff Comment/Recommendation: The policies in this section are stronger and directive in this aspect than the introduction to the policies in this section, and the word "consider" should be changed to reflect this. Public Comment PC Comment:	Opened 2/9/11

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10. Policy TR-17, second bullet point: need to use a stronger word than "consider". (Miller)	Staff Comment/Recommendation: The word "consider" should be changed to one that is clearly directive, consistent with the rest of the pedestrian and bicycle policies. Public Comment PC Comment:	Opened 2/9/11
11. Policy TR-18, third bullet point: are incentives the best approach when implementing TDM strategies? Should disincentives be avoided when there are no transportation alternatives? (Miller)	Staff Comment/Recommendation: Public Comment PC Comment:	Opened 2/9/11

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12. Policy TR-20: in establishing minimum and maximum parking ratios, how much consideration should the City place on constraints established by financial institutions? (Miller)	Staff Comment/Recommendation: Public Comment PC Comment:	Opened 2/9/11
13. Describe the history of the Plan-Based approach to transportation concurrency. (Miller)	Staff Comment/Recommendation: Staff will be prepared to make a brief presentation on the background and history of Plan-Based concurrency. Public Comment PC Comment:	Opened 2/9/11
14. *Should the Urban Center Element have specific mode split policy targets? Should mode split targets be in framework policies, or Transportation Element policies? (Hinman)	Staff Comment/Recommendation: Public Comment PC Comment:	Opened 2/9/11

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15. *Are parking policies more effective if placed in one or two Comprehensive Plan elements? (Bethan)	Staff Comment/Recommendation: Public Comment PC Comment:	Opened 2/9/11
16. *Terms referring to the East Link light rail line need to be consistently used in the Comprehensive Plan elements. (Hinman)	Staff Comment/Recommendation: References to high capacity transit should be updated to specify light rail, reflecting voter approval of ST2, and the construction of the East Link light rail line connecting Redmond with Bellevue and the region. Public Comment PC Comment:	Opened 2/9/11
17. *Should "way-finding" be addressed in the Transportation Element? (Hinman)	Staff Comment/Recommendation: Public Comment PC Comment:	Opened 2/9/11

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