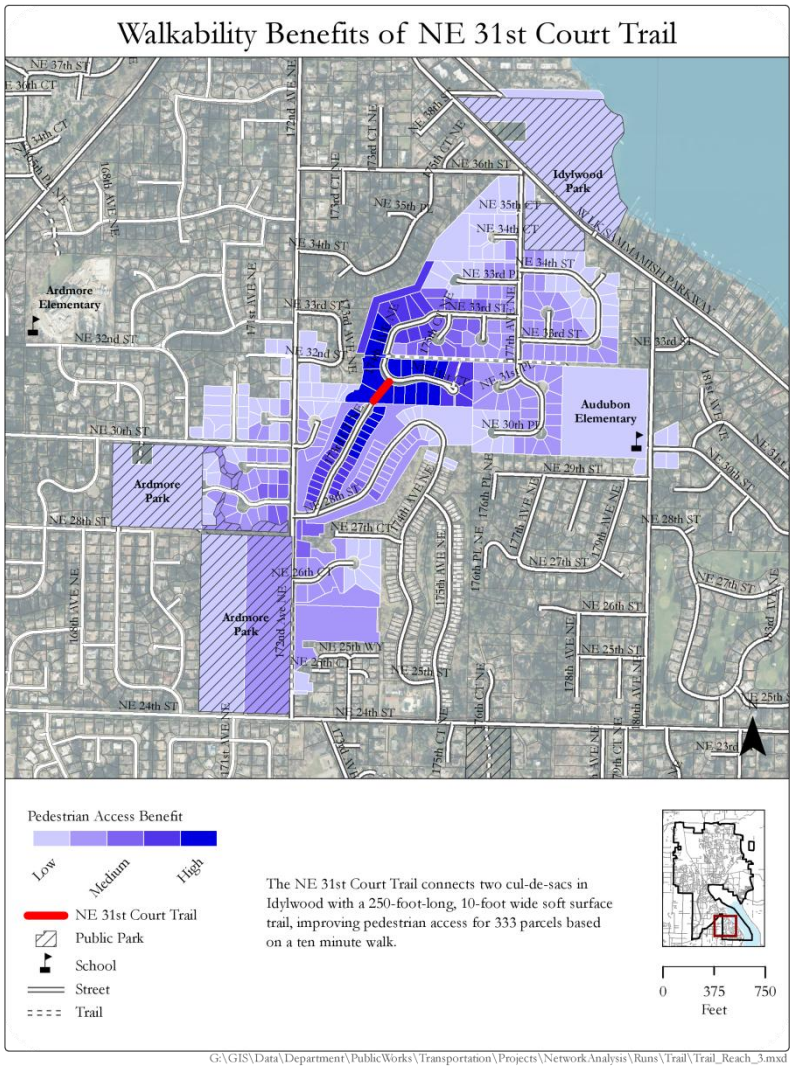
Issue / Commissioner	Discussion Notes	Issue status
1. Does the TMP adequately address sustainability? *(Chandorkar)*	<u>Staff Comment/Recommendation:</u> 4/10/13 The proposed TMP document holistically incorporates sustainability principles as expressed in the Comprehensive Plan. The strategic framework includes citywide principles directly relevant to sustainability including safety, maintenance, environment, and economic vitality. The strategic framework also includes travel choices supporting alternatives to driving as a strategy. By directly including important aspects of sustainability in the strategic framework, the TMP emphasizes sustainability throughout the document including performance measurement, system plans, project design guidance, investment, and implementation actions. For example, the TMP calls for investment in infrastructure to make alternatives to driving more attractive. For another example, the Maintenance and Operations Chapter is added as part of the update to emphasize maintaining the assets that we have so that the transportation system is financially sustainable over time. <u>Public Comment:</u> **Date** <u>PC Comments:</u> **Date**	<u>Opened</u> 2/27/13 <u>Closed</u> Date

2. How have neighborhood policies of the Comprehensive Plan that are specific to transportation informed the TMP? *(Several)*	<u>Staff Comment/Recommendation:</u> 4/10/13 Policies in the Neighborhoods Element emphasize that neighborhoods should be well connected to urban centers and regional destinations for residents, employees, and visitors. And neighborhoods are to be well connected internally to local destinations such as parks, trails, and schools. Safety, nonmotorized connections, reliable transit service, and traffic calming are important to maintain quality of life for residents. A variety of travel modes are provided between the neighborhood, the rest of Redmond, and the region. In addition to providing general solutions addressing problems and fostering opportunities unique to neighborhoods, policies in the Neighborhoods Element call for improvements of specific streets and locations such as at West Lake Sammamish Parkway (N-ID_24 through 26), Avondale Road (N-BC-27, N-BC-31, and N-EH-30) . Though the TMP document emphasizes two urban centers reflecting the fact that Redmond's land use plan is geared toward significant growth in the two urban centers, the proposed TMP document also reflects neighborhood policies in all chapters of the document summarized as follows: ▪ The strategic framework contains four out of five strategies that are relevant to Redmond citywide including neighborhoods as well as guiding principles important to quality of life for residents, such as safety and environment. ▪ The trends and conditions description and performance measurement are based on citywide data except for the connectivity performance measure. ▪ The system plans include a network of modal corridors that will provide high-quality multimodal connections between neighborhoods, urban centers, and regional centers. In addition to inter-neighborhood	<u>Opened</u> 3/27/13 <u>Closed</u> Date

	connections through modal corridors, system plans ensure intra-neighborhood connections through envisioning intensive network of streets, pedestrian, bicyclist, and transit services citywide. ▪ The 2030 Transportation Facilities Plan (TFP), the Buildout Plan, and the 3-Year Action Plan are balanced citywide, which address important aspects of neighborhood transportation such as traffic calming, and incorporate improvements of specific streets and locations named in neighborhood policies such as West Lake Sammamish Parkway and Avondale Road. For the TFP, this is reflected both in proposed project improvements and in a variety of transportation programs that fund improvements throughout Redmond. Staff will incorporate more examples into the TMP document to describe this. <u>Public Comment:</u> **Date** <u>PC Comments:</u> **Date**	
3 How does the plan address connections within and between neighborhoods other than Urban Centers?	<u>Staff Comment/Recommendation:</u> 4/10/13 The proposed TMP document includes modal corridors that provide primary multimodal connections between neighborhoods. Furthermore, all Redmond	<u>Opened</u> 3/27/13 <u>Closed</u>

	streets including residential streets and modal corridors will become complete streets providing multimodal connections within and between neighborhoods in alignment with the City's "Complete Street" Ordinance and as explicitly spelled out in the TMP. In addition to existing streets, the TMP designates new street connections in areas where significant development is expected such as the Southeast Redmond area between NE Union Hill Road and Redmond Way. The TMP also calls for an action item (Southeast Redmond Station Area Plan) to determine the multimodal transportation system/new street connections in the Southeast Redmond light rail area to support access to the Southeast Redmond light rail station and successful land use development around the station area. Other aspects of neighborhood connections included in the TMP, e.g., system plans and TFP programs, include: safe pedestrian crossings, first mile and last mile connections to transit spine, and nonmotorized connections. Below is an example of a short new connection between NE 31st Court and 173rd Court NE, which improves connectivity between a relatively big residential area and Audubon Elementary School. This project was prompted by requests from students.	Date


Walkability Benefits of NE 31st Court Trail
Idylwood Park
Ardmore Elementary
Audubon Elementary
Ardmore Park
Ardmore Park
Pedestrian Access Benefit
Low
Medium
High
NE 31st Court Trail
Public Park
School
Street
Trail
The NE 31st Court Trail connects two cul-de-sacs in Idylwood with a 250-foot-long, 10-foot wide soft surface trail, improving pedestrian access for 333 parcels based on a ten minute walk.
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375
750
Feet
G:\GIS\Data\Department\PublicWorks\Transportation\Projects\NetworkAnalysis\Runs\Trail\Trail_Reach_3.mxd

4. How does the proposed plan address the special needs of youth such as safe routes to school and after school transit needs, seniors? *(Miller)*	<u>Staff Comment/Recommendation:</u> 4/10/13 The TMP guides the development of a balanced set of services and facilities that meet the broad range of travel needs of the entire Redmond community. This approach is embedded in the proposed document primarily in the following: • Providing "complete streets" to meet the needs of a broad range of users for a variety of travel choices • Incorporating American Disabilities Act as part of standard street design and maintenance • Improving the pedestrian environment on the Safe Routes to School networks • Developing bicycling facilities that are safe, accessible, and comfortable for a wider segment of the community • Supporting an interconnected network of transit services that are able to provide for more types of trips throughout the entire day Providing facilities and services that provide broad mobility for everyone helps support access and mobility for the community as a whole, and maximizes the value provided by limited resources. Staff recommends incorporating language to discuss needs related to youth, seniors, and other groups of population. Staff will incorporate language in the proposed TMP for the Commission's review. <u>Public Comment:</u> 3/25/13 Liz Underwood-Bultmann with the Puget Sound Regional Council, in her email to staff, suggested adding additional discussion of special needs transportation.	<u>Opened</u> 3/27/13 <u>Closed</u> Date

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5. Do performance measures of safety, maintenance, and environment belong on the dashboard? [Chapter 1] *(Miller)*	Staff Comment/Recommendation: 4/10/13 Safety, maintenance, and environment are citywide guiding principles rooted in community priorities and the Comprehensive Plan that guide all aspects of the City's development including transportation. Therefore, yes, performance measures of safety, maintenance, and environment belong on the dashboard. Public Comment: **Date** PC Comments: **Date**	Opened 3/27/13 Closed Date
6. Are demographics as described in the proposed draft a balanced representation of Redmond community? [Chapter 2]	Staff Comment/Recommendation: 4/10/13 Staff recognizes that the Trends and Conditions chapter emphasizes specific population groups, which affects a clear conveyance of the fact that Redmond community has a broad spectrum of population groups such as	Opened 3/27/13 Closed

(Miller)	those related with income and age. And the TMP is intended to serve all groups in the community. Staff recommends incorporating language in the Trends and Conditions chapter to reflect a balanced and complete picture of demographics information in Redmond. Staff will incorporate language in the proposed TMP for the Commission's review. <u>Public Comment:</u> **Date** <u>PC Comments:</u> **Date**	Date
7a. Are the performance measures appropriate? As part of reviewing the performance measures, describe where Redmond is today, the ultimate goal, and a reasonable middle outcome. 7b. What is the rationale for setting up aspirational targets for performance measures? 7c. Are the aspirational	<u>Staff Comment/Recommendation:</u> 4/10/13 a. The identification of performance measures in the proposed TMP document is based on their effectiveness in tracking the progress of implementing strategies and citywide guiding principles both individually and collectively. Each performance measure includes a "baseline" value, showing where Redmond is today. It includes a "TFP" or 2030 value--a middle outcome showing where Redmond should be once the TFP has been implemented. And each measure includes an "Aspirational" value, which is a long-term goal.	<u>Opened</u> 2/27/13 <u>Closed</u> Date

targets of transit ridership and safety (number of traffic collisions per thousand people) reasonable? [Chapter 3] *(Gregory, Murray, and O'Hara)*	b. The rationale for each aspirational target is briefly discussed under the heading "Targets" in each measure's section of Chapter 3. Different measures have different aspirational target rationale because those measures have different characteristics. For example, the aspiration for pavement quality is to maintain reasonable pavement condition in the most cost-effective way based on industry standards and research, while the target for safety is continuous improvement albeit at a slower rate over time. Staff notes the need to add more details to provide improved understanding of how each aspirational target is identified and will incorporate these details in the proposed TMP document for the Commission's review. c. The transit ridership projections are based on: 1) a citywide transit mode shift from 1% in the 2010 baseline to 4% in 2030 under the TFP and 2) the addition of approximately 28,000 daily trips from East Link light rail. The aspirational target for transit ridership is reasonable assuming Redmond will see mode split shifting to more alternative travel and East Link arrives at Downtown Redmond. The traffic safety aspirational target is derived from the City's safety performance trajectory over the last ten years and the state's "Target Zero" campaign, which calls for reducing traffic fatalities and serious injuries to zero by 2030. Staff considers it a reasonable but aggressive "push" goal. The rate factor (daytime population) is used to control for the effect of commuting, which is significant in Redmond. <u>Public Comment:</u> **Date**	

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8. Does the plan measure the progress on delivering complete streets? [Chapter 3] *(Miller)*	Staff Comment/Recommendation: 4/10/13 Two of the dashboard performance measures track the progress on delivering complete streets: the network completion and concurrency. The network completion measure as defined in the proposed TMP document assesses the completion of modal corridors for autos, transit, and bike and pedestrian zones, indicating the City's progress toward complete streets for a subset of City streets. The concurrency measure tracks complete streets, from the perspective of the delivery of the TFP projects and programs, all of which are informed by the City's complete street ordinance. Staff recommends that as part of regular transportation performance measurement report, the Mobility Report Card, that staff explores the option of expanding the network completion measure to all city streets in addition to modal corridors. And the proposed TMP document will incorporate corresponding language to reflect this option. Public Comment: **Date** PC Comments: **Date**	Opened 2/27/13 Closed Date

9. Is the approach for addressing transportation needs in Overlake adequate? *(Miller)*	Staff Comment/Recommendation: 4/10/13 Overlake is a developing urban center with high-tech company campuses and the evolving Overlake Village area. The greatest transportation needs for the neighborhood to support the land use vision are these: 1) improvements to SR 520 Corridor to include additional vehicular access to Overlake Village, pedestrian/bicycle bridges over the freeway at the light rail stations, and grade separations to the SR 520 Regional Trail; 2) completion of Sound Transit East Link Light Rail at least to Overlake and ultimately to Downtown Redmond; 3) improvements to the overall pedestrian and bicycle systems throughout the neighborhood with an emphasis around and connecting to light rail stations; 4) complete grid system of streets and paths in the Overlake Village Area; and 5) strategic vehicular improvements throughout the neighborhood such as 148th Avenue NE south of SR 520, and 6) regional and local transit service to provide access to, from and within Overlake. The TMP adequately addresses all of these needs through the TMP Buildout Plan and Redmond's ongoing regional work with the WSDOT SR 520 Multi-Modal Corridor Plan, Sound Transit and King County Metro . In addition the 2030 TFP has prioritized the most important City responsibilities in Overlake consistent with the TMP strategic framework. Public Comment: **Date** PC Comments: **Date**	Opened 2/27/13 Closed Date

10. Do the programs such as transportation demand management, parking and neighborhood traffic calming adequately reflect the TMP and Comp Plan Policies? [Chapter 7] *(Miller)*	Staff Comment/Recommendation: 4/10/13 The 14 TFP programs encompass many citywide projects and activities focused to advance clear objectives such as transportation demand management, parking and neighborhood traffic calming. Appendix G analyzes each program to provide transparency and understanding of how the dollars allocated to each are used. The analysis in Appendix G does not address the issue of whether the total dollars allocated to each program are appropriate or adequate. This issue requires further analysis, which has been identified as a three year action plan item (Recommend Funding Levels for TFP Programs). Public Comment: **Date** PC Comments: **Date**	Opened 2/27/13 Closed Date
11. Does the prioritization of proposed projects adequately reflect the TMP and Comp Plan Policies? [Chapter 7] *(Miller)*	Staff Comment/Recommendation: 4/10/13 Prioritization of projects and programs for the financially constrained 2030 Transportation Facilities Plan is directly tied to the strategic framework. Each proposed project and program has been assessed against both the five transportation strategies and the four citywide guiding principles that are part of the framework. The entire strategic framework (vision, strategies,	Opened 2/27/13 Closed Date

	measures, and implementation) is informed by and intimately connected with policies relevant with transportation contained in the Comprehensive Plan. <u>Public Comment:</u> **Date** <u>PC Comments:</u> **Date**	
12. Do the levels of expenditure (level of effort) adequately reflect the TMP and Comp Plan Policies? [Chapter 7] *(Miller)*	<u>Staff Comment/Recommendation:</u> 4/10/13 The projected revenues for the Transportation Facilities Plan between 2013 and 2030 are $369m and provide for the highest priority transportation improvements and programs needed to adequately support the projected 2030 growth targets consistent with the city vision and transportation policies in the Comprehensive Plan. See page 162 of the proposed TMP document for the discussion on the funding needs to fully fund all transportation needs identified in the Buildout Plan. <u>Public Comment:</u> **Date** <u>PC Comments:</u> **Date**	<u>Opened</u> 2/27/13 <u>Closed</u> Date

13. Is the Buildout Plan aligned with the strategic framework? [Chapter 7] *(Miller)*	<u>Staff Comment/Recommendation:</u> 4/10/13 The Buildout Plan includes capital improvements needed for Redmond to complete its transportation system as envisioned in the multimodal system plans. In turn, the system plans are informed by the strategic framework. Therefore, yes, the Buildout Plan is aligned with the strategic framework. <u>Public Comment:</u> **Date** <u>PC Comments:</u> **Date**	<u>Opened</u> 2/27/13 <u>Closed</u> Date
14. Why is SR 202 not designated as a truck street? [Chapter 4-5] (*Sanders*)	<u>Staff Comment/Recommendation:</u> 4/11/13 Most of SR 202 through Redmond would be designated as a primary truck route, according to the recommendations in Chapter 4-5. The exception is its extent through Downtown. This is responsive to Chapter 10.76 of the Redmond Municipal Code ("Truck Routes and Truck Traffic"), which regulates the kinds and classes of trucks that are permissible on certain streets in the city. Under this statute, large trucks are not permitted to pass through Downtown unless they are making a delivery in Downtown. In addition, several Comprehensive Plan policies direct the City to ensure	<u>Opened</u> 4/10/13 <u>Closed</u> Date

	that roadways and streetscapes in Downtown support a comfortable and attractive pedestrian environment. A truck route designation is intended to optimize certain design elements for freight vehicles, such as large curb return radii and wide travel lanes. Those sorts of treatments have negative impacts on pedestrian-friendliness, and are therefore more appropriate in industrial areas with high truck volumes and low-density areas that lack active street life. <u>Public Comment:</u> **Date** <u>PC Comments:</u> **Date**	
15. What is the relationship between bicycle facilities and parking in Downtown? How are the tradeoffs being weighed? (*Murray*)	<u>Staff Comment/Recommendation:</u> 4/11/13 The tradeoffs between bicycle facilities and Downtown parking are not directly addressed in the TMP document, however staff have discussed the need to develop a strategy for weighing parking against other right-of-way needs in Downtown and elsewhere. This will be a significant effort, so an item was added to the Three-Year Action Plan (Chapter 8): “Parking Study for Downtown, Overlake, and Southeast Redmond.” <u>Public Comment:</u> **Date** <u>PC Comments:</u> **Date**	<u>Opened</u> 4/10/13 <u>Closed</u> Date