Issue/Commissioner	Discussion Notes	Issue Status
*Should the mode split goals for Downtown and Overlake be in the Urban Center or Transportation policies or Framework Policies? (Hinman)	Staff Comment/Recommendation: 3/2: VISION 2040 directs local jurisdictions with regional growth centers to develop subarea plans for those centers. In addition, the Puget Sound Regional Council requires that these plans include mode split goals for the centers. The Urban Centers Element of Redmond's Comprehensive Plan is the core of those plans for the Downtown and Overlake. Staff believes that mode split goals are best located in the Urban Center Element policies. Public Comment:	Opened 2/9/11 Closed 3/9/11
	PC Comment: 3/9: There was no further discussion. At Mr. Hinman's request, the Commission closed this issue. 3/2: Keep this issue open for consideration by Mr. Hinman.	
2. Will the Downtown Connector allow enough visibility for potential future operation of trolleys? (Hinman)	Staff Comment/Recommendation: 3/2: The trolley feasibility study that the City is conducting as part of the Redmond Central Connector Master Plan will evaluate the feasibility of operating a trolley. If the City Council agrees to support trolley operations, the trolley alignment will be incorporated into the master plan. Public Comment: PC Comment: 3/9: There was no further discussion. At Mr. Hinman's request, the Commission closed this issue.	Opened 2/9/11 Closed 3/9/11
	3/2: Keep this issue open for consideration by Mr. Hinman.	

	Issue/Commissioner	Discussion Notes	Issue Status
3.	Should Policy TR-6 address the volume of freight, service and goods delivery vehicles using Redmond's streets? (Hinman)	Staff Comment/Recommendation: 3/2: This issue reflects a concern that the volume of freight, service and goods delivery vehicles contribute to traffic congestion, and whether a policy is needed to address this issue. Rather than regulate the volume of these vehicles, staff recommend that Policy TR-6 focus instead on identifying and designing certain streets to safely accommodate the needs of freight, service and goods delivery vehicles. Public Comment: PC Comment: 3/2: The Planning Commission agreed with the staff recommended approach.	Opened 2/9/11 Closed 3/2/11
4.	Concern about the efficiency of the SR 520 on- and off-ramp operations. (Hinman)	Staff Comment/Recommendation: 3/2: The City is concerned about traffic operations related to the SR 520/West Lake Sammamish Pkwy. NE on- and off-ramps, including the connection to Leary Way. This will be examined through the Transportation Master Plan (TMP) process. Public Comment: PC Comment: 3/2: The Planning Commission agreed with staff that operational issues should be examined in the TMP.	Opened 2/9/11 Closed 3/2/11

	Issue/Commissioner	Discussion Notes	Issue Status
5.	Concern about using safety as an emphasis versus safety as a value. (Miller)	Staff Comment/Recommendation: 2/16: 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: 3/2: The Planning Commission agreed with staff that safety should be a framework policy value, and had no further comment.	Opened 2/9/11 Closed 3/2/11
6.	Policy TR-6, first bullet point: what does "connected" mean in this context? (Miller)	Staff Comment/Recommendation: 2/16: 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: 3/2: There was no further discussion. At Mr. Miller's request, the Commission closed this issue.	Opened 2/9/11 Closed 3/2/11
7.	Which streets can be shared local streets according to Policy TR-7? (Miller)	Staff Comment/Recommendation: 2/16: 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: 3/2: There was no further discussion. At Mr. Miller's request, the Commission closed this issue.	Opened 2/9/11 Closed 3/2/11

Issue/Commissioner	Discussion Notes	Issue Status
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: 3/16: The City is working with King County to connect these two trails. An interim connection that detours along Redmond Way, around and through the SR 520/SR 202 interchange will be completed in approximately two years. A permanent more direct connection through the SR 520/SR 202 interchange will be built as part of a future phase of the East Link light rail alignment connecting Overlake and Downtown Redmond. 3/2: King County will design and build this connection in coordination with the City. Public Comment: PC Comment: 3/9: After further discussion with staff, the Commission closed this issue. 3/2: Staff is requested to report on the status of the East Lake Sammamish Trail connection through the SR 520/SR 202 interchange, and how the City's design interests will be incorporated into the design of the trail connection.	Opened 2/9/11 Closed 3/9/11
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: 3/2: Staff agrees that the work "consider" should be replaced by "integrated", reflecting the intent of the walking and bicycling policies in this section. Public Comment: PC Comment: 3/2: The Planning Commission had no further comment.	Opened 2/9/11 Closed 3/2/11

Issue/Commissioner	Discussion Notes	Issue Status
10. Policy TR-17, second bullet point: need to use a stronger word than "consider". (Miller)	Staff Comment/Recommendation: 3/2: Staff recommends removing the bullet point below, and adding a new first bullet point to this policy as follows: Provide a bicycle friendly and supportive community enabling healthy, inexpensive and environmentally friendly travel; Public Comment:	Opened 2/9/11 Closed 3/2/11
	PC Comment: 3/2: The Planning Commission was satisfied with this change.	
11. Policy TR-18, third bullet point: are incentives the best approach when implementing TDM strategies? Should disincentives be avoided when there are no	Staff Comment/Recommendation: 3/2: This approach is consistent with current City policy to use both incentives and disincentives in the design of the TDM program, and for fairness, to avoid penalties where travel options do not exist. Public Comment:	Opened 2/9/11 Closed 3/2/11
transportation alternatives? (Miller)	PC Comment: 3/2: There were no further concerns with this issue.	
12. Policy TR-20: in establishing minimum and maximum parking ratios, how much consideration should the City place on constraints	Staff Comment/Recommendation: 3/2: This policy allows the City to consider, but not be subject to parking constraints imposed by financial institutions. This is a reasonable approach to using parking ratios to regulate parking consistent with the City's transportation policies.	Opened 2/9/11 Closed 3/2/11
established by financial institutions?	Public Comment: PC Comment:	
(Miller)	3/2: The Planning Commission agreed with the staff recommendation.	

Issue/Commissioner	Discussion Notes	Issue Status
13. Describe the history of the Plan-Based approach to transportation concurrency. (Miller)	Staff Comment/Recommendation: 3/2: The purpose of the Plan-Based approach is to ensure that the funding of transportation improvements occurs in proportion to the needs of the City and the pace of growth. The Plan-Based transportation concurrency regulations are a significant improvement because they establish a relationship between the implementation of all projects in the TFP which add multimodal transportation capacity needed to serve new growth, instead of focusing on just projects that add vehicle capacity at intersections. The updates to the Comprehensive Plan and TMP in 2005 set the direction for the Plan-Based concurrency approach. The City completed significant technical work and community outreach to develop the regulations. The Planning Commission and City Council reviewed and then ultimately approved the regulations in 2009. Public Comment: PC Comment: 3/2: The staff description addressed this question.	Opened 2/9/11 Closed 3/2/11
14. *Are parking policies more effective if placed in one or two Comprehensive Plan elements? (Biethan)	Staff Comment/Recommendation: 3/2: Generally, policies addressing parking issues, should be incorporated into the Transportation Element policies. However, specific issues related to parking can appropriately be addressed as necessary in different plan elements. Public Comment: PC Comment: 3/9: Mr. Biethan was satisfied with the staff explanation, and the Commission closed this issue. 3/2: Keep this issue open for consideration by Mr. Biethan.	Opened 2/9/11 Closed 3/9/11

Issue/Commissioner	Discussion Notes	Issue Status
15. *Terms referring to the East Link light rail line need to be consistently used in the Comprehensive Plan elements.	Staff Comment/Recommendation: 3/2: 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.	Opened 2/9/11 Closed 3/2/11
(Hinman)	Public Comment: PC Comment: 3/2: There were no further concerns with this issue.	
16. *Should "way-finding" be addressed in the Transportation Element?	Staff Comment/Recommendation: 3/2: Staff would benefit from further discussion of this issue, before proposing a specific response.	Opened 2/9/11 Closed 3/9/11
(Hinman)	Public Comment: PC Comment: 3/9: There was no further discussion. At Mr. Hinman's request, the Commission closed this issue.	
	3/2: Keep this issue open for consideration by Mr. Hinman.	

Issue/Commissioner	Discussion Notes	Issue Status
17. Access to transit service.	Staff Comment/Recommendation	Opened 2/16/11
	3/2: The City supports locating transit routes in a way that balances transit service	Closed 3/2/11
(Cindy Jayne, Sustainable	coverage and access with efficient service operations. This means locating routes in a way	
Redmond)	that attracts higher ridership (dense residential and commercial areas, urban centers) and	
	best coverage of the City. Allocating service based on half-mile coverage criteria alone, without priorities, would not result in the most effective or efficient transit service to	
	Redmond residents and businesses.	
	Rediffold residents and businesses.	
	Public Comment:	
	2/16: Insure that transit routes are within one-half mile of Redmond residences and	
	businesses.	
	PC Comment:	
	3/2: The staff explanation addressed this concern.	

Issue/Commissioner	Discussion Notes	Issue Status
18. Policy TR-32 – community character and transportation capacity.(Don Marcy, Microsoft)	Staff Comment/Recommendation: 3/2: The policy is intended to recognize the importance of equally valuing community character and transportation capacity and where there are conflicts, to take steps to minimize or mitigate the impacts. For example, completion of a gap in the sidewalk system if constructed of the standard width could lead to removal of a tree treasured by the neighborhood. Alternatively, the improvement could be designed to be narrower or could by routed around the tree to avoid removing the tree. The intent of this policy is to provide for this kind of evaluation and alternative.	Opened 2/16/11 Closed 3/2/11
	Public Comment: 2/16: Should not value community character equally with transportation capacity in all cases. Some important transportation improvements may conflict to some degree with community character. PC Comment: 3/2: The staff explanation was satisfactory, and there were no further concerns with this issue.	

Issue/Commissioner	Discussion Notes	Issue Status
19. Policy TR-20 supports reducing parking ratios as more travel options become available.(Don Marcy, Microsoft)	Staff Comment/Recommendation: 3/2: This is currently the City's parking policy. Staff recognizes Mr. Marcy's concerns. However, reducing the number of parking spaces as more travel options become available, is consistent with the City's land use vision. Therefore, staff supports keeping the policy as it is. As part of any consideration of changes to the Zoning Code parking ratios, staff will seek community input and discussion.	Opened 2/16/11 Closed 3/2/11
	Public Comment: 2/16: Policy TR-20 supports reducing minimum and maximum parking ratios further as transportation options increase with development of enhanced transit service or as demand is managed with achievement of mode split goals. Property owners should not be punished for achieving mode split targets. Current parking ratios are not sufficient (too little parking is allowed) and create problems for existing commercial developments. The situation will be worse should the ratios be reduced further.	
	PC Comment: 3/2: The Planning Commission was satisfied with the staff recommended approach to this issue.	
20. Policy TR-41 supports using mode split targets for each of the primary travel modes. (Don Marcy, Microsoft)	Staff Comment/Recommendation: 3/2: Staff agrees that it is not necessary for the policy to be this specific and recommends that the first bullet point in Policy TR-41 should be revised as follows: Mode split targets; for each of the primary travel modes (vehicle, transit, walking, and bicycling);	Opened 2/16/11 Closed 3/2/11
	Public Comment: 2/16: Why is it necessary to establish separate mode targets for walking, bicycling and transit?	
	PC Comment: 3/2: The Planning Commission agreed with the staff recommended change.	

Issue/Commissioner	Discussion Notes	Issue Status
21. Does the City's Complete Streets ordinance need further policy support in the Transportation Element?	Staff Comment/Recommendation: 3/2: This question was raised during the Planning Commission's discussion of the Urban Centers Element. Staff will respond on March 9 as to whether a policy is recommended.	Opened 2/9/11 Closed 3/9/11
(Miller)	Public Comment: PC Comment: 3/9: The Planning Commission modified Policy TR-4 as follows:	
	 Require that all streets be <u>Complete Streets</u>, built to <u>accommodate all travel modes</u> emply in compliance with the City's design standards and plans for streets, bicycles, and pedestrian facilities; 	

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