

Code	Existing Policy Number	Existing Policy Language or Policy Consideration	Added Policy from Regional Checklist	MODRN Scan	Relevant Plans	Visioning	Themes Considered	Relevant Policy Considerations
1	TR-1	Ensure that the transportation system, including all programs, projects and services, whether funded, built or operated privately or by a public sector agency, serve to achieve the preferred land use pattern contained in the Land Use Element of the Comprehensive Plan.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input checked="" type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input checked="" type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-A Deploy transit service to connect people to light rail TR-B Prioritize investments that improve access to light rail TR-C Encourage TOD in light rail station areas TR-D Reform parking regulations around light rail stations to maximize desired uses like housing and employment TR-H Complete modal networks TR-I Maximize the use of transportation infrastructure through transportation demand management programs TR-J Manage limited-right-of-way and curb space to achieve community goals TR-N Complete the freight modal network
2	TR-2	Ensure that the transportation system provides for the mobility and access needs of those who live, shop, visit, work and recreate in Redmond.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input checked="" type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input checked="" type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input checked="" type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-A Deploy transit service to connect people to light rail TR-B Prioritize investments that improve access to light rail TR-C Encourage TOD in light rail station areas TR-D Reform parking regulations around light rail stations to maximize desired uses like housing and employment TR-H Complete modal networks TR-I Manage limited-right-of-way and curb space to achieve community goals TR-L Prioritize capital and programmatic investments that enhance safety and accessibility TR-N Complete the freight modal network
3	TR-3	Maintain a street classification system in the Street Plan portion of the Transportation Master Plan that is designed to move people by a variety of modes and support Redmond's preferred land use pattern. Classify streets according to function so that needed traffic capacity may be properly allocated by mode and planned street improvements will be consistent with those functions.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input checked="" type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input checked="" type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-J Manage limited-right-of-way and curb space to achieve community goals
4	TR-4	Maintain standards for the design, construction, and safe and efficient operation of streets in Redmond and achieve the following as part of the development process: <ul style="list-style-type: none"> Require that all streets be complete streets, built to accommodate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities; Require that all property be conveniently accessible from streets, walkways and trails, subject to environmental limitations; Maintain continuity of the street pattern by avoiding dead-end and half-streets not having turnaround provisions; Avoid the creation of excessively large blocks and long local access residential streets; Complete missing links and improve street connections; Whenever possible, separate pedestrians from traffic lanes by the use of street trees and landscaped strips, and avoid the construction of sidewalks next to street curbs; Manage access to arterials; and Identify specific street improvements that benefit transit operations and work with transit providers to prioritize street improvements. 		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input checked="" type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input checked="" type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Safety	TR-H Complete modal networks TR-L Prioritize capital and programmatic investments that enhance safety and accessibility
5	TR-5	Meet the travel needs of all modes on the transportation network. Maintain the "priority corridor" designation described in the Transportation Master Plan to identify corridors of critical significance in connecting key destinations and providing multimodal travel choices for all users.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical				
6	TR-6	Support the safe and efficient movement of goods and freight to, from and within Redmond through actions such as: <ul style="list-style-type: none"> Maintaining a network of connected truck routes to facilitate efficient and safe truck movements between manufacturing and industrial uses and their destinations; Addressing the needs of truck delivery and pick up in commercial areas on public streets and private development sites to facilitate adequate truck access and circulation and provide truck loading and unloading spaces; Taking steps to avoid safety issues between trucks and other travelers such as pedestrians; and Providing clear regulations for mitigating adverse impacts such as noise of truck operations on adjacent uses 		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input checked="" type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input checked="" type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Safety	TR-N Complete the freight modal network TR-O Monitor freight and service delivery patterns and adjust transportation system operations if warranted
7	TR-7	Use shared local streets that can accommodate all transportation modes within the street when low traffic volumes and speeds can be maintained and there is a need to create an active and efficient public space within the street.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input checked="" type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-J Manage limited-right-of-way and curb space to achieve community goals
8	TR-8	Implement Redmond's Transit System Plan, as contained in the Transportation Master Plan, and work with partner transit agencies to provide transit service, access to neighborhoods, passenger amenities and capital improvements necessary to serve local Redmond, Eastside and regional transit needs.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input checked="" type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input checked="" type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input checked="" type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Technology Forward <input type="checkbox"/> Safety	TR-A Deploy transit service to connect people to light rail TR-B Prioritize investments that improve access to light rail

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9	TR-9	Use transit as a way to provide for access, circulation and mobility needs in Redmond, especially in areas planned for higher density mixed-use development and favorable pedestrian environments.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-A Deploy transit service to connect people to light rail TR-B Prioritize investments that improve access to light rail
10	TR-10	Complete planning for the extension of Sound Transit's East Link to Redmond Overlake, Southeast Redmond, and Downtown, within the alignment identified on Map TR-1. Work closely with Sound Transit and other agencies to ensure that the Southeast Redmond Station and Park and Ride is seamlessly integrated into the transit-oriented neighborhood.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical				
11	TR-11	Maintain the ability to construct the East Link light rail line on the alignment identified through Sound Transit's planning process and illustrated on Map TR-1. Once the light rail alignment has been approved, ensure that right-of-way is preserved.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical				
12	TR-11.1	Collaborate with Sound Transit and other entities to provide opportunities where appropriate in and around Redmond's light rail station areas to create diverse, vibrant, mixed-use, mixed-income, transit-oriented development including non-motorized access that connects stations to nearby destinations.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-C Encourage TOD in light rail station areas
13	TR-12	Assign high priority to pedestrian and bicycle infrastructure projects and mitigation that address safety and connectivity needs, provide access to Downtown and Overlake Urban Centers, and the Marymoor Local Center to encourage safe and active crossings at intersections and routes to schools, provide linkages to transit, and complete planned bicycle and pedestrian facilities or trails.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input checked="" type="checkbox"/> Community Priority Redmond is safe	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-B Prioritize investments that improve access to light rail TR-H Complete modal networks TR-J Manage limited-right-of-way and curb space to achieve community goals TR-L Prioritize capital and programmatic investments that enhance safety and accessibility
14	TR-13	Use the Bicycle and Pedestrian Plans in the Transportation Master Plan to guide the design, construction and maintenance of bicycle and pedestrian facilities by public and private parties, including the preparation of design standards and elements that promote a pleasant and safe traveling environment.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical				
15	TR-14	Make all street sidewalk and curb ramp areas accessible to all pedestrians, including those with disabilities, by constructing new pedestrian facilities in compliance with the Americans with Disabilities Act (ADA), and upgrading existing facilities to improve accessibility in accordance with the City of Redmond ADA Transition Plan for Sidewalks and Curb Ramps.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond is safe	<input checked="" type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-L Prioritize capital and programmatic investments that enhance safety and accessibility
16	TR-15	Require that during the review process for new development or redevelopment that: • Projects are consistent with the Pedestrian and Bicycle plans, applicable master plans and development standards; • Planned facilities are secured with required frontage and crossing improvements consistent with the Pedestrian and Bicycle Plans; • On-site bicycle trails and pedestrian facilities have formal, direct and safe connections between buildings and subdivisions and the general circulation system; • New subdivisions and short plats include, consistent with state law, the required pedestrian facilities (frontage and off-site improvements) that assure safe walking conditions for students who walk to and from school; • Construction and implementation of other off-road and multi-use trails and trail crossings, as described in the Parks, Arts, Recreation, Culture and Conservation Plan (PARCC) Plan, or which are located within a development area or within a shared corridor, are coordinated with project review; and • Safety and security considerations for pedestrians and bicyclists are factored into the review of development proposals.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Safety	TR-H Complete modal networks

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17	TR-16	<p>Implement the Pedestrian Plan contained in the Transportation Master Plan to:</p> <ul style="list-style-type: none"> • Achieve a walkable Redmond community to support active and independent living, health, environmental quality and cost savings for travel; • Provide for a safe, convenient and coordinated system of sidewalks, trails and pathways, including through routes, crossings and connections, to meet needs for pedestrians; • Connect neighborhoods and be coordinated with the surrounding jurisdictions to allow people to conveniently travel between and within neighborhoods and local activity centers using nonmotorized means; • Prepare and maintain a list of priority pedestrian projects to be implemented through the Pedestrian Program to meet established pedestrian system adequacy and quality goals; • Be implemented as part of the City's review of private and public development; and • Comprise an element of the Plan-Based approach to concurrency. 		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input checked="" type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input type="checkbox"/> Technology Forward <input checked="" type="checkbox"/> Safety	TR-H Complete modal networks TR-L Prioritize capital and programmatic investments that enhance safety and accessibility
18	TR-17	<p>Implement the Bicycle Plan contained in the Transportation Master Plan to:</p> <ul style="list-style-type: none"> • Provide a bicycle-friendly and supportive community, enabling healthy, inexpensive and environmentally friendly travel; • Ensure that a comprehensive system of bicycle pathways, lanes, connections, crossings and routes are established, constructed and maintained to specifications that encourage safe and convenient circulation for cyclists; • Connect neighborhoods, centers and surrounding jurisdictions to allow people to conveniently travel by bicycle for both recreational and commuter purposes; • Maintain a typology of bicycle environments, designating bicycle paths, lanes and routes; • Prepare and maintain a list of priority bicycle projects to be implemented through the Bicycle Program to meet established bicycle system goals; • Be implemented as part of the City's review of private and public development projects, including bicycle parking needs; and • Comprise an element of the Plan-Based approach to concurrency. 		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input checked="" type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input checked="" type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Safety	TR-H Complete modal networks TR-L Prioritize capital and programmatic investments that enhance safety and accessibility
19	TR-18	<p>Use TDM techniques to achieve efficient use of transportation infrastructure, increase the person-carrying capacity, accommodate and facilitate future growth, and achieve Redmond's land use objectives by:</p> <ul style="list-style-type: none"> • Requiring large employers to implement a Commute Trip Reduction Program for employees, as mandated by the State Commute Trip Reduction Act; • Requiring new commercial development to provide for implementation of a transportation management program to mitigate commute trips consistent with the City's mode split goals; • Implementing TDM strategies that emphasize incentives rather than disincentives and avoiding the imposition of disincentives to single-occupant vehicle travel when the City determines that there is an absence of reasonable transportation alternatives; • Providing physical features supportive of the use of alternative modes of travel and maintain a list of acceptable TDM techniques and physical features; • Encouraging participation in Transportation Management Associations (TMAs) to support trip reduction activities; • Establishing and implementing a mitigation funding system that applies to all new development that warrants TDM conditioning for development approval; and • Supporting the development and implementation of TDM programs for both commute/employer based, and non-commute/non-employer based sites including schools. 		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input checked="" type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-I Maximize the use of transportation infrastructure through transportation demand management programs
20	TR-19	<p>Implement comprehensive parking management programs that address shared parking, transit access parking and localized parking imbalances. Evaluate parking pricing strategies as a mechanism to support Redmond's land use objectives as transportation alternatives become available.</p>		<input type="checkbox"/> Misplaced <input checked="" type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input checked="" type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Technology Forward <input type="checkbox"/> Safety	TR-D Reform parking regulations around light rail stations to maximize desired uses like housing and employment TR-I Maximize the use of transportation infrastructure through transportation demand management programs TR-J Manage limited-right-of-way and curb space to achieve community goals
21	TR-20	<p>Establish minimum and maximum parking ratio requirements consistent with the transportation and land use objectives of the Comprehensive Plan, considering constraints imposed by financial institutions. Reduce the minimum and maximum parking ratio requirements further as transportation options increase with development of enhanced transit service or as demand is managed with achievement of mode split goals. Maintain in the Zoning Code a process and decision criteria to allow under special circumstances the granting of parking ratios above or below the established ratios.</p>		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input checked="" type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-D Reform parking regulations around light rail stations to maximize desired uses like housing and employment TR-I Maximize the use of transportation infrastructure through transportation demand management programs TR-J Manage limited-right-of-way and curb space to achieve community goals

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22	TR-21	Encourage reductions in required parking ratios less than the required minimum for office, industrial, institutional and mixed land uses by: <ul style="list-style-type: none"> • Streamlining the process for new development to provide less than the minimum parking where demand for employee parking is below normal; • Allowing and encouraging property owners of major work sites to reduce their parking supply, especially where an excess exists, to support City mode split goals; • Allowing reductions in minimum parking ratios in exchange for contributions to improved transit services, transit facilities, or ongoing programs that support alternatives to vehicle use; and • Allowing parking to be provided below the minimum ratio where there are incentives to redevelop existing sites in employment centers supported by transit and a plan that minimizes "spill-over" parking impacts on adjacent streets and land use. 		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical				
23	TR-22	Continue to work with neighboring jurisdictions to anticipate and mitigate significant cross-jurisdiction transportation impacts, including truck traffic, pass-through traffic, impacts to concurrency and the level of service standard.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
24	TR-23	Manage traffic from developments in eastern King County that travels through Redmond in a manner that maintains Redmond's land use, street plan and community character objectives.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-J Manage limited-right-of-way and curb space to achieve community goals
25	TR-24	Continue to work with the Washington State Department of Transportation, neighboring jurisdictions and other stakeholders to develop a corridor plan for the portion of SR 520 east of I-405: (a) to improve the SR 520 corridor east of I-405 to support the multimodal needs of Redmond and the region and (b) to improve connectivity across the corridor for Redmond neighborhoods.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
26	TR-25	Participate in the Eastside Transportation Partnership on an ongoing and cooperative basis to implement transportation plans and policies that affect the city, the Eastside and the region.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
27	TR-26	Maintain an inventory of state-owned highways and monitor the state-established level of service on these highways. Examine the impact of development generating traffic on these highways. Refer to the Transportation Master Plan for the state highway inventory and level of service information.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
28	TR-27	Use a "Plan-Based" approach as the basis for Redmond's transportation concurrency management system. Ensure through the Plan-Based approach that the funding of programs, construction of projects and provision of services occur in proportion to the needs of the city and the pace of growth. Ensure that the transportation system, under the Plan-Based approach, explicitly supports achievement of Redmond's preferred land use pattern and vision.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input checked="" type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
29	TR-28	Support planned land use through the use of a citywide person-mile-of-travel-based transportation level of service standard. Redmond's transportation level of service standard is established to mean that so long as the growth of the city and the development of the city's transportation system are proportionate, work in parallel, and are consistent with the Comprehensive Plan, all concurrency management requirements are considered met.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
30	TR-29	Ensure that Redmond's transportation concurrency management responses to growth have the effect of expanding travel choices and achieve a multimodal travel environment. Programs, projects and services in response to existing and growth-related travel include those that improve access and connections, including motor vehicle operations, public transit service levels, the walking and bicycling environment, and transportation demand management.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input checked="" type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-A Deploy transit service to connect people to light rail TR-H Complete modal networks TR-I Maximize the use of transportation infrastructure through transportation demand management programs TR-J Manage limited-right-of-way and curb space to achieve community goals TR-N Complete the freight modal network

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31	TR-30	Take the following actions in the event that the City is unable to fund the programs, projects and services identified in the Transportation Facilities Plan portion of the Transportation Master Plan (not in priority order): <ul style="list-style-type: none"> • Delay development until such time that programs, facilities or services can be funded; • Amend the City's Comprehensive Plan to reduce the travel demand placed on the transportation system; or • Obtain needed revenue or revise the Transportation Facilities Plan to reflect known financial resources. As a last choice, change the transportation level of service standard.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
32	TR-31	Maintain and regularly update a sustainable financial strategy that: <ul style="list-style-type: none"> • Includes a detailed revenue forecast to fund the ongoing maintenance, operation and delivery of the transportation system; • Ensures that new development contributes its fair share of the cost of transportation facilities, programs and services needed to mitigate growth-related transportation impacts; and • Identifies potential revenue sources, including general fund contributions, impact fees, local improvement districts, transportation benefit districts, street maintenance utility, grants, developer and other contributions, business taxes, bonds and debt financing 		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input checked="" type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-E Maximize the cost effectiveness of transportation system maintenance expenditures TR-G Identify LOS requirements and funding for long-term maintenance and operations of infrastructure TR-P(1) Consider waiving or reducing transportation impact fees for affordable housing TR-P(2) Consider waiving transportation impact fees for uses with a broad public purpose
33	TR-32	Design and construct the transportation system in a manner that: <ul style="list-style-type: none"> • Integrates transportation facilities into the preferred land use pattern and vision and provides a safe and comfortable system for all users; • Uses context-sensitive design and green construction techniques, including landscaping, art and natural stormwater treatment methods, to ensure that transportation facilities protect natural resources, including the green environment and clean water, and protect the built environment; and • Values community character equally with transportation capacity and minimizes or mitigates transportation project conflicts with the desired community character. 		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Technology Forward <input type="checkbox"/> Safety	TR-A Deploy transit service to connect people to light rail TR-B Prioritize investments that improve access to light rail TR-H Complete modal networks TR-I Maximize the use of transportation infrastructure through transportation demand management programs TR-J Manage limited-right-of-way and curb space to achieve community goals TR-L Prioritize capital and programmatic investments that enhance safety and accessibility TR-N Complete the freight modal network
34	TR-33	Protect air and water resources and conserve energy resources by: <ul style="list-style-type: none"> • Maintaining or doing better than under current standards in reducing carbon monoxide, ozone and particulates, as established in VISION 2040; and • Observing federal and state clean air acts by maintaining conformity with VISION 2040 and by following the requirements of Chapter 173-420 Washington Administrative Code (WAC): "Conformity of Transportation Activities to Air Quality Implementation Plans"; • Supporting and coordinating with federal, state and regional actions to facilitate the transition toward alternative transportation energy sources and reduce greenhouse gasses from transportation sources; and • Reducing stormwater runoff and impervious surface from existing and future transportation facilities and protecting aquifers. 		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-K Shift to more efficient and lower-carbon vehicles
35	TR-34	Use advanced technology to manage the transportation system by: <ul style="list-style-type: none"> • Improving the efficiency of the system; • Disseminating travel, roadway, incident and emergency information to system users; and • Improving information collection for the purpose of traffic management. 		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-F Design and build infrastructure that is resilient and can be efficiently maintained TR-J Manage limited-right-of-way and curb space to achieve community goals TR-M Maintain a posture of adaptability in the face of technological innovation, pandemics, and other sources of uncertainty and change
36	TR-35	Minimize the safety and environmental impacts on residential neighborhoods by discouraging the use of existing and new local streets by nonlocal cut-through traffic. Place a high priority on prevention and alleviation of traffic impacts on residential neighborhoods as part of the City's transportation system management program.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input checked="" type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Safety	TR-I Manage limited-right-of-way and curb space to achieve community goals
37	TR-36	Maintain an ongoing allocation of funds necessary to maintain a traffic control program based on the fundamentals of education, enforcement and engineering for evaluating and responding to residential neighborhood traffic control concerns. Maintain standards for maximum desirable traffic speeds and volumes of nonlocal traffic. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Safety	TR-L Prioritize capital and programmatic investments that enhance safety and accessibility
38	TR-37	Design and operate transportation infrastructure so as to safely accommodate each mode intended to be served. Ensure that the design speed of facilities reflects the intended operating speed for the facility, as shown in the Transportation Master Plan.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input checked="" type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical		Redmond is safe		

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39	TR-38	Protect Redmond's transportation system against disasters by maintaining prevention and recovery strategies that are coordinated locally and regionally.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond is safe	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-F Design and build infrastructure that is resilient and can be efficiently maintained TR-M Maintain a posture of adaptability in the face of technological innovation, pandemics, and other sources of uncertainty and change
40	TR-39	Maintain and regularly update the Transportation Master Plan. The Transportation Master Plan is the guide for implementing and funding all transportation programs, projects and services.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input checked="" type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
41	TR-40	Identify and implement the long-range Transportation Facilities Plan (TFP) that includes programs, projects and services that can be funded through a sustainable revenue plan.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
42	TR-41	Maintain and preserve the transportation system for the safety of users and long-term cost savings for transportation infrastructure such as pavement and sidewalks.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input checked="" type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-E Maximize the cost effectiveness of transportation system maintenance expenditures TR-F Design and build infrastructure that is resilient and can be efficiently maintained TR-G Identify LOS requirements and funding for long-term maintenance and operations of infrastructure TR-L Prioritize capital and programmatic investments that enhance safety and accessibility
43	TR-42	Use the following Transportation Master Plan principles to guide short- and long-range transportation planning and investment decisions: • Meet basic safety needs for all transportation users and travel modes; • Maintain a state of good repair for the basic needs of all transportation users; maintain the system and reconstruct and replace transportation facilities to meet current standards for all modes throughout the city; • Protect and enhance the natural environment, including water and air; • Support the Downtown and Overlake Urban Centers as the city's areas for the majority of growth, destinations and mixed land uses; • Complete neighborhood connections; • Provide travel choices for all modes; • Implement priority corridors to connect key destinations; • Prepare for high capacity transit (East Link light rail, express bus service and bus rapid transit); • Design, construct and operate the transportation system in support of the city's distinct land use patterns, values and community character to create people oriented places; • Facilitate safe and efficient movements of people, goods and services; • Maximize the usefulness and efficient use of the existing transportation system, complete and integrate all modal systems, apply technology and coordinate with other plans; and • Leverage funding.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input type="checkbox"/> Technology Forward <input checked="" type="checkbox"/> Safety	TR-A Deploy transit service to connect people to light rail TR-B Prioritize investments that improve access to light rail TR-C Encourage TOD in light rail station areas TR-D Reform parking regulations around light rail stations to maximize desired uses like housing and employment TR-E Maximize the cost effectiveness of transportation system maintenance expenditures TR-F Design and build infrastructure that is resilient and can be efficiently maintained TR-G Identify LOS requirements and funding for long-term maintenance and operations of infrastructure TR-H Complete modal networks TR-I Maximize the use of transportation infrastructure through transportation demand management programs TR-J Manage limited-right-of-way and curb space to achieve community goals TR-K Shift to more efficient and lower-carbon vehicles TR-L Prioritize capital and programmatic investments that enhance safety and accessibility TR-N Complete the freight modal network
44	TR-43	Establish and report on transportation targets and performance measures to assure complete delivery of the Transportation Master Plan, including: • Mode split targets, • Trip length targets, • Delivery of Transportation Facilities Plan projects and programs, • Concurrency, and • Other specific targets and measures identified in the Transportation Master Plan.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Technology Forward <input checked="" type="checkbox"/> Safety	
45	TR-A	Deploy transit service to connect people to light rail		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Safety	
46	TR-B	Prioritize investments that improve access to light rail		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input checked="" type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Safety	<u>Policy Options and Alternatives</u> Funding Priorities for New Mobility Programs and Projects: How should Redmond prioritize new mobility investments?

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47	TR-C	Encourage TOD in light rail station areas		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
48	TR-D	Reform parking regulations around light rail stations to maximize desired uses like housing and employment		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond has more affordable homes	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
49	TR-E	Maximize the cost-effectiveness of transportation system maintenance expenditures		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	<u>Policy Options and Alternatives</u> Balancing Transportation Investments: How should Redmond balance maintaining the transportation system is has with investing in new mobility improvements?
50	TR-F	Design and build infrastructure that is resilient and can be efficiently maintained		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input checked="" type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input checked="" type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
51	TR-G	Identify level-of-service requirements and funding for long-term maintenance and operations of infrastructure		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input checked="" type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	<u>Policy Options and Alternatives</u> Balancing Transportation Investments: How should Redmond balance maintaining the transportation system is has with investing in new mobility improvements?
52	TR-H	Complete modal networks		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input checked="" type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	<u>Policy Options and Alternatives</u> Funding Priorities for New Mobility Programs and Projects: How should Redmond prioritize new mobility investments? Balancing Transportation Investments: How should Redmond balance maintaining the transportation system is has with investing in new mobility improvements?
53	TR-I	Maximize the use of transportation infrastructure through transportation demand management programs		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
54	TR-J	Manage limited right-of-way and curb space to achieve community goals		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input checked="" type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
55	TR-K	Shift to more efficient and lower-carbon vehicles		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input checked="" type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
56	TR-L	Prioritize capital and programmatic investments that enhance safety and accessibility		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input checked="" type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Safety	<u>Policy Options and Alternatives</u> Funding Priorities for New Mobility Programs and Projects: How should Redmond prioritize new mobility investments?

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57	TR-M	Maintain a posture of adaptability in the face of technological innovation, pandemics, and other sources of uncertainty and change		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
58	TR-N	Complete the freight modal network		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
59	TR-O	Monitor freight and service delivery patterns and adjust transportation system operations if warranted		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Safety	
60	TR-P	Consider waiving or reducing transportation impact fees for affordable housing. Consider waiving transportation impact fees for uses with a broad public purpose.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input checked="" type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
61	TR-Q	Sustainability • Investments to encourage a shift from driving alone by providing convenient, safe and accessible options are critical to achieving climate action goals. • Consideration of revenue options to accelerate implementation of the strategies in support of the community's vision. • Consideration of how a sustainable transportation system can also support individual and public health.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input checked="" type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
62	TR-R	Equity & Inclusion. Policies that supports mobility and connectivity, prioritize affordable and effective public transportation network that connects communities with access to employment, education, and health and social services are important to creating an equitable and inclusive transportation system.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
63	TR-S	Tech Forward. Technological innovations are evolving quickly and may potentially transform our transportation systems. Planning with flexibility in mind will support resiliency efforts and allow for technological innovations ranging from shared and on-demand mobility, improvements in traveler information, and a reduced reliance on personal vehicles. Technology may also impact how our freight and delivery systems work, fleet management and the ways in which we use publicly managed curb lanes.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
64	TR-T	Resiliency. Transportation is a backbone of our economy, connecting people, freight, jobs, and services. Planning for a resilient, multimodal system allows for a smooth transition to alternatives should there be unexpected events that impact one or more travel modes. Revenue should come from multiple streams and mechanisms, including user-based fees, to manage and improve the transportation system even during times of economic uncertainty or shifts in development trends.		<input type="checkbox"/> Misplaced <input type="checkbox"/> Outdated <input type="checkbox"/> Duplicative <input type="checkbox"/> Restrictive <input type="checkbox"/> Nonsensical	<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
65			MPP-T-5 Develop a transportation system that minimizes negative impacts to, and promotes, human health.		<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Safety	TR-L Prioritize capital and programmatic investments that enhance safety and accessibility
66			MPP-T-6 Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the maintenance, improvement, preservation, and operation of the transportation system.		<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-G Identify LOS requirements and funding for long-term maintenance and operations of infrastructure

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67		MPP-T-8 Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.			<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-I Maximize the use of transportation infrastructure through transportation demand management programs TR-J Manage limited-right-of-way and curb space to achieve community goals
68		MPP-T-14 Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.			<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
69		MPP-T-23 Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.			<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
70		MPP-T-24 Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.			<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-N Complete the freight modal network
71		MPP-T-30 Provide infrastructure sufficient to support widespread electrification of the transportation system.			<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-K Shift to more efficient and lower-carbon vehicles
72		MPP-T-33 Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system.			<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input checked="" type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-M Maintain a posture of adaptability in the face of technological innovation, pandemics, and other sources of uncertainty and change TR-O Monitor freight and service delivery patterns and adjust transportation system operations if warranted
73		T-13 Support countywide growth management and climate objectives by prioritizing transit service to areas where existing housing and employment densities support transit ridership and to Urban Centers and other areas planned for housing and employment densities that will support transit ridership.			<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority Redmond has a strong transportation system that connects to light rail	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-C Encourage TOD in light rail station areas
74		T-X5 Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and people of color, people with low and no- incomes, and people with special transportation needs.			<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-R Equity and Inclusion
75		T-6 Integrate transit facilities and services as well as non-motorized infrastructure with public spaces and private developments to create an safe and inviting waiting and transfer environments and encourage transit ridership countywide			<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Safety	TR-L Prioritize capital and programmatic investments that enhance safety and accessibility
76		T-7 Advocate for policies and actions in state and capital improvement programs that promote equity and sustainability, that are consistent with the Regional Growth Strategy, VISION 2050, and the Countywide Planning Policies.			<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-Q Sustainability TR-R Equity and Inclusion
77		T-X6 Advocate for and pursue new, innovative, sustainable, and progressive transportation funding methods including user fees, tolls, and other pricing mechanisms, that reduce the volatility of transit funding and funds the maintenance, improvement, preservation and operation of the transportation system.			<input type="checkbox"/> GMA/Legislative <input checked="" type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-Q Sustainability TR-T Resiliency

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78			T-13 Consider mobility options, connectivity, active transportation access, and safety in the siting and design of transit stations and mobility hubs, especially those that are serviced by high-capacity transit.		<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input checked="" type="checkbox"/> Safety	
79			T-X9 Invest in transportation to improve economic and living conditions so that industries and workers are retained and attracted to the region, and to improve quality of life for all workers.		<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
80			T-X10 Respond to changes in mobility patterns and needs for both people and goods, encouraging partnerships with nonprofit providers and the private sector where applicable.		<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-M Maintain a posture of adaptability in the face of technological innovation, pandemics, and other sources of uncertainty and change TR-Q Monitor freight and service delivery patterns and adjust transportation system operations if warranted
81			T-17 Promote the use of pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source to improve mobility.		<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	
82			T-X6 Develop a transportation system that minimizes negative health and environmental impacts to all communities, especially Black, indigenous, and other communities of color and low income communities, that have been disproportionately affected by transportation decisions.		<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-Q Sustainability TR-R Equity and Inclusion
83			T-X6 Plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to reduce vehicle miles traveled.		<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-A Deploy transit service to connect people to light rail TR-B Prioritize investments that improve access to light rail TR-C Encourage TOD in light rail station areas TR-H Complete modal networks TR-I Maximize the use of transportation infrastructure through transportation demand management programs TR-Q Sustainability
84			T-X6 Apply technologies, programs, and other strategies (e.g. intelligent transportation systems (ITS), first and last mile connections) where needed to optimize the use of existing infrastructure and support equity in order to improve mobility, reduce congestion and vehicle miles traveled, increase energy efficiency, reduce greenhouse-gas emissions, and reduce the need for new infrastructure.		<input type="checkbox"/> GMA/Legislative <input type="checkbox"/> MPP's <input checked="" type="checkbox"/> CPP's <input type="checkbox"/> HAP <input type="checkbox"/> ESAP <input type="checkbox"/> CSP <input type="checkbox"/> Other	<input type="checkbox"/> Location of Growth <input type="checkbox"/> Form of Growth <input type="checkbox"/> Community Priority	<input checked="" type="checkbox"/> Equity and Inclusion <input checked="" type="checkbox"/> Sustainability <input type="checkbox"/> Resiliency <input type="checkbox"/> Safety	TR-B Prioritize investments that improve access to light rail TR-I Maximize the use of transportation infrastructure through transportation demand management programs TR-Q Sustainability TR-R Equity and Inclusion