

Existing Policy # Number	Existing Policy Language or Policy Consideration	Relevant Element	"Other" Policy Element Source	MODRN Scan (Items)	MODRN Scan (Checkmarks)
1 CC-24	CC- 24 Design and create trails, sidewalks, bikeways and paths to increase connectivity for people by providing safe, direct or convenient links between the following: <ul style="list-style-type: none"> • Residential neighborhoods, • Schools, • Recreation facilities and parks, • Employment centers, • Shopping and service destinations, and • Community gardens. 	Transportation PARCC	Community Character and Historic Preservation	Misplaced Outdated Duplicative Restrictive Nonsensical	
2 CC-26	CC-26 Identify and create destination retail streets within Downtown and Overlake on Cleveland Street and 152nd Avenue NE, respectively, for special treatments, such as: <ul style="list-style-type: none"> • Specially designed landscape; • Unique crosswalk treatments and frequent crosswalks; • Character-defining materials and accessories, such as seating and wayfinding elements; • Pedestrian-scale lighting; • Art elements throughout the project; • Sidewalk design that allows and encourages activities such as outdoor café service; and • Allowing access by street vendors. 	Transportation	Community Character and Historic Preservation	Misplaced x Outdated x Duplicative x Restrictive Nonsensical	
3 CC-27	CC-27 Ensure that city street design, fire safety and street construction standards encourage active urban streets, public spaces and walkways, especially in the Downtown and Overlake.	Transportation	Community Character and Historic Preservation	Misplaced Outdated Duplicative Restrictive Nonsensical	

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4	CF-6-a	<p>CF-6 Establish capital facility service standards that help determine long-term capital facility and funding requirements.</p> <p>...</p> <ul style="list-style-type: none"> • Transportation facilities: <ul style="list-style-type: none"> » Transportation service standards help identify the need for growth-related transportation services, programs and projects, as well as those that serve people already living and working in Redmond. Redmond has adopted a type of standard based on person mobility, which encompasses all modes of travel including trips by vehicles, walking, biking and transit. <p>Mobility-based standards support transportation concurrency, meaning the transportation system is continually balanced as programs and projects are implemented proportionally with the level of growth and implement the City’s land use vision. Refer to the Transportation Master Plan and policies TR 26-28 for further information on mobility.</p>	Transportation	Capital Facilities	Misplaced Outdated Duplicative Restrictive Nonsensical	

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5	CF-6-b	<p>The target threshold for Redmond’s mobility based transportation service standard strives for a condition where enhancement of the transportation system occurs concurrently, proportionately, in parallel with City growth, and in a manner consistent with the Comprehensive Plan and the State Growth Management Act.</p> <p>In addition, the mobility-based service standard is designed to have the effect of prioritizing future improvements and expanding travel choices to 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.</p>	Transportation	Capital Facilities		
6	DT-21.1	<p>DT-21.1 Establish the Downtown Urban Center as a Growth and Transportation Efficiency Center to promote the use of alternative transportation modes in Downtown and the surrounding neighborhoods in Redmond.</p>	Transportation	Urban Centers	<p>Misplaced Outdated x Duplicative Restrictive Nonsensical</p>	

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7 DT-21-a	<p>DT-21-a Increase mobility within the Downtown, promote environmental quality, and provide for convenient transit, pedestrian and bicycle routes to and from the Downtown by:</p> <ul style="list-style-type: none"> • Encouraging commuter traffic that does not have a destination in Downtown to use bypass routes, which will reduce traffic on Downtown streets and allow better access to businesses; • Encouraging use of transit, car pools, bicycles, walking, and other forms of transportation that limit congestion and parking demand; • Maintaining an attractive and efficient Downtown transit center that is the focus for local and regional bus-based transit service between the Downtown, Redmond neighborhoods, the Eastside and the region; • Supporting an extension of the regional light rail system into Downtown to provide frequent all-day transit service; 	Transportation	Urban Centers	Misplaced Outdated x Duplicative Restrictive Nonsensical	
8 DT-21-b	<p>DT-21-b • Providing bicycle facilities, such as connections to the Sammamish River Trail, Redmond Central Connector and other regional corridors, bicycle racks in new developments, bike lanes on key streets, and signage at key points;</p> <ul style="list-style-type: none"> • Completing and preserving Downtown sidewalk systems, mid-block pedestrian walkways, and bicycle lanes to provide strong linkages among destinations throughout the Downtown; • Implementing shared-street connections to provide access, circulation, and active spaces for adjacent properties in Downtown focusing on non-motorized transportation; and • Encouraging City of Redmond employees who work in the Downtown to lead by example in walking, bicycling, carpooling, or using transit alternatives. 	Transportation	Urban Centers		

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9 DT-22	DT-22 Establish standards for Downtown streetscape treatments to reinforce the identity of Downtown zones and promote the Downtown’s aesthetic appeal. Consider use of treatments, such as special paving materials for sidewalks, street furniture, landscaping and lighting. Ensure that these treatments are implemented as part of public and private development.	Transportation	Urban Centers	Misplaced Outdated x Duplicative Restrictive Nonsensical	
10 DT-23	DT-23 Restore Redmond Way and Cleveland Street to two-way operation to improve the pedestrian and shopping ambiance by promoting slower vehicle speeds on Cleveland Street and to improve local vehicular circulation and pedestrian access to individual businesses on Redmond Way and Cleveland Street. Restore these streets to two-way operation after improvements to extend Bear Creek Parkway, 161st Avenue NE, and 164th Avenue NE have been completed.	Transportation	Urban Centers	Misplaced Outdated x Duplicative Restrictive Nonsensical	
11 DT-24	DT-24 Implement the recommendations of the adopted Downtown East West Corridor Study (DEWCS) in order to encourage the creation of a unique, vibrant, and pedestrian friendly “main street” environment along Cleveland Street that: <ul style="list-style-type: none"> • Creates informal outdoor gathering places; • Uses streetscape beautification elements, such as street trees, seating areas, pedestrian-scaled street lighting, hanging flower baskets, artwork, and unique signage, to soften and enliven the pedestrian environment; • Has strong linkages across the Redmond Central Connector for vehicles, bikes and pedestrians; and • Complements the historic character of Old Town. 	Transportation	Urban Centers	Misplaced Outdated x Duplicative Restrictive Nonsensical	

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12 DT-29	DT-29 Enhance Old Town’s pedestrian activity, safety and historic character by: <ul style="list-style-type: none"> • Avoiding four-lane arterials through Old Town and developing vehicle routes that reduce the negative effects of through traffic, • Developing and implementing traffic calming designs that maintain and enhance this zone as a pedestrian friendly place, • Encouraging structured parking within or adjacent to Old Town and requiring that structured parking within the zone be designed to either blend with the historic character or be hidden, and • Discouraging on-site parking next to the sidewalk edge. 	Transportation	Urban Centers	Misplaced Outdated x Duplicative Restrictive Nonsensical	
13 DT-33	DT-33 Improve access between Town Center and Marymoor Park for pedestrians and bicyclists by developing a convenient, direct, and attractive connection across SR 520 and light rail facilities.	Transportation PARCC	Urban Centers	Misplaced Outdated Duplicative Restrictive Nonsensical	
14 FW-33	FW-33 Ensure that Redmond’s community character is protected and enhanced by planning, constructing, operating and maintaining a transportation system that embodies the City’s sustainability principles and achieves Redmond’s preferred land use pattern and vision.	Transportation	Goals, Vision, and Framework	Misplaced Outdated x Duplicative Restrictive Nonsensical	

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15 FW-34	FW-34 Develop accessible, safe and efficient multimodal transportation connections for the movement of people, goods and services.	Transportation	Goals, Vision, and Framework	Misplaced Outdated x Duplicative Restrictive Nonsensical	
16 FW-35	FW-35 Provide mobility choices by investing in transportation programs, projects and services that promote a “walkable community,” a complete bicycling network and enhance the attractiveness of transit, ridesharing and use of alternate fuels that reduce greenhouse gas emissions.	Transportation	Goals, Vision, and Framework	Misplaced Outdated x Duplicative Restrictive Nonsensical	
17 FW-36	FW-36 Use performance measures to measure progress towards Redmond’s planned transportation system.	Transportation	Goals, Vision, and Framework	Misplaced Outdated Duplicative Restrictive Nonsensical	
18 FW-37	FW-37 Influence regional decisions and leverage transportation investments that support Redmond’s preferred land use pattern and vision by increasing mobility choices and improving access between the city and the region for people, goods and services.	Transportation	Goals, Vision, and Framework	Misplaced Outdated x Duplicative Restrictive Nonsensical	

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19	LU-8	LU-8 Design developments to encourage access by modes of travel other than driving alone, such as walking, bicycling and transit, and to provide connections to the nonmotorized system.	Transportation	Land Use	Misplaced Outdated Duplicative Restrictive Nonsensical	
20	N-BC-23	N-BC-23 Coordinate location of crosswalks near transit stops and future trail connections to facilitate safe and convenient pedestrian crossings of Avondale Road.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
21	N-BC-24	N-BC-24 Ensure that transit stops and crosswalks are well lighted and that lighting is not unduly obscured by trees or other objects.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
22	N-BC-25	N-BC-25 Support reliable and frequent regional transit service in the Avondale Road corridor to increase personal mobility within the existing right-of-way.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	

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23 N-BC-26	N-BC-26 Ensure that there is reliable and frequent transit service, and convenient access by other modes, to the Bear Creek Park and Ride and the future light rail stations in Southeast Redmond and Downtown Redmond.	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	
24 N-BC-27	N-BC-27 Provide safe and convenient bidirectional access to Avondale Road for local residents. Achieve this by building new local street connections to provide access to signalized intersections, creating safe U-turn opportunities, or using other traffic management techniques.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
25 N-BC-28	N-BC-28 Discourage speeding on Avondale Road. In addition to regular enforcement activities, achieve this by altering the street cross section, such as by adding planting or using other design techniques or best practices.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
26 N-BC-29	N-BC-29 Remediate local access issues in the Avondale corridor when opportunities arise through private development or capital improvement projects, consistent with transportation planning documents. For example, replace individual residential driveways with consolidated access to a signalized intersection.	Transportation	Neighborhoods	Misplaced Outdated Duplicative x Restrictive Nonsensical	

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27	N-BC-30	N-BC-30 Design site plans for new developments so that they accommodate planned street connections as shown in the Transportation Master Plan and Bear Creek Neighborhood Transportation Connections Map.	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	
28	N-BC-31	N-BC-31 Complete the bike facilities along Avondale Road and Avondale Way. Connect these facilities to the local and regional trail networks.	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	
29	N-BC-32	N-BC-32 Complete the regional trail system in the neighborhood in order to provide multimodal transportation access to parks and throughout the neighborhood.	Transportation PARCC	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
30	N-BC-33	N-BC-33 Provide sufficient parking to accommodate visitors to community parks in the neighborhood, including Perrigo Park. Balance parking provision with space for recreation facilities, habitat and open space protection.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	

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31 N-BC-34	N-BC-34 Evaluate strategies in future Avondale corridor planning efforts that would: <ul style="list-style-type: none"> • Improve safety for students walking and riding the bus to school, • Work to improve traffic flow by partnering with the school district and other transit agencies to evaluate and encourage alternatives to in-lane stops, and, • Manage speeds to posted limits. 	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	
32 N-EH-26	N-EH-26 Encourage and facilitate transportation mobility of all forms, including pedestrian, bicycle and vehicular, in the Education Hill Neighborhood. Provide the necessary connections to support these modes of transportation within the neighborhood and between the neighborhood and other areas of the city, including schools, Downtown and connecting transit routes. See Table 1 and Map N-EH-3: Education Hill Connections Map.	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	
33 N-EH-27	N-EH-27 Require, within utility corridors and associated easements to off-site connections, the granting and/or improvement of pedestrian and other nonmotorized public access easements, when determined appropriate by the City's Technical Committee for all new development.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
34 N-EH-28	N-EH-28 Encourage transit service providers to consider alternative choices of vehicles for service within and connecting to the Education Hill Neighborhood to facilitate more direct and frequent transit service to Downtown and other major employment centers.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	

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35 N-EH-29	N-EH-29 Minimize the use of cul-de-sac streets to further encourage a more grid like pattern of streets and promote connectivity in the Education Hill Neighborhood.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
36 N-EH-30	N-EH-30 Support improvements as defined in the Transportation Master Plan to Redmond-Woodinville Road, Avondale Road NE, Willows Road and SR 520; also support the extension of 160th Avenue NE to Redmond-Woodinville Road at approximately NE 106th Street, in order to enhance the variety of transportation corridors available for navigating around the perimeter of Redmond's northern neighborhoods.	Transportation	Neighborhoods	Misplaced Outdated x Duplicative x Restrictive Nonsensical	
37 N-EH-31	N-EH-31 Encourage the connection of neighborhoods north and south of the Puget Sound Energy power line easement along the approximate alignment of 183rd Avenue NE to provide additional access for local neighborhood residents, enhanced access to Albert Einstein Elementary School, and greater connectivity for the Education Hill and North Redmond Neighborhoods. Encourage pedestrian and bicycle access at a minimum.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
38 N-EH-33	N-EH-33 Support the conversion of 166th Avenue NE from NE 85th Street to NE 104th Street from a four to three-lane configuration contingent upon solutions provided for vehicular conflicts near the intersection of 166th Avenue NE and NE 104th Street, including the installation of a traffic signal at that intersection.	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	

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39 N-EH-34	N-EH-34 Support placemaking, with neighborhood-based character and infrastructure design improvements at the intersection of 166th Avenue NE and NE 104th Street. Encourage the addition of features, such as: <ul style="list-style-type: none"> • Unique materials to define crosswalk paths, • Streetlights characteristic of the neighborhood, • Planter boxes and hanging baskets, • Benches and other pedestrian or bicycle amenities, • Art exhibit space in cooperation with local students, and • Neighborhood information kiosk. • Neighborhood residents have expressed concern about dark streets and are supportive of improving street lighting to minimize opportunities for vehicular and pedestrian conflicts and to increase pedestrian safety. 	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
40 N-EH-35	N-EH-35 Improve street lighting in the Education Hill Neighborhood to help avoid pedestrian and vehicular conflicts and to improve pedestrian safety, while minimizing disturbances to nearby residences.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
41 N-EH-36	N-EH-36 Develop street standards for new or redeveloped local streets within the Education Hill Neighborhood that allow for a narrow street width, yet meet required standards for safety, mobility and emergency access.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	

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42 N-EH-37	N-EH-37 Promote the retention and health of landmark trees and improve the pedestrian experience by designing sidewalks to meander around the tree(s) or include them within curb bulbs, unless said location would prove a danger to public safety. Incorporate these improvements in locations along principal, minor and collector arterials where there is sufficient existing right-of-way.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
43 N-EH-38	N-EH-38 Preserve the west side of 171st Avenue NE from NE 80th Street to NE 88th Street as a wooded corridor with limited driveway access whenever possible.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
44 N-EH-39	N-EH-39 Provide limited access on the west side of Avondale Road NE in the area north of NE 104th Street and approximately south of NE 108th Street, if extended.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
45 N-EH-40	N-EH-40 Work with the Education Hill Neighborhood to implement priority improvements as identified in Table 2: Education Hill Neighborhood Highest Priority Pedestrian Mobility and Safety Improvements.	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	

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46 N-GL-17	N-GL-17 Improve pedestrian safety and encourage nonmotorized connections between neighborhood housing developments by completing missing links in sidewalks and walkways. Follow when possible the Citizen Committee’s priority list of missing sidewalk segments for completion.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
47 N-GL-18	N-GL-18 Improve street lighting on local streets in the Grass Lawn Neighborhood to help avoid pedestrian and vehicular conflicts and improve pedestrian safety, while minimizing disturbances to nearby residential homes.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
48 N-GL-19	N-GL-19 Work with the Grass Lawn Neighborhood to implement priority improvements as identified in Table 1: Grass Lawn Neighborhood Highest-Priority Pedestrian Mobility and Safety Improvements.	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	
49 N-GL-4	Encourage better and more nonmotorized connections to Grass Lawn Park, especially from the north. Work with volunteer groups to research potential connections throughout the neighborhood.	PARCC Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	

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50	N-ID-23(a)	N-ID-23 Promote ongoing collaboration and conversation with the Idylwood Neighborhood regarding multimodal design elements, such as sidewalks; bike lanes; transit shelters; traffic-calming treatments, such as medians, striping, signage and pedestrian crossings; and multimodal services, including a focus on public transit programs and connections between the neighborhood and Redmond’s Downtown, the Overlake Transit Center and regional transit nodes. Engage neighborhood residents regarding the effect of future mobility on the Idylwood Neighborhood’s street network, particularly regarding planned regional light rail service through Overlake and Downtown Redmond.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
51	N-ID-23(b)	Recognize possible aspects, such as: <ul style="list-style-type: none"> • Increased destination trips along neighborhood streets; • Increased access to high capacity transit services from the neighborhood to local and regional destinations; • Opportunities for local Park and Ride locations; and • Greater establishment and use of nonmotorized facilities, including sidewalks, trails and bike lanes. 	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	

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52 N-ID-24(a)	<p>N-ID-24 Recognize that West Lake Sammamish Parkway serves two roles: one as direct access to residences and a second as a minor arterial that supplements connections to Redmond’s employment and urban centers. Consider the need for updates to the Transportation Master Plan for West Lake Sammamish Parkway, the neighborhood’s highest priority for near-term improvements and pursue opportunities to:</p> <ul style="list-style-type: none"> • Support the completion and build-out of West Lake Sammamish Parkway from its intersection with Bel-Red Road to Redmond’s city limits at NE 20th Street as intended: a minor arterial and multimodal corridor with a pedestrian-supportive environment, including design elements, such as sidewalks, bike lanes, crosswalks, and planted medians and buffers. 	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
53 N-ID-24(b)	<ul style="list-style-type: none"> • Encourage volumes and travel speeds consistent with the West Lake Sammamish Parkway’s designation as a minor arterial and multimodal corridor. • Incorporate designs as part of future infrastructure improvements in a manner that is sensitive to these two roles. 	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
54 N-ID-25	<p>N-ID-25 Support improvements to West Lake Sammamish Parkway from NE 51st Street to Bel-Red Road, including establishing a dedicated multiuse path for pedestrians and bicyclists that is separated from vehicular travel lanes by landscaping, grade or both.</p>	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	

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55 N-ID-26	N-ID-26 Work with the Idylwood Neighborhood to implement priority improvements identified in Table 1: Idylwood Neighborhood Highest-Priority Pedestrian and Bicycle Mobility and Safety Improvements where justified by site-specific conditions. Consider these priority projects in conjunction with the following update to the Transportation Master Plan.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	x
56 N-NR-54	N-NR-54 Encourage reliable and frequent transit services along multimodal corridors, within the North Redmond Neighborhood and immediate vicinity, consistent with the Redmond Transportation Master Plan.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	x
57 N-NR-55	N-NR-55 Promote additional and enhanced nonmotorized amenities within the Wedge subarea at transit stops and activity nodes. Consider such features as benches, shelters, street lights, secure bike parking, waste receptacles and traveler information.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
58 N-NR-56	N-NR-56 Ensure that as new development occurs on a property or configuration of adjacent properties, the developer plans, designs and implements linkages, as shown on the North Redmond Neighborhood Circulation Plan and the North Redmond Supplemental Connections Map, in order to promote connections to schools, recreation and other developments. Accommodate a variety of motorized and nonmotorized traffic in the neighborhood. Allow for flexibility in the general location and alignment of the connections, while utilizing mitigation techniques to accommodate increased traffic, reduce impacts to corridor residents, and provide enhanced safety measures.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	x

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59 N-NR-57	N-NR-57 Encourage adjacent property owners along NE 116th Street, 172nd Avenue NE, NE 122nd Street, 162nd Place NE, NE 124th Street, Redmond Woodinville Road and 154th Place NE to coordinate the required improvements to infrastructure in order for improvements to occur at one time.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
60 N-NR-58	N-NR-58 Ensure the implementation of traffic-calming features along 172nd Avenue NE, north of NE 116th Street to NE 124th/128th Street, including but not limited to landscaped buffers and medians.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
61 N-NR-59	N-NR-59 Study, identify and install traffic calming features along 154th Place NE from the intersection of Redmond-Woodinville Road to the city limits with particular consideration of: <ul style="list-style-type: none"> • The future crossing of the NE 116th Street trail extension, • Opportunities for safety improvements at the intersection of NE 116th Street, • Existing and potential residential development of the Wedge subarea, and • Feedback obtained from vicinity residents and property owners. 	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
62 N-NR-60	N-NR-60 Ensure the incorporation of traffic mitigation techniques at the intersection of 172nd Avenue NE and NE 116th Street, which is the intersection of two multimodal corridors, and include in the analysis opportunities for: <ul style="list-style-type: none"> • Efficient traffic flow; • Pedestrian and bicycle travel; and • Safety for pedestrians, bicyclists and motorists. 	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	

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63	N-NR-61	N-NR-61 Study, identify and install features to promote a minimum of three safe crossings at appropriate intervals along NE 116th Street within the segments from Redmond Woodinville Road to Avondale Road NE.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	x
64	N-NR-62	N-NR-62 Require that bike lanes are also delineated if centerlines are added to existing streets.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	x
65	N-NR-63	N-NR-63 Require that any new private streets are designed, built and maintained for pedestrian safety and accessibility as defined in the Transportation Master Plan, in addition to utilizing low impact and environmentally sensitive techniques as appropriate.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	x
66	N-NR-64	N-NR-64 Encourage the design and construction of all new local streets at the minimum allowable width in order to preserve the area's character; protect critical areas and reduce stormwater runoff, while also providing for safe pedestrian and bicycle activity, provided that there is a minimum of two vehicle access points serving the development, with the exception of the Wedge subarea.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	

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67	N-NR-65	N-NR-65 Promote combining emergency access with required nonmotorized connections within the Wedge subarea to minimize removal of vegetation, when emergency access to development is determined to be necessary.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
68	N-NR-66	N-NR-66 Encourage the design and construction of new streets to follow the natural topographic contours of the land and avoid landmark trees.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
69	N-NR-67	N-NR-67 Allow narrow Street Edge Alternative (SEA), low-impact development, and woonerf design and construction standards on local streets. Ensure that the designs: <ul style="list-style-type: none"> • Do not result in a reduction of class or service as defined by the existing City street standards; • Provide access to residential areas while reducing environmental and economic impacts; and • Do not increase congestion, hazards or difficulty in serving the area. 	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
70	N-NR-68	N-NR-68 Minimize points of potential vehicular conflict along Redmond-Woodinville Road, 154th Place NE and NE 116th Street within the Wedge subarea by providing shared access streets and driveways for privately owned properties, where feasible. Refer to the North Redmond Supplemental Connections Map for preferred points of access.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	

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71	N-NR-69	N-NR-69 Utilize traffic-calming techniques to slow traffic through residential neighborhoods, including on arterials and collectors.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
72	N-NR-70	N-NR-70 Support the installation and maintenance of soft-surface trails, as components of multimodal corridors, to allow for safe use by joggers and walkers.	Transportation PARCC	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
73	N-NR-71	N-NR-71 Study, design and implement improvements to the intersection of 154th Place NE, NE 116th Street, and the extension of the NE 116th Street Trail when the trail is proposed for extension.	Transportation PARCC	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
74	N-NR-72	N-NR-72 Preserve, enhance and install vegetation along Redmond Woodinville Road at preferred locations depicted on the Green Corridor Treatment Areas map.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	

Existing Policy #	Existing Policy Number	Existing Policy Language or Policy Consideration	Relevant Element	"Other" Policy Element Source	MODRN Scan (Items)	MODRN Scan (Checkmarks)
75	N-NR-73	N-NR-73 Mimic the vegetation and other components of the green corridor treatments in required medians, transition islands, along the street edge, along nonmotorized connections, at the ingress and egress of paths and trails, at the substation at the NE 116th Street intersection, and at transit stops.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
76	N-NR-74	N-NR-74 Provide character-supportive street lighting, such as that used in Redmond's Old Town, which connects the corridor to the agricultural and historic past of North Redmond and the Sammamish Valley. Install character lighting along the corridor at locations depicted on the Green Corridor Treatment Areas map and at street intersections.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
77	N-NR-75	N-NR-75 Select and install street trees along Redmond-Woodinville Road, 154th Place NE and NE 116th Street within the Wedge subarea in a manner that reflects natural growing conditions, such as irregularly spaced groupings, clusters of species and multistory canopy. Select a diversity of species to further enhance the vegetated, green character.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
78	N-NR-76	N-NR-76 Meander sidewalks in order to save mature, site-appropriate and healthy native vegetation along the Redmond-Woodinville Road corridor within the Wedge subarea.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	

Existing Policy #	Existing Policy Language or Policy Consideration	Relevant Element	"Other" Policy Element Source	MODRN Scan (Items)	MODRN Scan (Checkmarks)
79 N-NR-77	N-NR-77 Maintain low levels of illumination within the Wedge subarea to the west of the Redmond-Woodinville Road right-of-way by using the lowest level of required illumination based on the classification of the street.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	x
80 N-SE-45	N-SE-45 Improve subarea connectivity and light rail station access by planning and implementing a grid of public, complete streets and pathways as shown in Map N-SER-2. Ensure that blocks are generally 400 feet or less in length, recognizing that Map N-SER-2 shows street and pathway connections in conceptual locations. Use the public realm as an opportunity to introduce additional natural character and green infrastructure to the subarea.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	x
81 N-SE-46	N-SE-46 Plan for a safe and convenient crossing of Redmond Way near the light rail station to provide better nonmotorized access to the station from the northeast.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	x
82 N-SE-55	N-SE-55 Provide a variety of mobility choices and connections within this subarea including nonmotorized connections to the Bear-Evans Creek Trail system and multimodal routes to the north and west to provide a grid-based travel network. Ensure that pedestrian and bicycle connections, which may be part of multimodal connections, are generally no more than 500 feet apart. Complete the connections generally as shown on Map N-SER-2, recognizing that locations shown on the map are conceptual.	Transportation PARCC	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	x

#	Existing Policy Number	Existing Policy Language or Policy Consideration	Relevant Element	"Other" Policy Element Source	MODRN Scan (Items)	MODRN Scan (Checkmarks)
83	N-SE-56	N-SE-56 Establish vegetated street and nonmotorized connections in the Northeast Design District to provide for additional buffering between land uses of different intensities.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
84	N-SE-57	N-SE-57 Design north-south streets to avoid creating direct visual corridors from low-intensity to high-intensity areas in the Northeast Design District.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
85	N-SE-58(a)	<p>N-SE-58(a) Plan for and design the 192nd Avenue NE corridor between NE 68th Street and Union Hill Road as follows, moving from south to north:</p> <ul style="list-style-type: none"> • Residential green corridor: where 192nd Avenue NE is adjacent to residential development in the southern portion of the design district, incorporate high-comfort pedestrian and bicycle facilities, broad street-side planting strips, canopy-forming and large species vegetation, and narrow vehicular travel lanes; • Design the intersection of 192nd Avenue NE and the first east-west street north of Woodbridge to encourage through traffic to turn west toward 188th Avenue NE instead of entering Woodbridge; 	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	

Existing Policy #	Existing Policy Language or Policy Consideration	Relevant Element	"Other" Policy Element Source	MODRN Scan (Items)	MODRN Scan (Checkmarks)
86 N-SE-58(b)	<p>N-SE-58(b) • Campus green corridor: where the street is adjacent to moderately intense uses, incorporate supportive, multimodal infrastructure including comfortable facilities for pedestrians and bicyclists, moderately wide street-side planting strips, a variety of vegetation including canopy forming and large species vegetation that increases in density from north to south, a vegetated median, and vehicular travel lanes; and</p> <p>• Industrial corridor: where the street is adjacent to higher-intensity uses, support efficient travel for large and heavy vehicles associated with industrial and manufacturing land uses through a design that meets citywide arterial street standards. Emphasize east-west nonmotorized and multimodal connections along the length of 192nd Avenue NE to promote walking and bicycling and to provide connections to regional trails and to high capacity transit services.</p>	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
87 N-SE-67	<p>N-SE-67 Work with transit agencies and other partners to improve transit service as an alternative to driving alone, especially in the eastern part of the neighborhood where there is less transit service. Pursue improvements to local routes, access to regional routes, and park and ride access, and explore alternative transit service options.</p>	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	
88 N-SE-68	<p>N-SE-68 Explore and implement creative ways to reduce conflicts between vehicles and nonmotorized street users.</p>	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	

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89 N-SE-69	N-SE-69 Find ways to enable pedestrians and bicyclists to safely cross Redmond Way to access homes, transit, jobs, services, and Marymoor Park. For example, encourage pedestrians to use shorter crossings, such as at NE 70th Street, or install grade separated crossings.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
90 N-SE-70	N-SE-70 Manage congestion by, for example, using technology and making efficient use of existing infrastructure, so that the travel network overall continues to function.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
91 N-SE-71	N-SE-71 Ensure that arterials provide convenient and safe pedestrian crossing opportunities.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
92 N-SE-72	N-SE-72 Support long-term improvements to mitigate congestion at the end of SR 520, including at the interchange with Redmond Way and the intersection at Union Hill Road.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	

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93 N-SE-73	N-SE-73 Improve connectivity in the neighborhood by planning for and constructing multimodal improvements as shown in Map N-SER-3. Prioritize improvements that improve the quality of connections from the Central Subarea to the Redmond Way and Marymoor Subarea for commuting and midday trips.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
94 N-SE-74	N-SE-74 Work with Sound Transit and others to encourage regional commuters to use the planned Southeast Redmond Park and Ride to access transit.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	Misplaced x Outdated Duplicative Restrictive Nonsensical
95 N-SE-75	N-SE-75 Partner with Sound Transit and King County Metro to ensure high quality multimodal access to the station area, especially considering commuters who will need access to the regional street network.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	Misplaced x Outdated Duplicative Restrictive Nonsensical
96 N-SE-76	N-SE-76 Promote through, general vehicular, and truck travel on principal and other high-capacity arterials, which have higher vehicular volume and speed.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	Misplaced x Outdated Duplicative Restrictive Nonsensical

Existing Policy #	Existing Policy Language or Policy Consideration	Relevant Element	"Other" Policy Element Source	MODRN Scan (Items)	MODRN Scan (Checkmarks)
97 N-SE-77	N-SE-77 Look for ways to increase the attractiveness of 185th Avenue NE and NE 76th Street for trucks as an alternative to using 188th Avenue NE. Recognize that 188th Avenue NE is a truck access street, but that it abuts residential areas on two sides, and so consider design treatments that reduce negative impacts on residents while maintaining access for trucks.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
98 N-SE-78	N-SE-78 Condition future commercial development that relies upon heavy vehicles to use alternatives to 188th Avenue NE between Redmond Way and the 6800 block.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
99 N-SE-79	N-SE-79 Plan and implement multimodal and dedicated north-south and east-west nonmotorized corridors that provide separation between trucks and pedestrians and bicyclists. Ensure that crossings also provide safe separation for all users.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
100 N-SE-80	N-SE-80 Identify corridors with safety concerns and design solutions that safely accommodate all modes of travel. Consider as options redesigning the corridor or providing alternative routes for some modes.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	

Existing Policy # Number	Existing Policy Language or Policy Consideration	Relevant Element	"Other" Policy Element Source	MODRN Scan (Items)	MODRN Scan (Checkmarks)
101 N-WR-H-1	N-WR-H-1 Land designated for Business Park use within Willows Neighborhood should use Willows Road for access. Land designated for residential uses along Willows Road, as shown in Map N-WR-2, should primarily use Willows Road for access and use connections to 132nd Avenue NE as secondary access or where topography prevents reasonable access to Willows Road.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
102 N-WR-H-10	N-WR-H-10 New residential developments in the NE Rose Hill Subarea shall facilitate pedestrian and vehicle connections by providing convenient walkways and by designing new and improved streets to enhance the existing street grid as shown in Map N-WR-3. NE 100th Street shall not be extended through to Willows Road due to the presence of high Landslide Hazard Areas within this corridor.	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	
103 N-WR-H-11	N-WR-H-11 New and improved streets in the NE Rose Hill Subarea shall be built per the standards contained in RZC Appendix 2: Construction Specifications & Design Standards for Streets and Access. These streets shall be characterized by the following features: <ul style="list-style-type: none"> • Narrow street widths designed to serve local access needs and to reduce the amount of impervious surface. • Pedestrian walkways. • Landscaped drainage swales designed at a minimum to convey stormwater and to provide a natural-looking and informal landscaped edge that separates walkways from vehicle lanes. Subdivisions should include, and short subdivisions are encouraged to include, drainage swales landscaped to enhance stormwater quality and control.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	

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104	N-WR-H-12	N-WR-H-12 Drainage swales associated with new and improved streets shall be landscaped for the purposes of improved stormwater quality and optimal appearance. Plantings shall be appropriate for the function of the stormwater facility. The City shall provide guidelines to inform residents how to maintain swales.	Transportation	Neighborhoods	Misplaced Outdated Duplicative Restrictive Nonsensical	
105	N-WR-H-2	N-WR-H-2 In establishing the construction standards and right-of-way widths for access to residentially designated land from Willows Road, the Technical Committee will consider variations from standards to reduce environmental and economic impacts, provided that undue traffic congestion, environmental hazards, or difficulty in serving the area do not result.	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	
106	N-WR-H-3	N-WR-H-3 New developments along Willows Road, Redmond Way and 132nd Avenue NE should share existing accesses. Shared access may include use of existing driveways and access corridors or the construction of new private streets to link properties. Internal vehicular access to adjacent properties should also be provided.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
107	N-WR-H-4	N-WR-H-4 Missing links in sidewalks and walkways should be completed in the Willows/ Rose Hill Neighborhood to improve pedestrian safety and to encourage walking. The City and neighborhood shall work together to identify a priority list of missing sidewalk segments for completion.	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	

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108	N-WR-H-5	N-WR-H-5 Sidewalks and walkways in the Willows/Rose Hill Neighborhood shall be designed to include a planting strip or other appropriate buffering between motorized and nonmotorized uses to improve safety for pedestrians.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
109	N-WR-H-6	N-WR-H-6 The City shall pursue improved street lighting in the Willows/Rose Hill Neighborhood to help avoid pedestrian and vehicular conflicts, while minimizing light trespass into the night sky.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
110	N-WR-H-7	N-WR-H-7 Pedestrian-scale lighting should be provided on public streets in new short plats and subdivisions in the Willows/Rose Hill Neighborhood.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
111	N-WR-H-8	N-WR-H-8 The Cities of Redmond and Kirkland should systematically work together, with the involvement of area residents and property owners, to plan for and implement improvements for transportation facilities that affect both cities. This work should include establishing milestones and reviewing progress towards meeting them.	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	

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112 N-WR-H-9	N-WR-H-9 Table H-1 identifies the Willows/Rose Hill Neighborhood's highest priorities for pedestrian safety and traffic management improvements. The City and the Willows/Rose Hill Neighborhood should work cooperatively to implement priority improvements through City grant programs and coordination with transportation staff. The City and a representative neighborhood group shall periodically review progress and update this list of neighborhood proposed needs and solutions with the involvement of the Willows/Rose Hill Neighborhood.	Transportation	Neighborhoods	Misplaced Outdated x Duplicative Restrictive Nonsensical	
113 NE-119	NE-119 Require street trees along all arterial streets and along local streets designated in neighborhood policies. Where street trees are not practical, consider designating areas through neighborhood policies where trees will be required to be planted on developable lots.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
114 NE-120	NE-120 Plant street trees in planter strips or tree wells located between the curb and any sidewalk where feasible. Select tree species and planting techniques to create a unified image for the street, provide an effective canopy, avoid sidewalk and utility damage, and minimize water consumption. Require deciduous shade trees that are well suited to the climate and to planting along streets and sidewalks.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
115 NE-122	NE-122 Maintain and enhance a street tree maintenance program on arterial streets and City-owned trees.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	

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116	NE-127	NE-127 Promote the reduction of greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicles miles traveled by increasing alternatives to driving alone.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
117	NE-132	NE-132 Maintain high air quality through land use and transportation planning and management.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
118	NE-133	NE-133 Continue implementing and enforcing commute trip reduction programs as a means to limit or reduce vehicle trips as a key strategy for reducing vehicle-related air pollution.	Transportation	Neighborhoods	Misplaced x Outdated Duplicative Restrictive Nonsensical	
119	NE-85	NE-85 Use bridges as the preferred method of crossing a watercourse that has habitat suitable for fish use or may be rehabilitated for fish use in the future. Prohibit the use of culverts where a fish barrier would result. Consider allowing culvert systems that would provide stream beds similar to natural channels where loss of habitat would not be significant and the cost of a bridge does not justify its benefits to fish passage, flood control, or other resources. Design bridges to allow for small animal migration under the bridge most of the time. Remove fish barriers where an existing fish barrier exists.	Transportation	Neighborhoods	Misplaced x Outdated x Duplicative Restrictive Nonsensical	

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120 SL-31	SL-31 Design shoreline developments to include safe pedestrian linkages through the site to existing or planned shoreline public access facilities adjacent to the site, when required. Where required by the Shoreline Public Access System map, Figure S-1, links shall be dedicated for public use. These public access requirements shall be subject to the nexus and proportionality tests laid out by the U.S. Supreme Court.	Transportation	Shorelines	Misplaced Outdated x Duplicative Restrictive Nonsensical	
121 SL-35	SL-35 Design street improvement projects to minimize potential adverse impacts to shoreline public access and, to the extent feasible, incorporate public access features, such as safe pedestrian and equestrian crossings, viewpoints, rest stops for bicycles, "gateway" design elements or interpretive features. Encourage access to the water's edge where designated on the Shoreline Public Access System map, and where adverse impacts on native plants, fish, or wildlife will not result.	Transportation	Shorelines	Misplaced Outdated Duplicative Restrictive Nonsensical	
122 SL-69	SL-69 Encourage location of transportation facilities and parking facilities away from the water body, unless no feasible alternative exists. Discourage parking as a primary use along the shoreline.	Transportation	Shorelines	Misplaced Outdated Duplicative Restrictive Nonsensical	
123 SL-70	SL-70 Design and landscape transportation and parking facilities within the shoreline jurisdiction to avoid or minimize impacts to existing land uses, shoreline views, public access, and the natural environment.	Transportation	Shorelines	Misplaced Outdated Duplicative Restrictive Nonsensical	

#	Existing Policy Number	Existing Policy Language or Policy Consideration	Relevant Element	"Other" Policy Element Source	MODRN Scan (Items)	MODRN Scan (Checkmarks)
124	SL-71	SL-71 Require transportation and parking plans to be consistent with the Shoreline Master Program public access policies and public access plan, including circulation, planning for pedestrians, bicycles, and public transportation where appropriate.	Transportation	Shorelines	Misplaced Outdated Duplicative Restrictive Nonsensical	
125	SL-72	SL-72 Prohibit construction of bridges across Lake Sammamish.	Transportation	Shorelines	Misplaced Outdated Duplicative Restrictive Nonsensical	
126	UC-21	UC-21 Ensure that improvements, including streets, sidewalks, transit facilities, lighting, landscaping, and parking lots/ structures, provide a comfortable and attractive pedestrian environment and contribute to the urban centers' aesthetic appeal.	Transportation	Urban Centers	Misplaced Outdated Duplicative Restrictive Nonsensical	
127	UC-22	UC-22 Design and construct pedestrian corridors to enhance pedestrian safety and pedestrian use of the area. Connect businesses within the retail area with each other and with transit. Include street furniture such as benches on pedestrian corridors on public rights-of-way or public property to make them functional and inviting.	Transportation	Urban Centers	Misplaced Outdated Duplicative Restrictive Nonsensical	

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128	UC-23	UC-23 Provide sidewalks and bicycle access linking employment uses and nearby residential neighborhoods to convenience commercial and service uses.	Transportation	Urban Centers	Misplaced Outdated Duplicative Restrictive Nonsensical	
129	UC-24	UC-24 Implement a parking development and management program that: <ul style="list-style-type: none"> • Minimizes on-site surface parking; • Encourages shared, clustered parking to reduce the total number of stalls needed for residents and visitors and to increase the economic and aesthetic potential of the area; • Creates incentives for structured parking; • Maximizes on-street parking, particularly for use by those shopping or visiting; and • Provides techniques to property owners, businesses, and organizations to manage parking demand. 	Transportation	Urban Centers	Misplaced Outdated x Duplicative Restrictive Nonsensical	
130	UC-25	UC-25 Ensure safe, efficient access to and within shopping areas for all transportation modes by: <ul style="list-style-type: none"> • Providing for sufficient parking for retail businesses to meet normal parking demand, while avoiding excessive paving and underused land; • Encouraging business driveway access onto local streets, rather than arterials, wherever feasible; • Encouraging joint use of driveways and parking to minimize vehicle turning conflicts and reduce overall parking needs; and • Separating and buffering walkways from vehicular circulation areas. 	Transportation	Urban Centers	Misplaced Outdated x Duplicative Restrictive Nonsensical	

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131	UC-26	UC-26 Work with WSDOT and other stakeholders to ensure that SR 520 operates efficiently and that future improvements to SR 520: <ul style="list-style-type: none"> • Support the operation of city arterials for all modes; • Connect HOV lane users conveniently with transit hubs; • Reserve capacity for light rail transit; and • Avoid new and reduce existing adverse impacts from noise, light, and motor vehicle pollution associated with such projects. 	Transportation	Urban Centers	Misplaced Outdated Duplicative Restrictive Nonsensical	x x
132	UC-27	UC-27 Strive to achieve by 2030 a non single occupancy vehicle (transit, bicycling, walking, car/vanpooling, telecommuting, or other “virtual” commute) mode split of 40 percent for peak-period trips in the urban centers. Do this by providing a pedestrian- and transit-supportive environment, developing supportive land uses, working with regional transit agencies to provide expanded transit options, including light rail and bus rapid transit, enhancing transportation demand management strategies, and implementing a parking development and management plan.	Transportation	Urban Centers	Misplaced Outdated Duplicative Restrictive Nonsensical	x
133	UC-28	UC-28 Work with regional transit agencies to provide a full range of transit service to and within the urban centers. Provide transit stations, shelters, and other amenities that support these services in locations that conveniently serve the urban centers and support the vision for them.	Transportation	Urban Centers	Misplaced Outdated Duplicative Restrictive Nonsensical	

#	Existing Policy Number	Existing Policy Language or Policy Consideration	Relevant Element	"Other" Policy Element Source	MODRN Scan (Items)	MODRN Scan (Checkmarks)
134	UC-29	UC-29 Encourage new transit-oriented development in order to take advantage of local and regional transit opportunities.	Transportation	Urban Centers	Misplaced Outdated x Duplicative Restrictive Nonsensical	
135	UT-42	UT-42 Pursue the development of street standards that incorporate natural systems into the design of the streets. Examples of this are swales planted with native vegetation, such as the Street Edge Alternative (SEA) project, a natural drainage roadway in Seattle’s Broadview neighborhood.	Transportation	Utilities	Misplaced Outdated x Duplicative Restrictive Nonsensical	