

## Attachment D: Council Input on Policy Considerations

## Transportation Master Plan Update

Council Input at 2/2/21 Business Meeting	Staff Response	Additional Council Input
<p>1. Should the City separate large/heavy vehicle traffic from key bicycle corridors? Example: use of Old Redmond Road for bicycle travel and Waste Management, as described in project idea #77. (Forsythe)</p>	<p>As part of the TMP Update, the City could consider new or updated policies that address: 1) truck traffic, 2) the type and location of key non-motorized corridors, and 3) how key travel corridors for different modes – such as bicycles and trucks – relate to each other. For example, should they be allowed to overlap? And if so, under what conditions?</p> <p><b>Related strategies:</b> improve travel choices and mobility; enhance freight and service mobility.</p> <p><b>Related principles:</b> safety; sustainability; equity and inclusion.</p>	
<p>2. Sidewalks on the south side of NE 85<sup>th</sup> Street are overgrown and mossy. How can City develop policies to address that? (Forsythe)</p>	<p>As part of the TMP Update, the City could consider new or updated policies that address sidewalk level of service and funding strategies for sidewalk maintenance.</p> <p><b>Related strategies:</b> maintain transportation infrastructure; improve travel choices and mobility.</p> <p><b>Related principles:</b> safety, sustainability, equity and inclusion, resilience.</p>	

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<p>3. How can the City predict trends in freight and mobility? What data sources is City using? (Padhye)</p>	<p>The pandemic has highlighted the importance of freight and service mobility as more goods and services than ever have been delivered to doorsteps. This is an acceleration of an already rapidly evolving situation. Simultaneously, companies are researching new technologies by which to deliver goods more quickly.</p> <p>For the TMP Update, the City will consult a variety of sources when considering policy updates related to freight and service mobility, including: 1) research and data published at the federal and state levels, such as by the Census Bureau and Washington State Department of Transportation, 2) academic research, 3) research and data from the Puget Sound Regional Council, which has a Freight Advisory Committee, and 4) local subject matter experts such as those engaged in the delivery of goods and services in Redmond.</p> <p><b>Related strategies:</b> enhance freight and service mobility.</p> <p><b>Related principles:</b> technology forward.</p>	
<p>4. What is the City doing to create safer, separated, facilities for those who bike, walk, use wheelchairs, or use canes? City has responsibility to protect those users of the transportation system. (Fields)</p>	<p>Updating the TMP gives the City the opportunity to center transportation policies and investment choices in the TMP Update guiding principles. Among other things, this means re-evaluating facility needs, updating design standards, and re-examining funding levels and priorities. As part of its commitment to safety, equity and inclusion, and sustainability, the City could consider new or updated policies that protect the most vulnerable users of the transportation system.</p> <p><b>Related strategies:</b> improve travel choices and mobility.</p> <p><b>Related principles:</b> safety; equity and inclusion; sustainability.</p>	

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<p>5. What is the one project idea related to parking? How does it connect with the City's parking strategy? (Anderson)</p>	<p>Project 28 is a request for a boat launch with a parking lot. Although it is the only project idea having to do specifically with parking, the topic of parking was mentioned frequently in responses to the questionnaire on vision, principles, and strategies. One of the proposed policy considerations addresses parking regulations around light rail stations; another that implicitly addresses parking is considering how to manage limited right-of-way and curb space to achieve community goals. These policy considerations were informed in part by the Downtown Parking Management Strategic Plan.</p> <p><b>Related strategies:</b> orient around light rail; improve travel choices and mobility.</p> <p><b>Related principles:</b> sustainability, technology forward.</p>	
<p>6. How will people be able to travel from Redmond neighborhoods or nearby communities to access light rail without a car, at scale? (Kritzer)</p>	<p>One recurring theme in feedback from the community is addressing access to transit, including access to light rail. Two of the four Redmond light rail stations will not have additional transit parking beyond what already exists nearby. That means the strategies must address access via other modes. Past examples include improved access to connecting trails like the Redmond Central Connector, launching a pilot for shared scooters, and partnering with Metro on flexible transit service. Staff will include this policy consideration in the TMP update.</p> <p><b>Related strategies:</b> improve travel choices and mobility; orient around light rail.</p> <p><b>Related principles:</b> sustainability; equity and inclusion.</p>	