Attachment C - Questions Raised By Planning Commission and Responses From Staff For The Proposed Redmond Transportation Master Plan, 4/4/13

I. Performance Measurement

a) *How is connectivity calculated? 5% seems low for Overlake. A related question is why is the connectivity of Microsoft campus is so low.*

Connectivity is calculated by finding the average route directness value for each parcel, and then determining the percentage of developed floor area within a given geography (Overlake or Downtown, in this case) that falls within parcels that had a connectivity level of medium or above. In other words, it tells us the percentage of our "stuff" that is in areas of high connectivity. The connectivity in Overlake—including the Microsoft campus—is lower than in some other areas because 1) parcels are big and there are relatively few through surface routes (more through routes = higher route directness) and 2) there are few access points to the campus from the surrounding neighborhood. See Bel-Red Rd and NE 40th St. This lowers the directness of travel and therefore lowers the connectivity score for the campus. And because most of the density in Overlake is in these lower-connectivity parcels, the percentage of land use that is in areas with connectivity levels "medium" or higher is about 5%. This changes considerably with the development of Overlake Village's street system and the addition of density to that corner of the urban center. Under this "Buildout Plan" scenario, 37% of land use in Overlake is in parcels with connectivity "medium" or higher. An alternative way to calculate this measure would be to measure Overlake Village rather than the full urban center. Most of the City's work will be in Overlake Village, so that may tell a more compelling story.

b) *Clarify the 2010 baseline of non SOV trips, which seems very high.*

Most (41 percentage points) of the mode split of non SOV trips, 53% is accounted for by car-pooling trips. Other mode choices include 4% for transit, 7% for walking, and 1% for bicycling. These numbers are for all day travel for residents only and do not include employees. See table below for a more detailed breakdown in different areas of the City. Note: East Redmond means neighborhoods east of the Sammamish River. West Redmond means neighborhoods west of the Sammamish River.

2010					
TFP Zone	**Transit**	**Drive Alone**	**Shared Ride**	**Walk**	**Bicycle**
East Redmond	3%	50%	42%	4%	1%
Southeast Redmond (subset)	4%	48%	42%	6%	1%
West Redmond	4%	51%	41%	4%	1%
Downtown	5%	46%	41%	7%	1%
Overlake	4%	41%	40%	13%	2%
Citywide	4%	47%	41%	7%	1%

c) *How does the concurrency system work?*

A description of Redmond's plan-based concurrency system, including a detailed report, can be found at: http://www.redmond.gov/PlansProjects/Transportation/concurrency/. The concurrency system is also described in Appendix C. Staff will give a brief presentation at the April 10th, 2013 study session.

II. System Plans

a) *Confirm that the Transit Chapter is up to date.*

The transit chapter is current and up to date regarding services that are on the ground today, and identifies the long term priorities, strategies, and desired transit network to help achieve Redmond's vision. This long-term foundation will help prioritize investments and actions, and guide how the City reacts and responds to the current unstable funding environment for transit in a consistent manner.

b) *In the Bicycle Chapter, revise discussion of needs and challenges regarding biking in Redmond. That is reflecting factors that encourage or constrain bicycle use in Redmond.*

Staff will add discussions about Redmond needs including opportunities and challenges. Staff will also revise the Bicycle System Map (Pg. 96) to show which facilities exist today and which do not.

c) *Explain how the proposed bicycle modal corridor network will achieve separating bicycle traffic from vehicular traffic?*

The proposed bicycle modal corridor network provides high comfort bicycle facilities that are physically separated from vehicular traffic (paved shared-use paths, cycle tracks, bicycle boulevards) on the majority of the bicycle modal corridor network. The remaining facilities are

proposed to be bicycle lanes with enhanced treatments at intersections to provide a higher level of comfort than facilities with standard bike lanes.

III. Specific Facilities

a) Clarify the vision for Redmond Way after the couplet conversion of Redmond Way and Cleveland Street is complete.

Upon completion of the couplet conversion there will be three major east/west streets with different purposes in Downtown. The first is Bear Creek Parkway, which is intended to handle significant vehicle volumes. The next is Cleveland Street, being built as Downtown's main street with a strong pedestrian priority. Finally there is Redmond Way, intended to accommodate significant east/west travel for vehicles, support bus service, and provide for pedestrian circulation.