

## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>3</b>
<b>INTRODUCTION .....</b>	<b>5</b>
EVENT AGENDA .....	6
OPEN HOUSE DISPLAYS AND COMMENTS .....	6
WELCOME AND PRESENTATION .....	7
FACILITATED SMALL GROUP DISCUSSION.....	7
REPORT OUT AND CLOSING.....	7
<b>ROUNDTABLE DISCUSSION AND REPORTOUT PRESENTATIONS.....</b>	<b>8</b>
GROUP 1 (REPORT OUT PERSON: DAVID ROSSIFER) .....	8
<i>Travel destinations today</i> .....	8
<i>The top three challenges to getting around today</i> .....	8
<i>Places with transportation systems that work well</i> .....	8
<i>Expected changes of future travel needs</i> .....	8
GROUP 2 (REPORT OUT PERSON: DENIS VILLENEUVE).....	9
<i>Travel destinations today</i> .....	9
<i>The top three challenges to getting around today</i> .....	9
<i>Places with transportation systems that work well</i> .....	9
<i>Expected changes of future travel needs</i> .....	9
GROUP 3 (REPORT OUT: BERTHA EADES).....	10
<i>Travel destinations today</i> .....	10
<i>The top three challenges to getting around today</i> .....	10
<i>Places with transportation systems that work well</i> .....	10
<i>Expected changes of future travel needs</i> .....	10
GROUP 4 (REPORT OUT PERSON: MARIE McEWEN).....	11
<i>Travel destinations today</i> .....	11
<i>The top three challenges to getting around today</i> .....	11
<i>Places with transportation systems that work well</i> .....	11
<i>Expected changes of future travel needs</i> .....	11
GROUP 5 (REPORT PERSON JERALEE ANDERSON) .....	12
<i>Travel destinations today</i> .....	12
<i>The top three challenges to getting around today</i> .....	12
<i>Places with transportation systems that work well</i> .....	12
<i>Expected changes of future travel needs</i> .....	12
<b>ATTACHMENT 1: PUBLIC OUTREACH FOR JULY 21 COMMUNITY EVENT .....</b>	<b>13</b>
<b>ATTACHMENT 2: ROUNDTABLE BRAINSTORM ITEMS.....</b>	<b>14</b>
GROUP 1 .....	14
<i>Where did you come from? How did you get here?</i> .....	14
<i>Today's travel destinations and challenges getting in the way</i> .....	14
<i>Places with great transportation systems</i> .....	14
<i>Expected changes in future travel needs</i> .....	14
<i>"Yeah, we heard you!" (parking lot)</i> .....	14
GROUP 2 .....	15
<i>Where did you come from? How did you get here?</i> .....	15
<i>Today's travel destinations and challenges getting in the way</i> .....	15

<i>Places with great transportation systems</i> .....	15
<i>Expected changes in future travel needs</i> .....	15
<i>"Yeah, we heard you!" (parking lot)</i> .....	16
GROUP 3 .....	17
<i>Where did you come from? How did you get here?</i> .....	17
<i>Today's travel destinations and challenges getting in the way</i> .....	17
<i>Places with great transportation systems</i> .....	18
<i>Expected changes in future travel needs</i> .....	18
<i>"Yeah, we heard you!" (parking lot)</i> .....	18
GROUP 4 .....	19
<i>Where did you come from? How did you get here?</i> .....	19
<i>Today's travel destinations and challenges getting in the way</i> .....	19
<i>Places with great transportation systems</i> .....	19
<i>Expected changes in future travel needs</i> .....	20
<i>"Yeah, we heard you!" (parking lot)</i> .....	20
GROUP 5 .....	20
<i>Where did you come from? How did you get here?</i> .....	20
<i>Today's travel destinations and challenges getting in the way</i> .....	20
<i>Places with great transportation systems</i> .....	21
<i>Expected changes in future travel needs</i> .....	21
<i>"Yeah, we heard you!" (parking lot)</i> .....	22

## **EXECUTIVE SUMMARY**

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On July 21, 2011, the City hosted the second in a series of three community events for Redmond's Transportation Master Plan (TMP) Update, Transportation Redmond 2030, the intent of which was to solicit public input to help shape the plan.

A significant element of the July 21 event were the results of discussions facilitated during small breakout groups that focused on travel needs for today and for the future. Among 39 registered participants (another 5 to 10 people were there for just part of the evening), 28 participated in the facilitated discussion. At the conclusion of the small group discussion, a representative from each group provided a summary presentation of their work to the entire audience.

Common themes to emerge from the individual group presentations included:

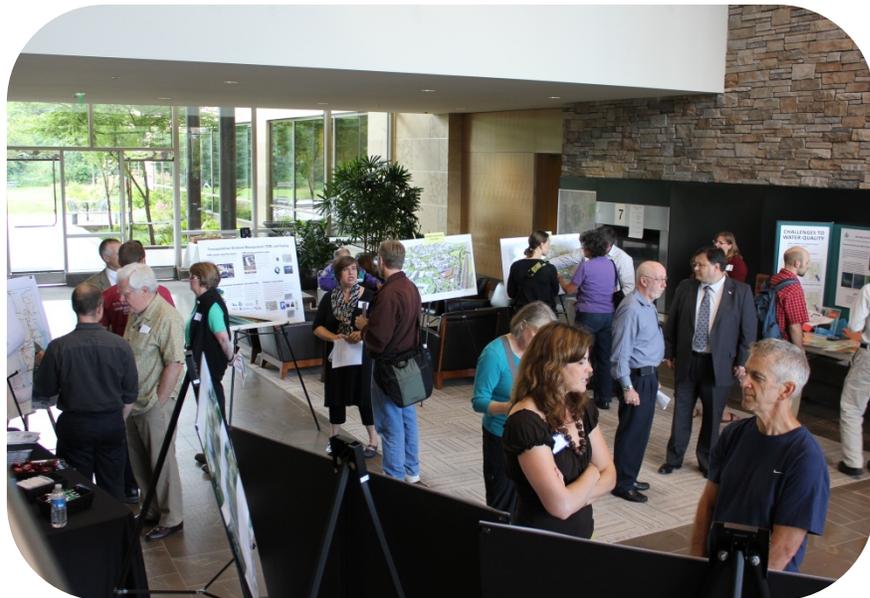
1. **Get around without cars or use cars less in the future.** Instead, people should be able to walk, bike, or take transit more.
2. **Downtown Redmond is a major destination** along with Downtown Seattle, Downtown Bellevue, and Overlake in Redmond.
3. **Good connections** include a) connections among major destinations; b) transit connections to major destinations and final destinations; c) integrated connections among modes in the transportation system; d) east/west connections in Redmond, and e) being connected socially and culturally.
4. **Pedestrian-centric development and growth:** a) development buildings are pedestrian-centric and pedestrian-friendly; b) address the potential of more congestion resulting from growth; c) create sustainable communities with services and retail within walking distances.

City Councilman Pat Vache keenly noted in his closing remarks at the end of the evening that the community conversation has changed in the past 20 or so years. Nowadays, people talk about connectivity and how to get around without a car. In the past, people were concerned most about moving cars and congestion.

The next step in this TMP Update will be for the team to compile all comments into a comprehensive needs list that will help shape the buildout plan.



Open House Display



Open House Display

## INTRODUCTION

On July 21, 2011, the Redmond community gathered at the second in a series of three public events (Figure 1) for the City's Transportation Master Plan (TMP) Update and provided input to shape the 20-year horizon TMP. The purpose of the community event was threefold: 1) to brief the community on the plan update process; 2) to share TMP principles<sup>1</sup>; and 3) to explore trip-making needs of the community today and in the future, and the associated challenges. The input that results from the July 21 event will determine what is most important as the needs list for the future transportation buildout plan is formed.

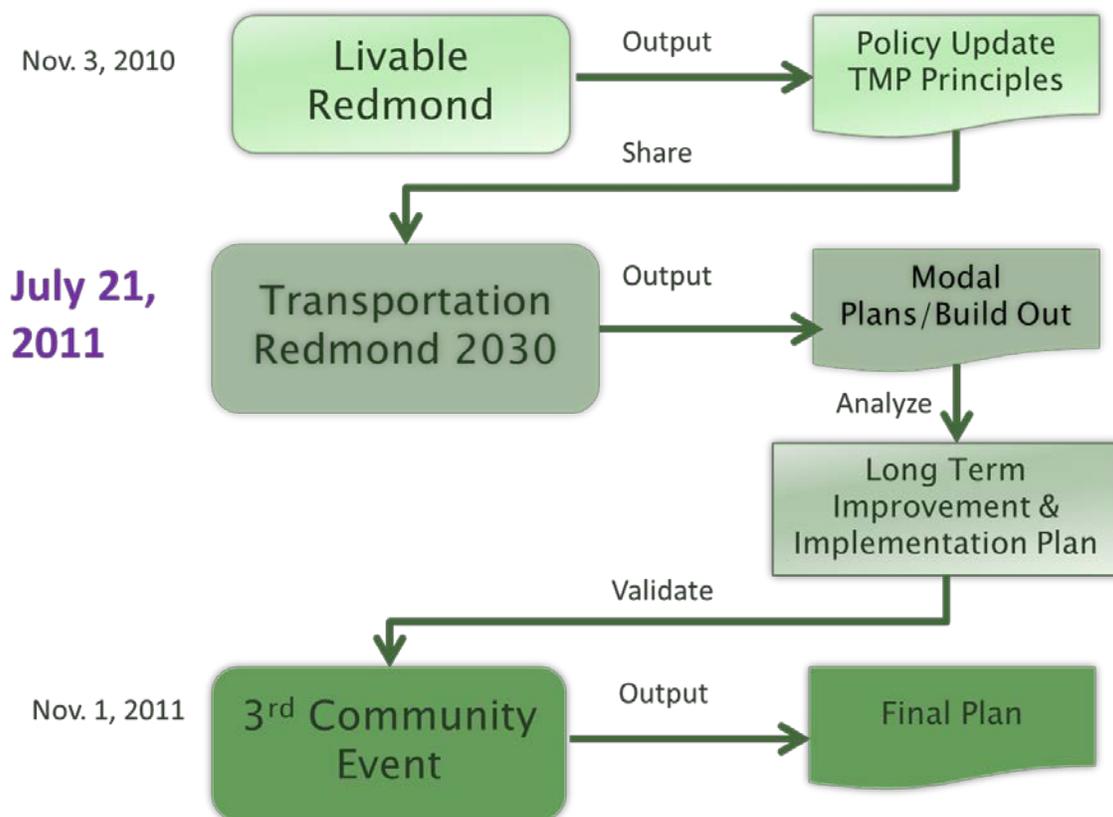


Figure 1 How community events shape the plan update.

Thirty-nine participants registered at the July 21 event. Between 5 and 10 additional people were there for part of the evening. It was determined that 85% of those who attended the event live in Redmond, and 41% work here. See the overall public outreach efforts in Attachment 1.

<sup>1</sup> A set of principles guiding the plan update as well as the implementation of the plan after it is complete.

## Event Agenda

The event was held from 5:00 pm to 8:10 pm at Redmond City Hall. Following is the agenda:

Activity	Time
Open House (displays in lobby area)	5:00 pm – 5:30 pm
Welcome & Introduction	5:30 pm – 5:50 pm
John Marchione, Mayor Don Cairns, Transportation Manager – TMP Update	
Dinner Buffet	5:50 pm – 6:15 pm
Facilitated Small Group Discussions	6:15 pm – 7:30 pm
Report from Groups	7:30 pm – 8:00 pm
Summary - Pat Vache, City Councilmember	8:00 pm – 8:10 pm

## Open House Displays and Comments

The open house displays included information on:

- Redmond TMP Update
- Redmond Comprehensive Plan Update
- Redmond Water Quality
- Redmond Central Connector
- R-TRIP (Redmond Trip Reduction Incentive Program)
- King County Metro – Rapid Ride B Line
- Sound Transit – East link
- Sustainable Redmond

During the open house, some participants expressed how they felt about Redmond and its transportation system:

“Very happy with the new NE 36<sup>th</sup> Street Bridge. It provides an easy route crossing SR 520 without fighting through the NE 40<sup>th</sup> Interchange. The traffic circle works very well.” – Josh Benaloh

“It feels like Redmond is becoming our home after living here for six years. Expecting our first born, we started planting roots in the City. It is nice to bike to the library. I like the Sammamish River Trail because it connects with the trail through Redmond Town Center.” -Reinhart Earhart

## **Welcome and Presentation**

Following the open house displays, Mayor Marchione welcomed the meeting participants. Don Cairns, Transportation Services Division Manager, then gave a presentation (Transportation Redmond 2030 – Updating the City’s Transportation Master Plan) where he explained the update process, trends, land use, TMP principles, and strategies for the plan.

## **Facilitated Small Group Discussion**

After the presentation, the audience was divided into five smaller groups to identify:

1. travel destinations today
2. the top three challenges to getting around today
3. places with transportation systems that work well
4. expected changes of future travel needs

## **Report Out and Closing**

Finally, event participants gathered in the Council Chambers where each of the small groups individually reported on the result of their discussion of the items above.

To conclude the meeting, City Councilman Pat Vache keenly noted the change in public conversation about transportation over the past 20 or more years. Today we talk about connectivity, and how to get around without a car. In the past, the community was most concerned about moving cars and congestion.

## **ROUNDTABLE DISCUSSION AND REPORTOUT PRESENTATIONS**

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Event participants broke into five smaller groups to brainstorm on specific assignments and report back on the results of their discussion. Complete results of the brainstorm sessions are in ATTACHMENT 2. Report out presentations and respective presenters are as follows:

### **Group 1 (report out person: David Rossifer)**

#### *Travel destinations today*

1. Downtown Redmond
2. Downtown Bellevue
3. Downtown Seattle

#### *The top three challenges to getting around today*

1. New developments such as Trader Joes, Home Depot, and Whole Foods are “parking lot-centric.” They are not pedestrian-friendly. The buildings are tucked away from sidewalk by parking. The sidewalk faces a blank wall instead of the store front.
2. The lack of complete and formal connections from developments to trails even if there is a good trail close by.
3. At night and on weekends, transit connections between Downtown Redmond, neighborhoods, and Seattle are inadequate and difficult to use.

#### *Places with transportation systems that work well*

1. Route 545. Frequent and comfortable.
2. Portland Trolley. Friendly and fun to ride.
3. San Francisco. People get very close to their final destinations using the public transportation system.
4. Amsterdam – separated cycle tracks make it safe for pedestrians.

#### *Expected changes of future travel needs*

1. Travel in the local area without a car.
2. Good access to the airport and activities including restaurants in Bellevue and Seattle beyond the Redmond core area.

## **Group 2 (report out person: Denis Villeneuve)**

### *Travel destinations today*

1. Seattle including the University of Washington.
2. The Overlake Neighborhood in Redmond.
3. Downtown Redmond.

### *The top three challenges to getting around today*

1. Frequency of transit service. It is inconvenient to catch a bus.
2. Congestion especially in Overlake.
3. Pedestrian and bike safety and comfort in Overlake, e.g., along 148<sup>th</sup> Avenue NE.
4. Challenging connections between Downtown Redmond and other parts of Redmond.

### *Places with transportation systems that work well*

1. Toronto. Predictable subway system. Covered underground pedestrian system.
2. Boston and Santa Monica.
3. 545 to the University of Washington.

### *Expected changes of future travel needs*

1. Biking facilities from core areas (urban centers) to neighborhoods.
2. Potentially more congestion brought by expected growth.
3. A complete street network for transit, rail, vehicles, and pedestrians connects major areas. In this network, people can get to point A to point B safely with travel choices.
4. A complete transit network connecting the City with frequency and span.
5. Maps helping people to get around.
6. People prefer not to have a car or want to use their cars less. Instead, people want to use more transit or walking.
7. A transit system reduces the challenge of “last mile” and provides connections to desired destinations.
8. Adequate capacity at Park and Ride lots.

### **Group 3 (report out: Bertha Eades)**

#### *Travel destinations today*

1. Downtown Redmond
2. Bellevue
3. Seattle
4. Overlake Redmond

#### *The top three challenges to getting around today*

1. Connectivity between neighborhood, Downtown, and Marymoor Park.
2. Lack of transit service along West Lake Sammamish Parkway to Downtown Redmond.
3. Avondale road – traffic from Redmond Ridge combined with people who live along Avondale Road want to walk but there are narrow sidewalks, not enough transit, and far from shopping areas.
4. East west connectivity – It is challenging to get between two areas within Redmond in the directions of from east to west or vice versa.

#### *Places with transportation systems that work well*

1. San Francisco/Portland/London/Paris/Washington, D.C./Vancouver B.C. – These places have great public transportation systems. “You don’t need a car once you get there” All of these public transportation systems are integrated.

#### *Expected changes of future travel needs*

1. Easy and predictable access to major destinations including Downtown Redmond, Bellevue, and Seattle and Overlake in Redmond.
2. Taxi service integrated into the system.
3. Tram or escalator moving people up hills from Downtown.
4. Redmond not to be a car town, making it more for people walking and taking transit.

## **Group 4 (Report out person: Marie McEwen)**

### *Travel destinations today*

1. Woodland Park Zoo
2. Downtown Seattle
3. Downtown Redmond

### *The top three challenges to getting around today*

1. Challenges in go to places by bus and understanding the bus system for people who do not use transit on a regular basis.
2. Transit services to Downtown Seattle do not meet needs in early morning and late night.
3. Transfer is needed to use transit in order to go to Downtown Redmond from a nearby neighborhood.

### *Places with transportation systems that work well*

1. All places in Europe including London, Paris, Copenhagen, Amsterdam and Geneva – level ground, safety, easy to use with clear signage, connected to places and culture, sustainable.

### *Expected changes of future travel needs*

1. Reduce the need for cars from expected future growth and increased density.
2. Desire less motorized traffic and more socially interactive traffic, e.g., walking, biking, bus, and rail.
3. Increasing needs for greater frequency of all forms of transit.
4. Connectivity within forms of transit to major destinations such as the zoo and airport through a seamless transportation system.
5. Reduce the need for creating trips through creating local and sustainable communities, which have everything within walking distance, e.g., having residential units above retail stores.

## **Group 5 (Report person Jeralee Anderson)**

### *Travel destinations today*

1. Southeast Redmond
2. Idylwood neighborhood
3. Microsoft campus area
4. “Big” parks such as the Marymoor Park

### *The top three challenges to getting around today*

1. Mobility – signal timing between Downtown Redmond and Whole Foods area in Southeast Redmond.
2. Safety – pedestrian safety caused by missing links of sidewalks or safety for bicyclists cause by missing bike lanes.
3. Access – connectivity issues within modes and services within Redmond.

### *Places with transportation systems that work well*

1. Toronto
2. The San Francisco Bay area
3. Downtown Seattle

All of them have easy and predictable schedules, integrated transit systems, different modes are integrated within walking distance.

### *Expected changes of future travel needs*

1. Improved connectivity to parks.
2. Good connections of transit.

## **ATTACHMENT 1: Public Outreach for July 21 Community Event**

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An announcement of the July 21 Transportation Redmond 2030 Community Event was delivered through the following resources:

- Derby Days: parade banner, 150+ candy bags with event info distributed during the parade, and a TMP City booth
- postings to City website: TMP page and City home page
- article and half-page color advertisement in Redmond Reporter on Fri July 15
- TMP and City's neighborhood Facebook pages
- posting to Sustainable Redmond website
- Redmond Patch online community newsletter
- Lake Washington School District online community bulletin board
- banner and 500 flyers distributed at Redmond Recycling Event on Sat July 17
- KOMO online Neighborhood News website
- email invite to 600+ GovDelivery subscribers (included distribution list members for Livable Redmond, Comprehensive Plan Update, and Citywide travel survey business participants)
- email invite to Microsoft commuters
- email invite to Planning Commission, Parks and Trails Board, City Council
- phone calls to household participants in Citywide travel survey
- resident bulletin board at Red160
- Chamber of Commerce membership luncheon
- 1,000+ flyers distributed in Downtown Redmond and Overlake
- sandwich board signs outside of City Hall

The sign-in sheet at the event included a place for meeting participants to indicate how they heard about the Transportation Redmond 2030 meeting. The following list reflects those responses:

- email (11)
- Redmond Reporter (5)
- word of mouth (3)
- flyer (3)
- Citizen Academy (2)
- phone call (2)
- Sustainable Redmond website (1)
- sandwich board sign (1)
- Ped/Bike Advisory Committee meeting (1)
- City website (1)
- event poster (1)

Diverse public outreach methods helped bring people to the community event. Email and the Redmond Reporter appear to have brought the the most number of participants among all of the public outreach methods.

## ATTACHMENT 2: ROUNDTABLE BRAINSTORM ITEMS

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### Group 1

*Where did you come from? How did you get here?*

- home (Lake Sammamish 27 NE)/drove
- work in Seattle/bus
- Microsoft Building (Willows)/drove
- Meadowview Village/drove
- Rivertrail (car repair)/drove

*Today's travel destinations and challenges getting in the way*

- work downtown Bellevue take transit/walk on way to Bellevue
- also like to go downtown Seattle challenge bus by home doesn't run after 8 PM (#249) only as far as Bellevue
- use transit a lot
- live Redmond Fall City Road (Nov-May flooding NE 50 and 218) work in Seattle – bikes Red Fall Rd very narrow shoulder
- transit does not stop on Red Fall City (#216 and 269 Sahalee 202) big gap to where she lives; no stops on 202 only choice is driving, doesn't want to drive

*Places with great transportation systems*

- London subway
- Prague light rail
- Amsterdam cycle tracks
- Berlin wide non-motorized paths – separate bikes and peds
- Stanley Park
- Europe low entry bus w/rails, no seats – stand with babies and strollers
- Seattle/Redmond #545 runs late, very convenient, frequent (15 to 20 mins), easy to access, lots of pick ups and drop offs, comfortable AC, has bike racks

*Expected changes in future travel needs*

- destinations – work, symphony, movies, golf, access to food
- would go to Seattle more if didn't have to drive
- more senior (aging boomers) need Downtown circulator
- would prefer to travel without a car

*"Yeah, we heard you!" (parking lot)*

- No notes.

## Group 2

*Where did you come from? How did you get here?*

- Seattle/bus (545)
- 36 and 48/bus (253)
- West Lake Sammamish and 24/drive
- 112/Prius (all electric)
- UW/bus (542)
- 51 near Marymoor/carpool with wife
- Red160/walked
- 1 block south/hybrid
- Lions Gate/walked
- Kirkland/Totem Lake/drove
- Woodinville via RedWood Road/car

*Today's travel destinations and challenges getting in the way*

- from Seattle – congestion
- work (148) to home 1 mile north – infrequent bus
- 249 to/from work – no way to get from Westlake via bus, problem to get home
- 112 to Redmond Jr High (bike) – OK
- Redmond to UW – no issues (via bus); BelRed and 148 – long walk, lousy to bike
- go to Seattle – 545 no complaints
- getting to Kirkland – hard via bike; 85 horrible by bike to Kirkland
- Eastgate north of Factoria – drive, time commute to avoid congestion, congestion in Downtown Redmond
- 148 exit, or 148 to Overlake – gamble, 148 slow, 520 exit
- Summary
  - Seattle (including UW) – bus frequency and congestion; too much hassle and rain
  - to Overlake – congestion along 148, biking safety and comfort
  - internal Downtown – few problems

*Places with great transportation systems*

- Toronto – predictability (transit); subway = hub, bus = capillary; friendly intersections, underground walkways
- Boston – know where you are going; easy to do; always going
- Santa Monica – frequent buses
- UW – well rounded; can walk anywhere on campus; steady stream of buses, good connections
- Redmond – bus system pretty good; north/south and east/west connections (transit)

*Expected changes in future travel needs*

- vehicle arterials and 520
- connected bike ped network
- congestion worse

- comprehensive bike and ped plan
- look at connecting different parts of Redmond
- complete network – today it is indirect
- need efficient ways to make the connections you want to make
- connections should be direct
- efficient connections
- paths vs. street
- corridor connections
- maps – major stores and hotels
- more priority to complete a connection
- in 20 years where will you go/how do you hope to get around
  - to transit by walking – by bus more, walking and parking concerns; not clear how to get to transit 20 years from now
  - to Seattle – by subway, rail
  - parking garage

*“Yeah, we heard you!” (parking lot)*

- No notes.

### Group 3

*Where did you come from? How did you get here?*

- NE 51 Street/drive (carpool)
- Education Hill/drive (alone)
- Home (along river)/drive (alone)
- Bellevue/drive (alone)
- Tukwila/drive (alone)
- Woodinville/drive (alone)
- Home/drive (alone - hybrid)

*Today's travel destinations and challenges getting in the way*

- traffic congestion I5, 405
- cut-thru traffic on local streets
- poor connections (405, 520) so it's hard to get back on 520
- lack of public transit close by; lives in between Overlake Transit Center and West Lake Sammamish to get to NE 51 Street; need public transit
- need complete transit network along West Lake Sammamish/NE 51 Street
- can't get onto 520 after 405/520 congestion
- challenges – evening meetings, Redmond Ridge construction, need to know when delays; can't get thru Redmond to get to Redmond Ridge; getting west to east; only complete street E/W corridor is Redmond Way/Cleveland
- lack of predictability in getting outside City (mostly outside)
- need things here (urban center); want amenities here
- pet peeve – no bike path down Education Hill to get to Downtown Redmond
- live 3 miles between home and work but can't get from Redmond to Marymoor Park
- bike path that goes over river and 520 and connects thru Downtown
- relationship between Redmond Ridge and Redmond has caused impacts on Redmond almost all day
- bike to Education Hill but would use sidewalk
- unpredictable time in how long it takes to get there
- nice if ask website that want to be at x at y time – what do historical data say?
- WSDOT app should have travel times
- high school/junior high/elementary school traffic – lots of cars
- walking school bus
- BRT terminating on wrong side of Redmond and need to transfer to less frequency; bus not good connection Redmond Transit Center and Southeast Bear Creek Transit Center
- high speeds on river trail, particularly when bikers in group
- line down middle of path
- not respecting signage
- NE 85 Street 4 to 3 conversion works
- 164 Ave NE 4 to 3 conversion to be built 2012
- walkability of Downtown – likes new standards, enjoyed walk audit
- with centennial coming would be great to have sidewalks in Downtown fixed (secret paths of Redmond)

- as move forward with housing and new roads, build infrastructure to support all modes and integrated into design (transit, walk, bike friendly)
- access needs as people age, provide better transportation options and access
- connections between neighborhoods for all modes
- wheelchair accessible transportation
- many people living on Avondale but access to commercial retail and only narrow sidewalk
- Top 3
  - connectivity between neighborhoods to Downtown and Marymoor – transit along West Lake Sammamish connecting to Downtown – there isn't any
  - Avondale – traffic from Redmond Ridge, combined with people who live along Avondale wanting to walk, but there are narrow sidewalks, not enough transit and distances to shopping
  - East/West connectivity – challenging to get between 2 areas of city east and west

#### *Places with great transportation systems*

- San Francisco, CA: transit is wonderful; walk from airport to train, train to bus within 3 blocks of destination; stayed downtown San Francisco and used transit; subway, bus, street car, CAL TRAN (train) BART
- Portland, OR: Bikes, peds, street cars, light rail, Amtrak, cable car – they all connect, there's a transit tour.
- London and Paris.
- Washington D.C. – underground, integrated taxi into transit program, kiss and ride.
- Vancouver B.C. – connectivity to Amtrak, water taxis “You don't need a car.”

#### *Expected changes in future travel needs*

- Deviated service system so transportation system can be flexible to accommodate location where it's needed
- want to walk around to restaurants, etc.
- still want the environment to be clean, green, natural
- don't pave everything
- peaceful walk along the trail and peaceful spots
- affordable, safer, convenient, frequent, and predictable

#### *“Yeah, we heard you!” (parking lot)*

- cost of driving auto
- leave when you want to leave (and get there on time)
- don't have taxi service

## Group 4

*Where did you come from? How did you get here?*

- Howard/car/Cadman (Southeast Redmond)
- Heidi/bike/home (Downtown)
- Tom/car/home (Overlake)
- Vicky/carpool/home (Overlake)
- Maria/car/home (Grasslawn)
- Amalia/car/Seattle (Downtown)

*Today's travel destinations and challenges getting in the way*

- three times per week do not drive, use foot and consolidate trips with car
- challenging to use bus due to availability (need transfer) and ability to haul loads like books and groceries
- challenging terrain between Downtown and Grasslawn
- bus 545 often used in Downtown and to Seattle; have no car so bike or walk; use streets over trail by habit and because of bugs
- varied schedule – Overlake UC to WLSP; want better bikes on WLSP
- no bus service to Downtown Redmond, to Seattle (U District north) and Park and Ride at Overlake is full by 8 AM (this all uphill from home)
- hard to use bus system because unfamiliar
- Google works better than BusAway
- 545 and 542 are great but still too convenient to use car
- transfers take long
- hard to figure out first-time bus service
- travel 300-500 miles and up to 50 miles within Redmond each day for work at 13 sites (7 per day)
- knows how to use surface streets instead of freeways
- want focus on neighborhood connections
- seeing ability to get amenities within close distance to home via mixed use projects
- lives in mixed use and has bike but uses feet
- uses transit to get to Seattle – challenge in waiting long time between buses (@ 30 minutes) and late night travel (after 11 PM)
- drives to SeaTac – no other feasible option 520/405 because bus takes 1:45 even at 6:30 AM
- events in Seattle choke entire system
- 520 Seattle @ rush hour is busy
- uses trails to avoid traffic on streets when busy
- safety – trails end to far north on WLSP – for kids safety

*Places with great transportation systems*

- Kirkland: high visibility for drivers (safety); clear intersections for foot traffic; lower speeds
- Geneva: being able to understand bus systems; accessible information; understandable; monitors showing stops while on bus, signs at bus stop; knowing where you are

- NYC: subway; accessible information; frequency and dependability; limitation without taxis, no back-up option
- Copenhagen and Amsterdam: safe biking and foot
- Bellevue: easy to deliver to; good grid pattern; accessible, freeways don't isolate pieces of city

*Expected changes in future travel needs*

- reducing the need for cars
- increasing frequency of mass transit trips
- reduce trips taken
- keeping up with the growth
- higher density will provide more options
- main concepts – accessible (information, transit routes); safety; connected

*“Yeah, we heard you!” (parking lot)*

- Old Redmond to West Lake Sammamish – no bike lanes with lots of traffic; lots of intersections; safety/access; too much underbrush; bike access and safety to and from Kirkland
- no sidewalk West Lake Way past Leary Way – access for residents off West Lake; across 7/11; can't turn onto West Lake/154
- 520/Avondale/Union Hill and on to Redmond Way – bike restrictions, foot traffic; lots of transportation; poor signage; have to use foot trail in place of missing sidewalk; bottleneck point; signage and visibility for all forms of traffic
- missing crosswalks by liquor store, on Cleveland and Leary
- NE 60 Street – bad visibility on crosswalk for drivers, safety, drivers just don't stop

**Group 5**

*Where did you come from? How did you get here?*

- No notes.

*Today's travel destinations and challenges getting in the way*

- Downtown Redmond
- Bellevue – downtown and on the way
- Downtown Seattle
- design and development not conducive to walking (Trader Joe's, Home Depot, Whole Foods) - buildings too far from sidewalk.
- incomplete connections with trails
- transit doesn't serve neighborhoods
- commute is not consistent – different locations, mostly travel east/west through Redmond
- bus much more time than driving
- bus ride not conducive to working – jerky, speed
- use 520 rather than at NE 40 to travel Overlake to Downtown
- trip to Senior Center from Rivertrail mostly drive due to ability (age) - would like to use other means

- work out of home (average trip short, less than 6 miles) - not practical to use transit
- jammed west on to Kirkland/Redmond Way, north on Willows
- other trips – Renton, Bellevue
- common destination – Downtown Redmond?
- getting into and around Downtown Redmond not convenient for transit, walking - bicycling is better but could still improve
- other perspective – walking is convenient, likes mid-block crossings
- safety concern – marked crosswalks you would think are safe but aren't necessarily
- people in Downtown don't always look for peds
- idea – trolley in Downtown, easy access to destinations
- Redmond Downtown – all looks alike, hard to get around
- Trader Joe's – a choke point entrance/exit at 160
- to QFC walk from Lions gate – OK if dry, small loads
- concerns about post office traffic, safety crossing the street
- walk a lot in Downtown Redmond works pretty good – sidewalks connected, could be more connections made
- Downtown – parking limits at each business inefficient, need to move vehicle
- need more density Downtown to support business, efficient access
- Trader Joe's faces to parking lot, not sidewalk - pedestrian hostile environment - stop doing this 1/4 mile walk from Redmond Way to Trader Joe's
- Red160 – ideal – adjacent to sidewalk
- other examples – Home Depot, Fred Meyer – sidewalk behind not connected to front directly
- Whole Foods – same situation
- East Lake Connector – former fence
- in general, hostility to non-motorized travel
- need more education – benefit to all – more friendly design for peds, bikes
- in general, need design that is conducive to walking, biking, building at sidewalk and parking at rear
- Sammamish Trail is a choke point – commuter bikes and kids on tricycles, pedestrians - would like separation of bikes and peds

#### *Places with great transportation systems*

- Route 545 – frequent, comfortable, express, stops on either end, runs late
- Portland – trolley, neighborhood service
- San Francisco – can hop to many modes
- Amsterdam – cycle tracks, peds/bikes separated

#### *Expected changes in future travel needs*

- travel without a car to activities, airport, restaurants
- easy airport access
- easy and predictable access to major destinations
- Overlake and Downtown Redmond “people mover” taxi
- Education Hill and NE 51 served by aerial transfer train/escalator for moving peds up the hill
- not live in a car town, walkable or take public transportation

- more people walking on street

*“Yeah, we heard you!” (parking lot)*

- plan ahead instead of reacting
- businesses, developers do their part to contribute
- don't like riding on street with narrow bike lanes
- service span
- getting to the bus is an issue (NE 51 Street) - 545 is a 3/4 mile walk
- everyone is aging