



REDMOND 2050 COMMUNITY ADVISORY COMMITTEE



DRAFT MEETING SUMMARY

REDMOND 2050 COMMUNITY ADVISORY COMMITTEE MEETING

Thursday, July 8, 2021

6:00 - 7:30 p.m.

1. Roll Call

Chair Joffre called the meeting to order at 6:03 p.m.

CAC members present: Armstrong, Blumenfeld, Brakke, Chandorkar, A. Coleman, M. Coleman, Cruz, Joffre, Stoner, Thompson, Wang, Wu

CAC members absent: Aparna, Bhagwat, CK, Jacob, Koehn

2. Approval of Meeting Summary for June 10, 2021

Approved without objection.

3. Introduction to Transit Oriented Development

Ms. Frey introduced the topic of Transit Oriented Development in anticipation of a longer discussion at a future meeting, especially as it relates to Overlake.

4. Transportation Required Updates and Policy Options and Alternatives

Mr. Churchill shared required updates for the Transportation Element and described transportation policy options and alternatives for CAC input and discussion.

CAC Questions and Discussion Concerning Required Updates

- What about planning for transit access beyond the 10-minute walkshed? For example, people can access by bike much further than a 10-minute walking radius.
 - Staff response: providing access to light rail from beyond the 10-minute walkshed is one of the priorities we have heard from the community and is part of the discussion later this evening.
- What about accessing transit from North Redmond, Avondale, and other locations further from light rail stations? How do we achieve the 10-minute goal for those areas?
 - Staff response: this question gets at the first mile/last mile problem of transit. Lower-density neighborhoods like North Redmond can be harder to serve with traditional fixed-route transit, and so other methods of connecting people to transit are needed in those areas. For example: community vans, scooters, park-and-ride facilities, and others. There is considerable interest in this topic in the community.
- The Microsoft Commons (bike, coffee, restaurants) is like a walkable, mixed-use community, but is currently only open to employees. What opportunities might exist there?
 - Staff response: Microsoft has authority as the property owner to restrict access. There will be additional public access rights with the completion of the Redmond Technology Station Pedestrian-Bicycle Bridge, but whether that leads to changes in access to buildings is unknown at this time.

CAC Questions and Discussion Concerning Policy Options and Alternatives

New Project and Program Priorities

- **Some distribution** among the priorities seems important, but **leaning into light rail** access would be important in the early years, so communities can build themselves around that mode of transport. If it is difficult to access, light rail might not be as well used.
- **High comfort/low stress** should be prioritized. This committee member experienced suddenly arriving at a place where there was no bike lane, and even his experienced cyclist friends would not use the road – they used the sidewalk instead. How many more people avoid using bicycles because they don't feel safe? Comfort is important.
- Similar thoughts re: **leaning into light rail**. Thinking of the TOD presentation, we need to be as all-in as we can to drive access to light rail.
- High comfort/low stress is not clear – need a better term. **Accessing light rail is more than about just light rail**, it's about all the amenities around light rail.
- We need one question: **where are people going?** How far? Are we targeting light rail or surface traffic in cars? We have population centers outside of the TOD walksheds, so we need a more specific target to focus on. Where is growth going to go? What will happen in next five years with commute patterns?
- Seeing trend toward roads incorporating bicycle lanes (e.g. Bel-Red Road). Even if we target access to light rail, improvements in bike lanes won't stop happening. If you focus on light rail, all other things will orient around that. His preference is prioritizing **access to light rail**.

- **"More facilities attractive to all ages, abilities"** belongs in the option 3 (access to light rail) as well.
- **Long-term, prefer prioritizing access to light rail.** Used to commute to Westlake. Childcare centers are difficult to site in dense areas due to lack of loading zones, e.g. And they can only be on ground floor, further limiting options. An **equitable TOD** issue.
- Need **transit frequency** to make it attractive, especially for people on schedules. Transfers and waiting are inconvenient.
- Went to a Mariners game but missed the last bus. **Transit must be frequent and dependable. Comfort and stress also applies to buses** and its convenience.
- Transit, or the means of getting to it, must be frequent to be useful.

Balancing Transportation Investments

- Just considering flexible dollars, would lean toward prioritizing investment in **maintenance** because there are other sources available for new projects.
- *Discussion to be continued to next meeting.*

5. Good of the Order

Mr. Churchill reported that most CAC members who have responded to the summer social poll prefer to have a meeting and social gathering on August 12. He also reported that the Mayor plans to attend an upcoming CAC meeting.

The meeting was adjourned at 7:25 p.m.