

# REDMOND 2050

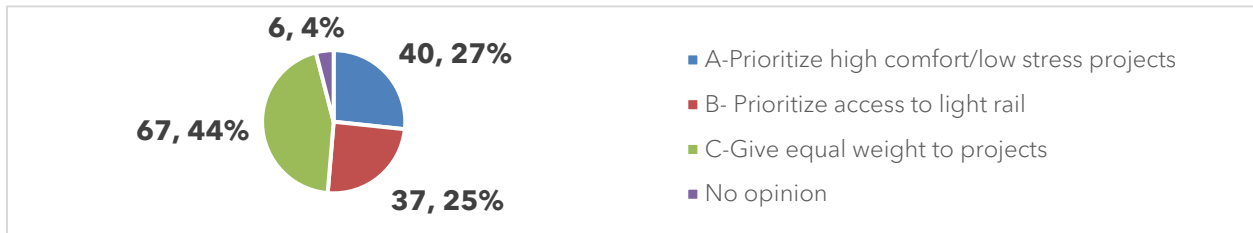
## Transportation Policy Options & Alternatives

Summer 2021 Feedback

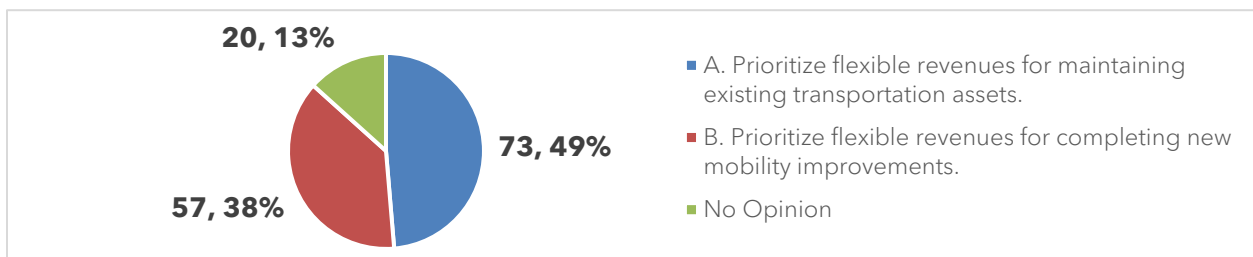
Summary below includes feedback received through Sunday, September 12, 2021, from:

- Redmond 2050 Let's Connect questionnaire
- Community Workshop participants
- Redmond 2050 CAC
- Planning Commission
- RYPAC
- Pedestrian and Bicycle Advisory Committee

We heard from you that improving access to light rail and prioritizing high-comfort/low-stress facilities are both high priorities. We will address both in the Transportation Master Plan. However, we must prioritize investments given limited funding. What should we prioritize?



We heard from you that maintaining the transportation system we have and investing in new mobility improvements are both high priorities. We will address both in the Transportation Master Plan. However, we must prioritize how we use "flexible" revenues - those that can be used for both maintenance and new mobility improvements. How should we prioritize flexible revenues?



8/18/21 COMMUNITY WORKSHOP

[WATCH RECORDING](#)

*Prioritizing new mobility investments:*

- Light rail provides access to Seattle and access to jobs in Redmond
- Inclusion also means getting people to rail with sidewalks, curb ramps, signage
- Prioritizing based on geographic need could make sense, based on need of that part of community
- Bike lanes have lower costs long term
- High comfort - better for seniors
- I like the idea of innovations of flexibility
- Flexibility

*Balancing maintenance and new mobility improvements:*

- Can there be a both-and? Maintain what is critical and open-up new mobility improvements
- Is maintaining enough considering growth?
- High comfort/access to light rail
- I like maintenance
- I like being able to improve if you have to do the work anyway
- Do both at once: maintenance incorporates improvements for safety and things that are challenging for all users.
- High Comfort is lower cost over the lifetime of the facility

*Open questions/comments*

- Don't be like Bothell - design not good for seniors
- Tree issues, canopy - seniors issue
- Make upgrades when maintaining infrastructure
- Prioritize: Low cost and high impact improvements
- What other voices would be useful?

**Redmond 2050 Community Advisory Committee**

*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.*
- It is important to **maintain older infrastructure**
- Need to consider the **environmental impacts** and benefits of new improvements
- Maintenance is a big issue in Seattle – poor maintenance causes **accessibility issues**
- When does City consider making an improvement instead of maintaining the existing facility?
- Maintaining the system advances **equity**: if a person's first option is not available, a well-maintained system will allow people across the economic spectrum to use other options (bike, transit, e.g.)
- New mobility improvements seem like a given, so our focus should be on maintenance
- System needs to be maintained so that it is **functional** at minimum.
- It's often more popular to build new infrastructure because it is easy to point to, whereas maintenance is not sexy.
- Maintaining infrastructure is often a **good investment**.
- New mobility improvements add to the overall amount of maintenance required.
- **What is the minimum acceptable level of maintenance?** At minimum it should appear to be taken care of.

- Example of good regular maintenance: Grass Lawn Park artificial turf surfaces are replaced every few years to keep them functional and safe for users.

## Planning Commission

### *New Project and Program Priorities*

- How do people in Redmond travel?
- Project management - quick build
- Weight equally - doesn't want to go to either extreme
- What might future needs become? Need to consider all priorities equally given that we don't know what future holds.
- What is the implementation strategy?
- What modes will people use in the future? What modes do we want them to use? How do we build a less car-centric city. First choice says "status quo" to her, but we need to do things differently.
- Where would increasing transit frequency or service footprint fit? Bus routes don't run frequently enough today.
- High comfort/low stress - yes, fewer, but put them in high leverage situations.
- How do transit agencies be responsive

### *Balancing Transportation Investments*

- If light rail is opportunity to become a less car-centric city, then we should focus on getting people to light rail. Even so, it remains important to keep existing roads safe. When we add new infrastructure, we should focus on those projects that induce mode shift. We should be looking at ways to make it user friendly to change behavior.
- What is the relationship between travel speeds and impacts to pavement?
- We don't ignore what we need to do to keep things operational.
- What would it take for you to give up your car?
- Where are there suburbs where public transportation?
- Can we talk with Microsoft about the Connector and ask them what works about their system? What makes a difference for those who are car reliant?

## Redmond Youth Partnership Advisory Committee

- New Project and Program Priorities
  - Prioritize High Comfort Facilities:
    - Better for environment
    - Scary to ride bike close to cars
    - Where would it go? Where would you prioritize putting these types of facilities?
    - Good for short distances and for those that need public transportation should be prioritized.
  - Prioritize Access to Light Rail

- Seems more doable, more geographic equity, get funding for a project that big. Start getting more people to change to light rail over car seems more likely.
- How to improve access to light rail for seniors and people who need it more?
- Prioritizing light rail improves equity, more people who are able to access it reduces carbon footprint.

## Pedestrian and Bicycle Advisory Committee

### 1. FEEDBACK ON TRANSPORTATION: NEW PROJECT AND PROGRAM PRIORITIES

- **Priorities may differ by Redmond neighborhood.** PBAC observed that neighborhoods might have different priorities, based on needs, existing infrastructure, and proximity to light rail and local destinations (e.g. Education Hill vs. SE Redmond). PBAC suggested reviewing neighborhood plans; applying criteria by neighborhood.
- **It can be hard to imagine a post-Link Redmond.** PBAC set a high priority on #3/Access to Light Rail, given station openings in 2023/2024. Staff reminded PBAC that light rail arrives in the near-term and much planning has already been accomplished; meanwhile, the TMP sets priorities for the long-term and can reflect new future priorities. PBAC considered setting near-term priorities (e.g. fine-tune Overlake access, which is already underway) and long-term priorities (e.g. focus on Marymoor access, which is not), but still focused primarily on #3.

### 2. FEEDBACK ON TRANSPORTATION: BALANCING TRANSPORTATION INVESTMENTS

- **Do focus on light rail.** Invest in new mobility options to bring new people to light rail.
- **Do follow the money.** Maintenance has a funding source, but new mobility programs don't, so invest in new mobility programs.
- **Do prepare for the unexpected** (i.e. be resilient): The opening of light rail is bound to bring with it new problems, needs, and things we realize we should have done - we need to be ready for that eventuality (even if it requires more spending).
- **Don't ignore neighborhoods.** Neighborhoods are suffering and need maintenance investments in sidewalks and other infrastructure.
- **Don't invest only in new options - maintain what we have now.** Balance investments between new and existing needs. Also, recognize that developer investments in Marymoor infrastructure now becomes the City's long-term maintenance obligation tomorrow.