

ST3: Downtown Redmond Link Extension Questionnaire Report



February-March 2019

Introduction Provided to Questionnaire Respondents

Sound Transit is extending light rail 3.4 miles from the future Redmond Technology Station in Overlake to Downtown Redmond. Service to Downtown Redmond is targeted to begin in 2024. The extension includes two stations:

- 1) An at-grade station in Marymoor Village with a 1,400-stall parking structure, and
- 2) An elevated terminus station in Downtown Redmond along the Redmond Central Connector corridor at 166th Ave NE.

Over the past two years of preliminary design, the City of Redmond and Sound Transit have engaged the community on topics such as alignment, station locations, preliminary station design, and station access. With preliminary design complete, Sound Transit and the City are preparing to enter into a development agreement that memorializes key project scope commitments and development standards.

We are asking you to share:

- 1) Your level of support for preliminary design decisions, and
- 2) Ideas and concerns you have looking ahead to construction.

City staff will share your feedback with the City Council prior to the Council's action on the development agreement, expected in spring or summer 2019. Thank you for your contribution to this project and the Redmond community.

How Questionnaire was Advertised

City and Sound Transit staff advertised this questionnaire through City social media channels (over 10,000 followers on Facebook and Twitter), City e-news subscription list (7,249 subscribers), the City and Sound Transit's project-based email subscription lists (2,400 combined subscribers), and at Redmond.gov/LightRailExtension. Questionnaire announcements were independently re-broadcast to other community stakeholders.

Responses

There were 312 responses to the questionnaire between February 19 and March 12, 2019. There were over 900 open-ended comments, with each topic in a comment counted as a separate comment. In brief, the response to preliminary design decisions was largely positive. The top five comment topics were: parking (mentioned in 23% of comments), non-motorized infrastructure (13%), traffic (10%), bus service planning (8%), and access (6%). See the comment summary on page 7 for additional information.

Topic A: Pedestrian and Bicycle Access and Amenities

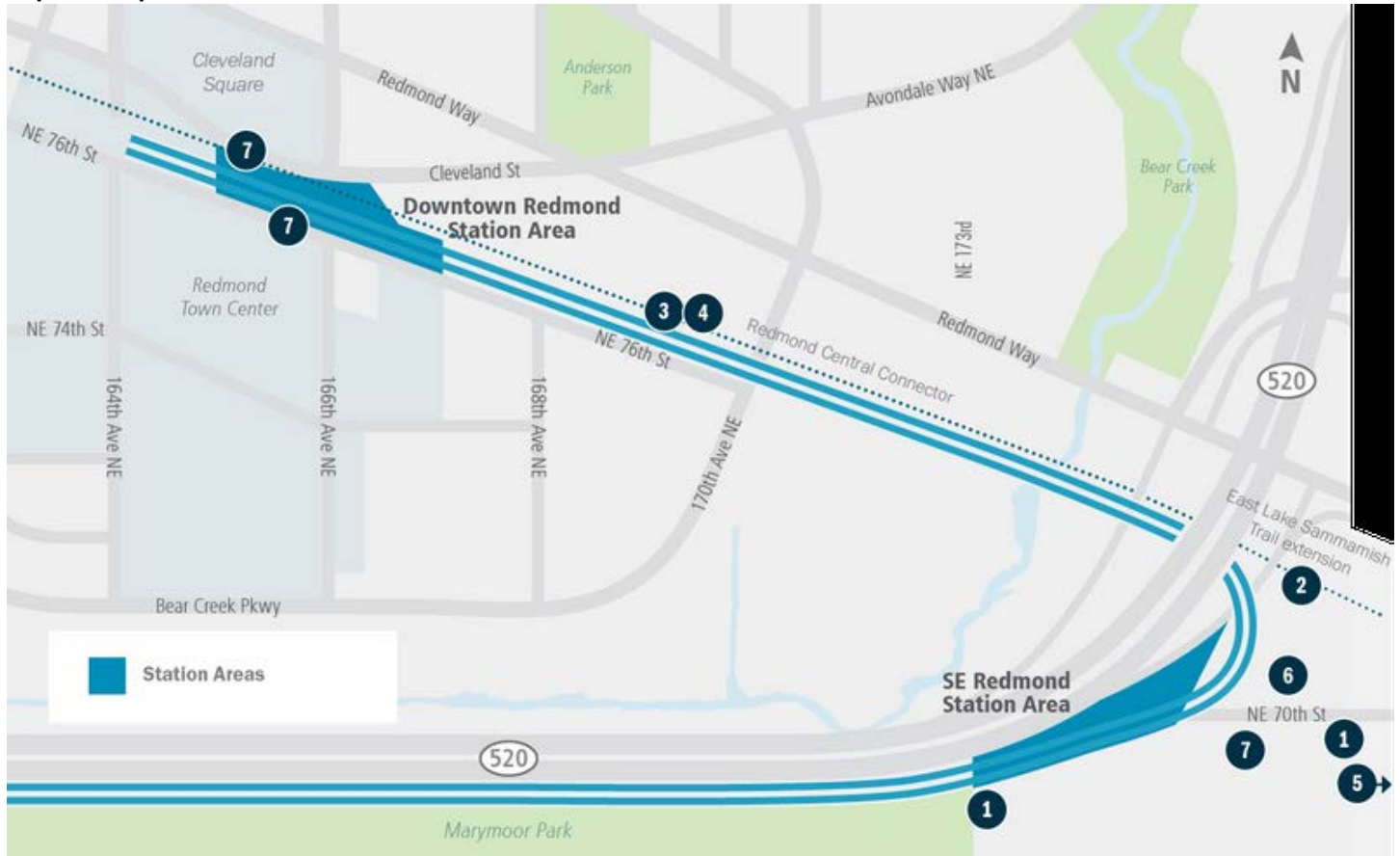
What we heard:

- Connect stations to regional trails
- Connect SE Redmond station to Marymoor Park
- Create safe pedestrian and bicycle interaction at Downtown station/Redmond Central Connector trail
- Minimize shading of Redmond Central Connector trail from guideway
- Create safe East Lake Sammamish Trail crossing of NE 70th St
- Create safe bicycle access to SE Redmond station

What we did (see map, keyed to list below):

- 1) Included pedestrian-bicycle connection from the SE Redmond station to Marymoor Park and East Lake Sammamish Trail
- 2) Connected the East Lake Sammamish Trail to the Redmond Central Connector trail
- 3) Upgraded the Redmond Central Connector trail
- 4) Minimized length of Redmond Central Connector trail under guideway to minimize trail shading
- 5) Used crosswalk at signalized intersection to move East Lake Sammamish Trail traffic across NE 70th St
- 6) Designed protected bicycle lanes on NE 70th St
- 7) Widened sidewalks, added new sidewalks, and improved pedestrian crossings in various locations connecting to the stations

Topic A Map



Topic A Results

<i>I support these preliminary design decisions</i>	<i>I can support these preliminary design decisions, and also have some additional input</i>	<i>I cannot support these preliminary design decisions without modifications</i>	<i>Other</i>
81%	11%	6%	2%

Topic B: Station Design and Amenities

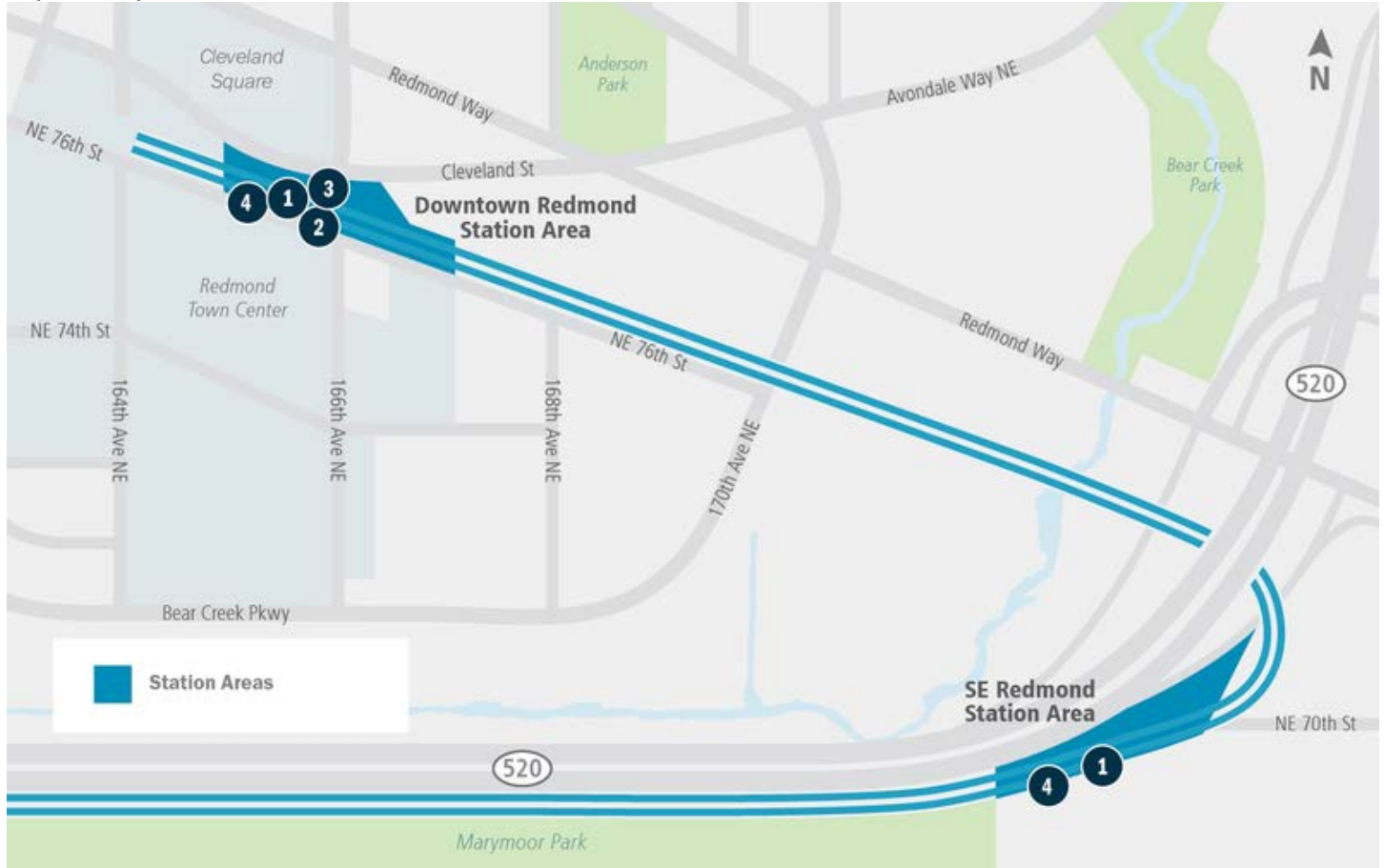
What we heard:

- Make it easy to enter and exit station areas
- Offer weather protection and enclosed areas
- Allow natural light into stations
- Downtown station should incorporate or be inspired by natural environment

What we did (see map):

- 1) Kept plazas at both stations mainly open for circulation
- 2) Added canopies in waiting areas outside the Downtown station
- 3) Used glass to allow natural light into Downtown station
- 4) Required plantings that complement surroundings and Northwest environment at both stations

Topic B Map



Topic B Results

<i>I support these preliminary design decisions</i>	<i>I can support these preliminary design decisions, and also have some additional input</i>	<i>I cannot support these preliminary design decisions without modifications</i>	<i>Other</i>
82%	12%	4%	2%

Topic C: Southeast Redmond Parking Garage

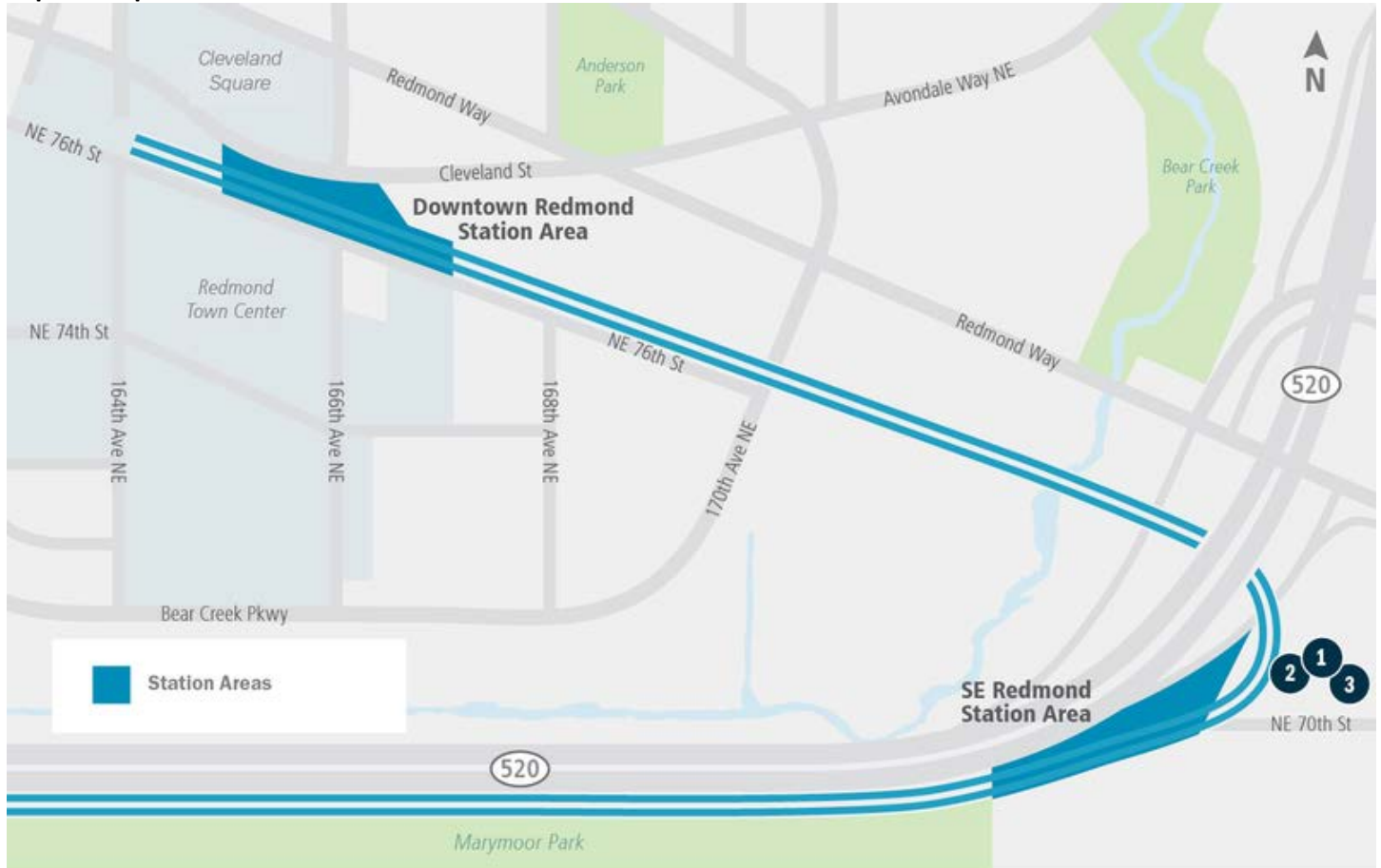
What we heard:

- Create more than 1,400 parking stalls
- Have less parking or make it paid
- Make the garage convertible to Transit Oriented Development

What we did (see map):

- 1) Required 1,400 parking spaces consistent with the voter-approved ST3 plan
- 2) Parking to be managed consistent with ST parking policy which currently includes permit parking at some locations
- 3) Included direction to reduce apparent mass of garage and ensure visual interest

Topic C Map



Topic C Results

<i>I support these preliminary design decisions</i>	<i>I can support these preliminary design decisions, and also have some additional input</i>	<i>I cannot support these preliminary design decisions without modifications</i>	<i>Other</i>
57%	28%	12%	3%

Topic D: Vehicle Access and Street Improvements

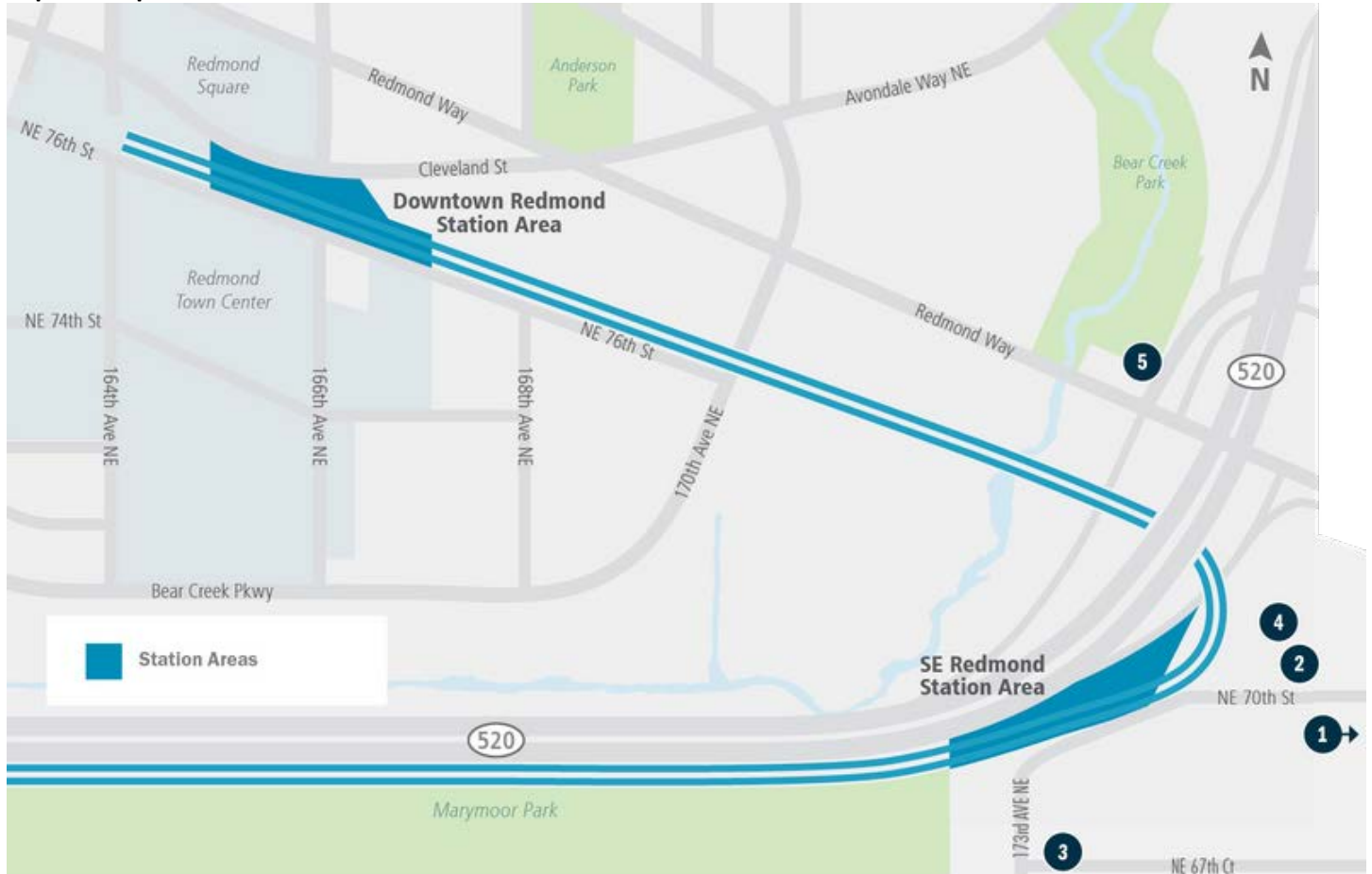
What we heard:

- Address congestion entering/exiting Marymoor Village
- Add parking facility to Downtown station

What we did (see map):

- 1) Added turn lane from northbound and southbound Redmond Way to NE 70th St
- 2) Added westbound lane on NE 70th St
- 3) Added 173rd Ave NE to connect NE 70th St and NE 67th Ct, improving circulation
- 4) Located park and ride access including 1,400 spaces at the SE Redmond Village Station consistent with City Comprehensive Plan

Topic D Map



Topic D Results

<i>I support these preliminary design decisions</i>	<i>I can support these preliminary design decisions, and also have some additional input</i>	<i>I cannot support these preliminary design decisions without modifications</i>	<i>Other</i>
74%	12%	11%	3%

Topic E: Future Bus Service

What we heard:

What will future bus transit service look like?

What we did:

- 1) Buses will connect to light rail stations, with stations designed for convenient transfers
- 2) Detailed plans for service changes will be developed and evaluated, including public outreach, closer to when light rail service begins

Topic E Results

<i>I support these preliminary design decisions</i>	<i>I can support these preliminary design decisions, and also have some additional input</i>	<i>I cannot support these preliminary design decisions without modifications</i>	<i>Other</i>
79%	10%	8%	3%

Questionnaire Closing

THANK YOU! Visit SoundTransit.org to find out more about the project and subscribe to project updates. Visit Redmond.gov for more information about the development agreement.

Attachment B: Development Agreement Questionnaire Response Summary

Quantitative Summary

	I support these preliminary design decisions	I can support these preliminary design decisions, and also have some additional input	I cannot support these preliminary design decisions without modifications	Other
Pedestrian and Bicycle Amenities	81%	11%	6%	2%
Station Design and Amenities	82%	12%	4%	2%
SE Redmond Parking Garage	57%	28%	12%	3%
Vehicle Access and Street Improvements	74%	12%	11%	3%
Future Bus Service	79%	10%	8%	3%

Comment Summary from Top 5 Comment Categories

Category	Comment Summary
Parking	<ul style="list-style-type: none"> - Add more parking, or capability to grow parking structure - Eliminate parking structure - Do not include paid parking - Include paid parking - Include technology showing when parking is available - Provide electric charging stations - Focus on function of structure, not aesthetics
Non-motorized Infrastructure	<ul style="list-style-type: none"> - Build E. Lk. Sammamish Trail extension to Redmond Central Connector - Questions about non-motorized connections between Redmond Transit Center and Downtown light rail station - Concern about pedestrians and bicyclists sharing facilities safely - Questions and comments about separating pedestrians and bicycles from vehicle traffic - Provide ample bicycle storage at stations - Make it easy to take bicycles on trains
Traffic	<ul style="list-style-type: none"> - Concern about congestion during construction - Concern about congestion from cars coming to/from parking garage - Concern about congestion in Downtown and SE Redmond generally
Bus Service Planning	<ul style="list-style-type: none"> - Add more service from outlying areas - Add more service to/from Redmond neighborhoods - Keep SR 520 service like routes 542 and 545 - Add more bus service generally - Provide transit priority lanes or other transit priority features
Access	<ul style="list-style-type: none"> - Questions about pedestrian and bicycle access through SR 520-Redmond Way interchange - Concern about passenger pick-up and drop-off locations - Provide access for people of all abilities - Provide direct access from SR 520 to Southeast Redmond station and garage