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ACKNOWLEDGEMENTS

Successful community events result from the collaborative efforts of many residents, organizations, local businesses, City and regional staff.

The following individuals are responsible for the positive outcome on November 17:

City of Redmond
Mayor John Marchione (Executive Office)

Marta Gronlund, Patrick Hirsch, Chip Cornwell, Sergio Santander (Communications)

Rich Halvorsen, Steve Gibbs, Dennis Apland (Public Works Construction)

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Charlier and Associates, Inc.
Jim Charlier

HDR, Inc.
Leanne Bartle (HDR, Inc.)

Volunteer
Kaimyn O'Neill

EXECUTIVE SUMMARY

On November 17, 2011, 74 people attended the third and final community event for Redmond's Transportation Master Plan (TMP) Update, Transportation Redmond 2030. The purpose of this community event was to seek feedback on the draft Buildout Plan, including projects and programs.

Display boards (www.redmond.gov/tmp) and a guidebook (attached) were used to help event attendees navigate the displays, understand the draft Buildout Plan, and communicate the TMP Principles.

Event attendees were asked to do the following:
Complete the comment card (attached) for specific comments on projects/programs and a general indication of the overall direction of the draft Buildout Plan. Forty two people submitted comment cards. Thirty eight of them indicated that the draft Buildout Plan is consistent with TMP Principles. The following commonalities emerged after reviewing the comment cards:

- Improve West Lake Sammamish Parkway for sidewalks, trails, vehicular traffic, community character, safety, and maintenance.
- A trolley (circulator) service in Redmond is especially important for seniors.
- Make pedestrian and bicycle improvements including connections that fill gaps, enhance safety, add lighting, and intersection control throughout the City.

Post green dots on the comment wall to indicate which of the TMP Principles are most important to achieving the City's vision. This was a fun exercise most people participated in. The highlights included:

- "Travel Choices" continues to be the most important theme heard from the community meetings
- "Safety," "Natural Environment," and "High Capacity Transit" are ranked equally and next in importance
- "Mobility" and "Neighborhood Connections" follow in relative importance

More information on the TMP Principles can be found in the attached "Guidebook" that was used by the participants at the November 17 meeting.

The next step will be for the TMP update team to consolidate this feedback from the community event into the draft Buildout Plan along with feedback from the Planning Commission and City Council.

NOTE: An article in the Redmond Reporter covering the November 17 event can be found at www.redmond-reporter.com/news/134357168.html. Video coverage of the evening is on the City's website at www.redmond.gov/cms/one.aspx?portalId=169&pageId=2755.

For more information, please contact Lei Wu at lwu@redmond.gov or 425.556.2749.

Picture 1. Seventy four people signed in at the welcome table.

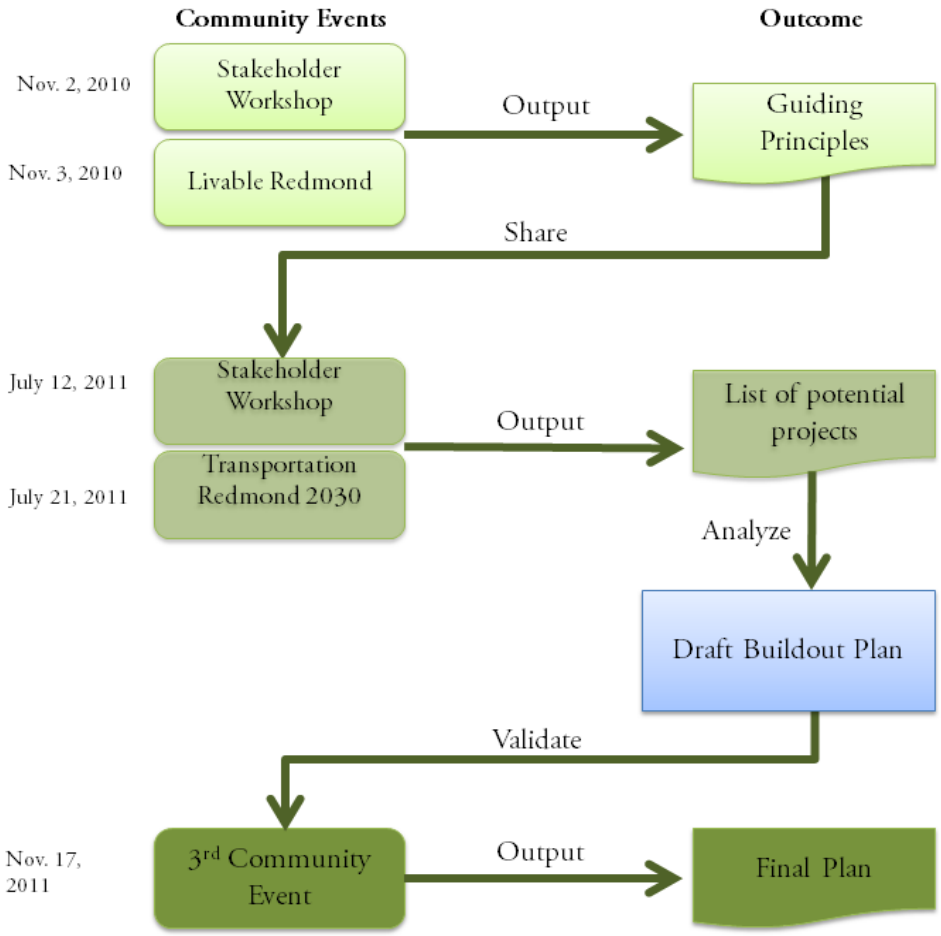
Picture 2. Conversation in lobby.

Picture 3. Meeting attendees hear presentations in the Council Chamber.

Picture 4. The "green dot evolution." First picture was taken at 6:19 PM. The next is at 7:16 PM after the presentations. Last picture is near the end of the evening at 7:52 PM.

INTRODUCTION

On November 17, 2011, the Redmond community gathered at the third public event for the Transportation Master Plan (TMP) Update. The purpose of this event was to seek feedback on the draft Buildout Plan. This feedback along with comments from the Planning Commission and City Council will be incorporated into a final Buildout Plan. The following flow chart depicts the community involvement process in the TMP update:



Seventy four participants registered at this event including 28 residents, 12 who work in Redmond, and 22 who live and work here. Forty two of them submitted comment cards. See the overall public outreach efforts in **Appendix 1**.

Event Agenda

The event was held from 6:00 pm to 8:00 pm at Redmond City Hall. Following is the evening's agenda:

6:00 pm ~ 6:30 pm	Open House (displays in lobby area)
6:30 pm ~ 7:00 pm	Welcome, vision, draft Buildout Plan, prize drawing
	John Marchione, Mayor Don Cairns, Transportation Services Manager
7:00 pm ~ 8:00 pm	Comments

Open House Displays

In addition to display boards about the draft Buildout Plan, this event included display boards for significant projects/plans/organizations related to transportation in Redmond. Displays included information about:

- Redmond TMP Update
- Redmond Comprehensive Plan Update
- Redmond Central Connector
- R-TRIP (Redmond Trip Reduction Incentive Program)
- King County Metro
- Sound Transit – East link
- Sustainable Redmond
- WSDOT – SR 520 Corridor Planning Study
- Microsoft – Pedestrian, Bicycle, and Fitness Plan

Welcome and Presentations

Following the open house displays, Mayor John Marchione welcomed the meeting attendees and presented his vision for the City of Redmond and how transportation fits in. Don Cairns then explained the TMP update process, communicated the TMP principles, and told attendees what they were asked to do at the event.

Summary of Comments

How consistent is the proposed Transportation Buildout Plan with the TMP Principles?

Out of 42 attendees who submitted comment cards, 23 indicated the draft Buildout Plan is very consistent with the TMP Principles. Nine said it was consistent. Four were unsure (Figure 1). Six people left the question unanswered.

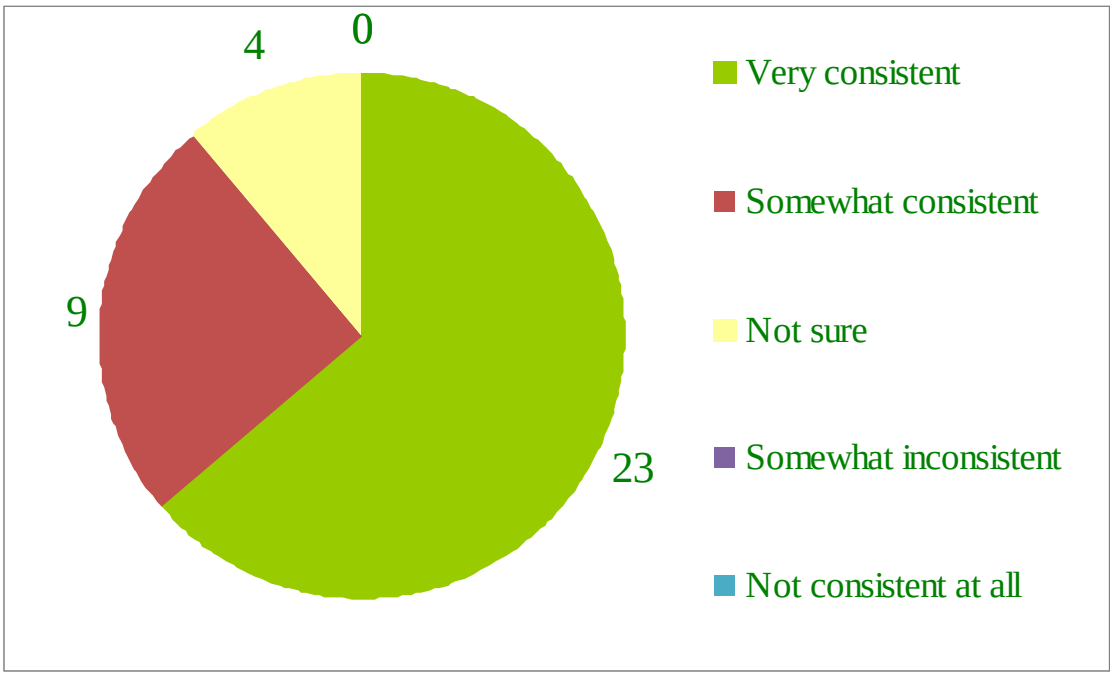


Figure 1. Responses to the consistency between the draft Buildout Plan and TMP Principles.

Which of the TMP Principles will be the most important to achieving the City's vision?

Each attendee was given 12 dots to post on the comment wall. A total of 545 dots were posted. Travel Choices got the largest number of green dots (72). This was followed by several principles with similar amounts of green dots: Safety (57), Natural Environment (56), High Capacity Transit (56), Mobility for People, Goods, and Services (51), and Neighborhood Connections (50). The remaining principles received similar amounts of green dots: Maintenance (40), System Integration (37), Priority Corridors (36), Centers (35), and Leveraged Funding (31). Community Character received the lowest number at 24 (Figure 2). The number of green dots posted for each principle is likely to reflect what attendees value in addition to the level of their understanding of each TMP Principle.

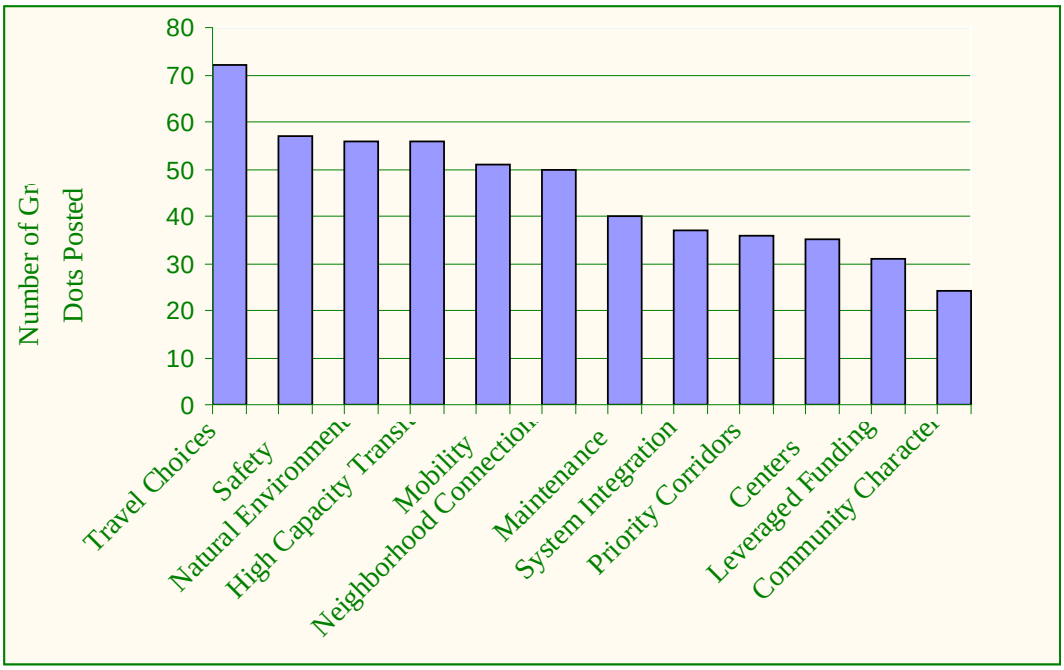


Figure 2. Green dot "voting" exercise for TMP Principles.

Comments on specific projects or types of projects, including those that attendees think are: a) especially important and should be given high priority; b) unwarranted, undesirable or otherwise of concern; or c) any projects that are missing from the Buildout Plan

Appendix 2 includes all comments. Common themes include:

- Improve West Lake Sammamish Parkway for sidewalks, trails, vehicular traffic, community character, safety, and maintenance
- Provide a trolley service around town in Redmond (especially for seniors)
- Make pedestrian and bicycle improvements including connections, safety, lighting, and intersection control

Appendix 1. Public Outreach Efforts

Intensive public outreach for the November 17 public meeting began about three weeks prior to the event. We set an internal goal to reach 100 participants for this meeting. We ended up with 74 signatures on the sign-in sheet, an excellent turn-out for a rainy November evening.

EMAIL

Starting on Thursday October 27, 351 personal email invitations went out to people who attended previous TMP community events, and to those who participated in Redmond's Travel Survey in spring 2010. These messages were supplemented with email invitations to 680 subscribers to City of Redmond transportation updates via GovDelivery. Direct email invites also went out to City Council members, the Planning Commission, the Parks and Trails Board, and the Pedestrian and Bicycle Advisory Committee.

PHONE CALLS

Sixty individuals chosen by their standing as previous meeting participants or as business and/or community leaders received face-to-face or telephone contact in addition to the email invite. Another 322 phone calls were placed starting on October 27 to individuals who had been contacted to participate in Redmond's Travel Survey. It took about 7 hours of staff time to complete these calls and yielded the following results:

RESPONSE	NUMBER	PERCENTAGE BASED ON 322 CALLS PLACED
YES	39	12%
NO	41	13%
MAYBE	42	13%
LEFT MESSAGE	150	46%
WRONG #/NO ANSWER	50	16%

People generally appreciated the personal contact, often thanking staff for the call. (NOTE: An additional 14 positive RSVPs came in by email, raising the total of 53 "YES" responses to the meeting invite.)

PRINT MEDIA

A press release was distributed to the City's list of recipients via the City's Communications Office on Tuesday November 1. An article appeared in the November 4 issue of the Redmond Reporter. A personal call was made to Samantha Pak, the reporter who covers City events for the Redmond Reporter, asking her to come in for a pre-event interview with Don Cairns and Lei Wu, and inviting her to attend the meeting on November 17. A quarter page ad announcing the event was placed in the November 11 issue of the Redmond Reporter.

About 50 postcards announcing event details were distributed at an SR 520 meeting with the Washington State Department of Transportation. Several posters were strategically placed around the City in such locations as the Senior Center, the Redmond Regional Library, and City Hall.

WEBSITES AND ON-LINE BULLETIN BOARDS

Several local and regional organizations were asked to post meeting information to their websites and/or on-line bulletin boards. Some sent direct email announcements to their members. These included:

- City of Redmond website (TMP and home pages)
- TMP Facebook page
- City's Neighborhood Facebook pages
- Red160 residential community
- Redmond Chamber of Commerce
- Sustainable Redmond
- Lake Washington School District community bulletin board
- Redmond Patch
- Cascade Bicycle Club
- FeetFirst
- Transportation Choices Coalition
- Greater Redmond Transportation Management Association
- Redmond Chapter of the Sierra Club

A direct phone call to Redmond High School invited students who might need to meet community service hours or government class requirements to this event.

ATTENDANCE

As previously noted, the evening ended with 74 signatures on the sign-in sheet. However, not everyone who attends a public meeting signs in. The Council Chamber was almost at capacity for the evening presentation, which has seating for 105 people.

The meeting sign-in sheet included a box asking "How did you hear about this event?" Sixty-seven out of the 74 signors indicated information was received in the following ways:

Method of communication	Received by (# of people)
Email	32
Word of mouth	8
Phone call	7
Redmond Reporter	6
Redmond High School	3
Poster at Senior Center	3
Ped/Bike Advisory Committee	1
GRTMA	1
Facebook	1
Redmond Patch	1
Parks and Trails Commission	1
Seattle transit blog	1

While most participants continue to receive their information about public meetings through email, it is very encouraging that people are talking to one another about these meetings resulting in at least 8 individuals attending. The Redmond Reporter is again a primary source of information. Personal phone calls were also effective, bringing in another 7 people to this event.

Appendix 2. Comments From Comment Cards

Please list any projects or types of projects you think are especially important and should be given high priority.

NE 40 Street Streetscape Segment IV
East Lake Sammamish Parkway and 187 Ave NE Roundabout
Willows Road Widening North
West Lake Sammamish Parkway Widening
Idylwood Park and Transit Safety and Access Project

Couplet conversion
166 Ave NE connection

Circulation of mixed possibilities
Expanding care and ease to and from and within
With and without cars
As well as priority corridors into Redmond

Two important "people movers"/"connectors":
1. Extending bike/walking trail south along West Lake Sammamish Parkway to bifurcation of West Lake Sammamish Parkway and Bel-Red Road.
2. Put traffic circle at bifurcation of West Lake Sammamish Parkway and Bel-Red Road.
P.S. Please extend sidewalk along West Lake Sammamish Parkway under train trestle north of Leary Way. Thanks!
Vicky Hunsicker Sanko
425.869.8724

Projects that help move people and goods faster through pedestrian and bike enhancements and transit that connects people from Downtown and Overlake urban centers to neighborhoods and Redmond Town Center to reduce congestion and the need for parking

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I want to see prioritization of projects that lead to mixed use, walkable neighborhoods. The plans for Downtown and Overlake are terrific. I also want to see rail transit fostered and emphasized for inter-neighborhood and inter-city travel.

Improved transportation around Redmond, not just between Redmond and other communities

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520 Trail Grade Separation at NE 40 Street
520 Trail Grade Separation at NE 51 Street
NE 51 Street Sidewalk
East Link Phase II

Better way to get from Bear Creek transit center to Avondale bike lane or better yet a trail

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Metro transit in Southeast Redmond business corridor
Park and Ride access/connections to Southeast business park

Freight corridors

Maintenance – fixing of potholes, etc.

Safety on NE 116 Street corridor (managing traffic/pedestrian flows)
Also Red-Wood Road between NE 116 Street and NE 109 Street
I like the low building height limits – don't want to see high rises like Seattle and Bellevue

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Transportation for seniors

Neighborhood connections
Mobility for people into and around the City

Extend the trail along West Lake Sammamish Parkway from NE 51 Street to Bel-Red Road
Sidewalks along West Lake Sammamish Parkway between Leary Way and NE 85 Street

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160 Ave NE extension

The trolley plan of the Redmond Senior Center should be given a higher priority than it has now.

More safety on West Lake Sammamish between NE 40 Street and NE 24 Street

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Complete bicycle/pedestrian infrastructure east/west along NE 116 Street
Downtown secure/safe bike parking (lockup)

A pedestrian/bicycle connection (stairs) between NE 86 Street/143 Ave NE and NE 87 Street

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Important: NE 116 Street completion of complete street
Safety program, especially radar speed signs, enforcement of speeds in neighborhoods, some "no turns on red" except with greed arrow (pedestrian and bike button stops green arrow)

Maintenance, safety, build the West Lake Sammamish Parkway/Bel-Red Road roundabout, neighborhood connections

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Would like to see improvements to West Lake Sammamish Parkway between NE 51 Street and Bel-Red Road. The traffic on this road has sky-rocketed in the last 10 years. It's not safe to walk or bike with kids.
Please extend the trail from NE 51 Street to Bel-Red Road. This will enable Overlake and Viewpoint residents to use the trail for walking and biking for commuting, for recreation, and for non-motorized access to Downtown.

Sidewalks (especially on south side of NE 51 Street and on West Lake Sammamish Parkway)
Light rail/mass transit
Bike routes that are separated from traffic by a physical barrier (as in Europe)

Lighting on trails in central urban center. Missing connectors.

Open up 172 Ave NE to the public to help SR 202

Bicycle pedestrian use and safety

Bicycling – more safe bike routes, a grid of bike routes, neighborhood greenways
System integration – bike to transit

Preparing Overlake for East Link

Light rail ASAP (Overlake)
Light rail (Downtown Redmond) ASAP

Overlake area – traffic flow, aesthetics, safety

Travel choices: West Lake Sammamish Parkway
Safety: south of NE 40 Street safety parkway
We need bike and pedestrian improvements along West Lake Sammamish Parkway south of NE 40 Street

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See the Idylwood neighborhood plan for improvements to West Lake Sammamish Parkway south of NE 51 Street to extension with Bel-Red Road with roundabout and pedestrian path on east side of street. "I encourage this construction."

Given the economic realities, I think focusing on projects that focus on walkable neighborhoods with mixed uses is best. Transit is another important priority. The City should also focus on integrating all the priorities, especially using technology. It should all work together.

Bear Creek rechanneling near Redmond Way needs attention to make sure water flows aren't impacted (Bear Creek Bridge Replacement Project).

Standardization of pedestrian control signals to address the needs of citizens with intellectual and other disabilities.
Thanks for the opportunity. Richard Haines/Lake Washington School District Transition Academy

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Light rail, transit, greenery, integration

Please list any projects or types of projects you think are unwarranted, undesirable, or otherwise of concern to you.

None

None

Less emphasis on light rail until it gets past Bellevue

The sidewalk plans of all places listed. The sidewalk plans have no interest for me.

Review bike projects. Seems unbalanced.

Do not make any additional lanes on 148 Ave NE or 156 Ave NE

More roads or widening of roads
Invest in biking to encourage alternate transportation usage

Improvements seem wonderful, but feel for most part Idylwood neighborhood has been "forgotten"

We need to slow traffic on Redmond Way. Once the couple is removed traffic speed will increase. I was here when Redmond Way was 2-way traffic. It was a speed zone.

None

None

Please list any projects you feel are missing from the Buildout Plan.

Town trolley to connect neighborhoods or businesses

More and more safe walking with control at intersections and even well marked driveways

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Connecting people between 156 Ave NE and 148 Ave NE via transit

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I think lighting pedestrian and bike paths is crucial if they are to be alternatives to roads. I have to alter my walk home in the winter months when it is dark.

In the needs assessment study done a few years ago by the Redmond Senior Center, transportation was a high priority need. That was confirmed by both the Senior Advisory Committee and the Parks and Recreation staff – by independent votes. With this level of importance, it seems it should have a place in the TMP. The projects listed for the long-term are certainly important, but near-term transportation needs should be included for seniors. More bike paths are not going to be of much help to most of them.

NE 51 Street pedestrian/bicycle access to Marymoor Park (footbridge over Sammamish River)
Bus transit on NE 51 Street

I would like to see signage for connectivity

Metro transit in Southeast Redmond business corridor
Park and Ride access/connections to Southeast business park

Good job. Well thought out.

Town trolley transportation

We need a "Redmond town trolley" circulatory bus route for people to travel to and from Downtown shopping centers, medical facilities, and transit centers – see Senior Center proposal submitted in 2010.

Direct connection between the new Downtown connector and East Lake Sammamish Trail

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We did not see anything of the Redmond trolley system in copy of the plans though it was submitted 18 months ago

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Online road/sidewalk/bike hazard reporting system (using citizens as eyes) using phone cameras
Projects to encourage outdoor dining/cafes on sidewalks
Bike/pedestrian lanes in shopping mall parking lots to indicate "safe zones"
Radar speed signs

A pedestrian/bicycle connection (stairs) between NE 86 Street/143 Ave NE and NE 87 Street

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Downtown sidewalk rules that provide seating and food options and destinations
Video monitoring for safety of transit center and light rail stops

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None

Cut through trails/paths for pedestrians to connect neighborhoods to each other and transit stops (not on streets, but through woods, parks, between structures, etc.)
Microsoft needs to finish that incomplete building on 156 Ave NE. It is a blight to our neighborhood – very ugly. Microsoft has plenty of cash to finish it and should step up and be a good neighbor to the citizens who live in Overlake area.

I'm concerned about the traffic flow on Leary crossing Cleveland when the connector is implemented. Currently during rush hour, traffic can back up to West Lake Sammamish. With the traffic calming that is envisioned at the intersection with the connector, I'm concerned that the traffic will back up even more than now.

Additional green space (larger size)
More public access to the lake

Give bikes priority at traffic intersections
Green ways
Bicycle parking facilities at transit centers and business centers
Ramps for bikes at all stairs. I forget name, but there is a product that allows cyclist to push bike up or down a ramp to better integrate stairs into trails.

A conference center/hotel would be nice

Improvements for pedestrians along West Lake Sammamish Parkway south of NE 40 Street
More emphasis on covered shelters at bus stops
A great effort, time, and money has been spent to provide welcoming trails along the Sammamish River and develop green corridors along the Downtown city streets. I like it and enjoy it, but feel as if no effort has been put into the look, feel, and safety of West Lake Sammamish Parkway. I think that parkway could be developed to be park-like and provide a comfortable connect around Idylwood neighborhood. It is the first city street visitors to Redmond may encounter and the slough banks and overgrown "non-natives" blackberry and ivy is not at all welcoming.

"Redmond town trolley" circulating route and stops at retirement homes, ER facilities, senior center, and shopping

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NE 116 Street needs to be built for safety reasons particularly in area of school

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Lighting on trails would be great, especially the Sammamish River trails

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I'd like to see more on the new pedestrian bridge replacing the Redmond Way sidewalk over Bear Creek (Bear Creek Bridge Rechannelization Project)

More light rail

Based on the information presented at the open house tonight, how well does the proposed Transportation Buildout Plan line up with the TMP principles?

Very consistent	23
(write-in box)	1
Somewhat consistent	8
Not sure	4
Somewhat inconsistent	0
Not consistent at all	0