

City of Redmond

Transportation Master Plan



Stakeholder Workshop
November 2, 1010

Creating Choice. Connecting Community.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
INTRODUCTION	5
WORKSHOP AGENDA.....	5
WORKSHOP PARTICIPANTS.....	5
<i>Agencies</i>	<i>5</i>
<i>Business.....</i>	<i>6</i>
<i>Development.....</i>	<i>6</i>
<i>Organizations and Neighborhoods</i>	<i>6</i>
<i>City of Redmond.....</i>	<i>6</i>
ROUNDTABLE DISCUSSION AND PRIORITIZED ITEMS	8
GROUP 1	8
<i>Opportunities and Challenges</i>	<i>8</i>
<i>Sustainable Transportation For Redmond.....</i>	<i>8</i>
GROUP 2	8
<i>Opportunities and Challenges</i>	<i>8</i>
<i>Sustainable Transportation.....</i>	<i>8</i>
GROUP 3	9
<i>Opportunities and Challenges</i>	<i>9</i>
<i>Sustainable Transportation.....</i>	<i>9</i>
GROUP 4	9
<i>Opportunities and Challenges</i>	<i>9</i>
<i>Sustainable Transportation.....</i>	<i>9</i>
ADVANCE EMAIL RESPONSES.....	9
ROUNDTABLE BRAINSTORMING ITEMS	12
GROUP 1	12
<i>Sustainable Transportation.....</i>	<i>12</i>
<i>Opportunities.....</i>	<i>12</i>
<i>Challenge.....</i>	<i>12</i>

EXECUTIVE SUMMARY

The Transportation Master Plan (TMP) Update team including City staff and the consultant, Charlier Associates, conducted a stakeholder workshop on November 2, 2010. The purpose of the workshop was threefold: 1) to engage stakeholders to help shape the TMP Update; 2) to identify opportunities and challenges facing Redmond in the next 20 years and; 3) to discover possibilities for what sustainable transportation could be for the City of Redmond.

Thirty-nine stakeholders included staff from public agencies in the region, representatives from local businesses, the development community, and various organizations, Redmond residents, consultants, and various City staff.

The workshop started with an overview of Redmond and its TMP Update. Then, workshop participants broke out into four groups to brainstorm and prioritize:

- Opportunities and challenges facing Redmond
- Sustainable transportation for Redmond

Finally, workshop participants came back together and reported on the prioritized items each group identified during their break-out sessions.



Group 1



Group 2



Group 3



Group 4

Below is a summary of the prioritized items reported from all four groups:

1. **Environment** – Ways to protect the environment need to be provided. The conflict between dense infrastructure and development in flood prone areas needs to be addressed.
2. **Growth** – Two growth-related issues were raised: a) the right jobs to housing ratio and b) the lack of land use density.
3. **Integrated Planning** – All transportation pieces need to be thought through and integrated into one holistic system. The relative benefits and cost of all traveling modes need to be judiciously evaluated. Public/private partnerships need to be encouraged. The shifting price of energy and resulting impact on future travel needs to be considered in the planning process.
4. **Multimodal Travel Choices** – Think beyond cars. The transportation system needs to provide mode choices for destinations, e.g., between neighborhoods and retail centers. Midday traffic from employment centers also needs travel mode choices.
5. **Non-Motorized Transportation** – Pedestrian and bicycle connections need to be provided among neighborhoods. In addition, the conflict between non-motorized and motorized traffic needs to be addressed.
6. **Regional Transportation Facilities and Regional Traffic Needs** – Redmond should take advantage of regional transportation facilities and address regional traffic needs. Two regional transportation facilities, Sound Transit East Link Light rail and SR 520, present obvious opportunities for Redmond's transportation system. The challenges are:
a) identifying a design for SR 520 that has the flexibility to accommodate future needs; and
b) supporting construction of the East Link light rail line between Overlake and Downtown Redmond. Meanwhile, Redmond also needs to address traffic from the region including: a) commute trips of people who work in Redmond but live outside of Redmond; and b) traffic from east King County that uses Redmond as a transportation hub.
7. **Safety** - Safety is important, especially that of pedestrians and bicyclists.
8. **Sustainable Funding** – Sustainable funding is needed for a sustainable transportation system including maintaining and preserving the existing transportation infrastructure. A reliable mechanism is needed to off-set lower revenue from gasoline taxes due to increased use of electric cars and alternative travel modes.
9. **Transit Services** – A more appealing transit system. Transit services need to reach markets that are underserved, particularly suburban residential areas. Transit corridors need to be created to reach areas with dense land use. For younger travelers, transit can be a part of their life style.
10. **Transition Into Sustainable Transportation** – What does it take to transition from the past or the current to the future? More specifically, how do we transition from a car-oriented system to a sustainable one? Suggestions to this question include: a) setting a vision to determine what kind of place Redmond is, particularly with its urban centers; b) recognizing that education is important in the transition; and c) using incentives rather than penalties.

11. Using Technology to Improve Efficiency- Technological applications can improve performance of the transportation system. The existing transportation system needs to be developed to accommodate technology with minimal disruption.

Next steps for the TMP Update team are to:

- Use the stakeholder workshop outcomes to help determine principles that define sustainability for Redmond.
- Use the stakeholder workshop outcomes to help draft transportation policies and strategies that will be incorporated into the TMP Update.
- Identify the ideas that will be further developed into the TMP Update, the 3-year Action Plan, or solutions for specific problems.

INTRODUCTION

Redmond's Transportation Master Plan (TMP) was established in 2005. The TMP provides the basis for transportation investment decision making and guides what projects or programs the City focuses on to provide excellent transportation services for Redmond. The TMP includes long-term plans for transportation projects and programs as well as near-term, high priority tasks.

The TMP is a living document. Redmond started the first five-year major update to its TMP in 2010. Sustainability is the explicit focus of the update process, which is consistent with the Comprehensive Plan Update. In order to inform stakeholders and the community and engage them to shape the plan update, the public outreach process includes three stakeholder workshops and four community events (ATTACHMENT 1). Community events are open to anyone interested in the plan update process. Stakeholders are important partners who help to shape the future of Redmond's transportation system by:

- influencing decisions for making transportation improvements
- providing transit services
- providing transportation improvements
- being a customer of the transportation system

The November 2, 2010 stakeholder workshop is the kick-off event with stakeholders in the plan update process. Purposes of the workshop included:

- engaging stakeholders to help shape the TMP Update
- identifying opportunities and challenges facing Redmond in the next 20 years
- discovering possibilities for what sustainable transportation could be for Redmond

Workshop Agenda

The workshop was held between 9:00 am and 11:30 am at Redmond City Hall. Following is the day's agenda:

- Welcome
- Group self introduction
- Overview of Redmond and its TMP Update
- Break
- Small group roundtable discussions
 - Brainstorm opportunities and challenges
 - Explore sustainable transportation for Redmond
- Reconvene the large group and report out on roundabout discussions
- Next steps

Workshop Participants

Following is the list of stakeholders who attended the workshop:

Agencies

- Rick Brater - King County Transportation, Engineering Services Section Manager
- Mike Cummings – Puget Sound Region Council, Program Manager

- Carol Hunter - WSDOT Urban Planning Office, Senior Transportation Planner
- Jack Lattemann - King County Metro, Transportation Planner IV
- Kevin O'Neill - City of Bellevue - Transportation Department, Assistant Director
- Rick Roberts - WSDOT Traffic Operations, King County Area Traffic Engineer
- Greg Walker - Sound Transit Planning Office, Sound Transit Planning Manager
- Shuming Yan - WSDOT Urban Planning Office, Deputy Director

Business

- Jeff Aumell - Microsoft, Transportation Manager
- Lynn Frosch - Microsoft, Puget Sound Transportation Services Manager
- Bill Garing- Redmond Chamber, Chair of Government Affairs Committee
- Howard Hawk – Cadman, Operations Manager
- Gordon Spencer –Teknon, CFO
- Michelle Thompson, Aerojet, Human Resources Manager
- Susan Walukiewicz - Brugge Chocolates, Owner

Development Community

- Mike Miller - Murray Franklyn
- Phil Wood - Jones Lang LaSalle, Vice President

Organizations and Neighborhoods

- Linda Ballew - Greater Redmond Transportation Mgmt Association, Executive Director
- Glen Eades – Overlake resident
- Kenneth Foster – Idylwood resident
- Lynn Moody – Hopelink, Director of Transportation
- Robert O'Hara – Redmond Planning Commission, Planning Commissioner
- Lars Posthumus - Lake Washington School District, Transportation Coordinator
- Ed Schein – Water Tenders, Member
- Arnold Tomac - City of Redmond Pedestrian Bike Advisory Committee, Chair
- Susan Wilkins – Water Tenders, Member

City of Redmond

- Susan Byszeski –Transportation Services, Public Communications Coordinator
- Don Cairns – Transportation Services, Division Manager
- Ron Grant – Public Works, Deputy Director
- Carolyn Hope – Parks, Senior Planner
- Li Lowry – Transportation Services, Management Analyst
- Terry Marpert – Long Range Planning, Principal Planner
- Mike Paul – Construction, Division Manager
- Lori Peckol – Long Range Planning, Division Manager
- Joel Pfundt –Transportation Services, Principal Planner
- Erika Vandenbrande – Transportation Demand Management, Division Manager
- Lei Wu – Transportation Services, Senior Transportation Engineer

Consultant Team

- Jim Charlier – Charlier Associates, Inc.
- Jacob Riger – Charlier Associates, Inc.



Figure 1. Stakeholders gather for the workshop.

ROUNDTABLE DISCUSSION AND PRIORITIZED ITEMS

Stakeholders broke into four groups to brainstorm on specific subjects and prioritize their results. Topics for discussion were:

1. opportunities and challenges for Redmond or the region in the next twenty years
2. sustainable transportation for Redmond

Results of the brainstorm sessions are in ATTACHMENT 2. The following prioritized items were reported out to all stakeholders:

Group 1

Opportunities and Challenges

- Take advantage of Sound Transit East Link light rail.
- Address markets or areas (e.g., employment destinations) that are not yet being served or are currently underserved by alternative transportation modes especially transit.
- Provide travel mode choices other than cars from neighborhood to retail centers.
- Judiciously evaluate relative cost and benefits among different travel mode.s
- Address traffic from East King County using Redmond as a transportation hub.
- Accommodate commute trips of people who work in, but live outside of Redmond.
- Address how to build dense infrastructure in flood prone areas.

Sustainable Transportation for Redmond

- Provide pedestrian and bicycle connections among neighborhoods.
- Provide facilities/services accommodating multimodal transportation to destinations such as retail centers.
- Safety, especially for pedestrians and bicyclists.
- Travel mode choices at midday for people to travel in and out of employment centers.

Group 2

Opportunities and Challenges

- The lack of land use density.
- Create transit corridor to serve areas with land use density.
- Safety especially that of pedestrian crossings on arterials.
- Non-motorized facilities slowing down motorized traffic.
- Shifting energy prices and its influence on future travel.

Sustainable Transportation

- Promote partnership between private and public entities and use private transit system to leverage King County Metro transit services.
- Think through all transportation needs and integrate them into one holistic transportation system.

- Address the transition to sustainability. During the transitioning period, Redmond needs to determine an identity, particularly if urban centers represent Redmond. Education is important in transitioning from the past into the future. We need to set a vision and encourage instead of penalize when moving toward the vision.

Group 3

Opportunities and Challenges

- SR 520 and Sound Transit East Link light rail.
- Design for SR 520 that has the flexibility to accommodate future needs.
- Complete the connection of East Link between Overlake and Downtown.
- Get more performance on the existing transportation system through technology.
- A reliable mechanism for sustainable funding, which will compensate for reduced funding revenue from gasoline taxes due to increased use of electric cars and alternative modes of transportation.

Sustainable Transportation

- Ways to preserve the environment.
- Sustainable/reliable funding for the transportation system.
- The transportation system accommodates technology with minimal disruption to the existing system.

Group 4

Opportunities and Challenges

- Make transit more appealing and incorporate transit as part of the life style for young people.
- Challenge of how to provide transit services in suburban residential areas.
- The right ratio between jobs and housing.

Sustainable Transportation

- Think beyond cars.
- Funding for maintaining and preserving the transportation infrastructure.
- The transition from the current car-oriented system to the future.

ADVANCE EMAIL RESPONSES

In advance of the workshop, responses were solicited from stakeholders on questions below. Two people responded. Their responses are:

- A. What are the three most important transportation opportunities affecting Redmond or the region in the next 20 years?
- telecommuting
 - light rail
 - commuter buses for large businesses and cost sharing opportunities for small businesses

- transportation system access education
- access to region via light rail, transit and regional freeway system

B. What are the three most important transportation challenges facing Redmond or the region in the next 20 years?

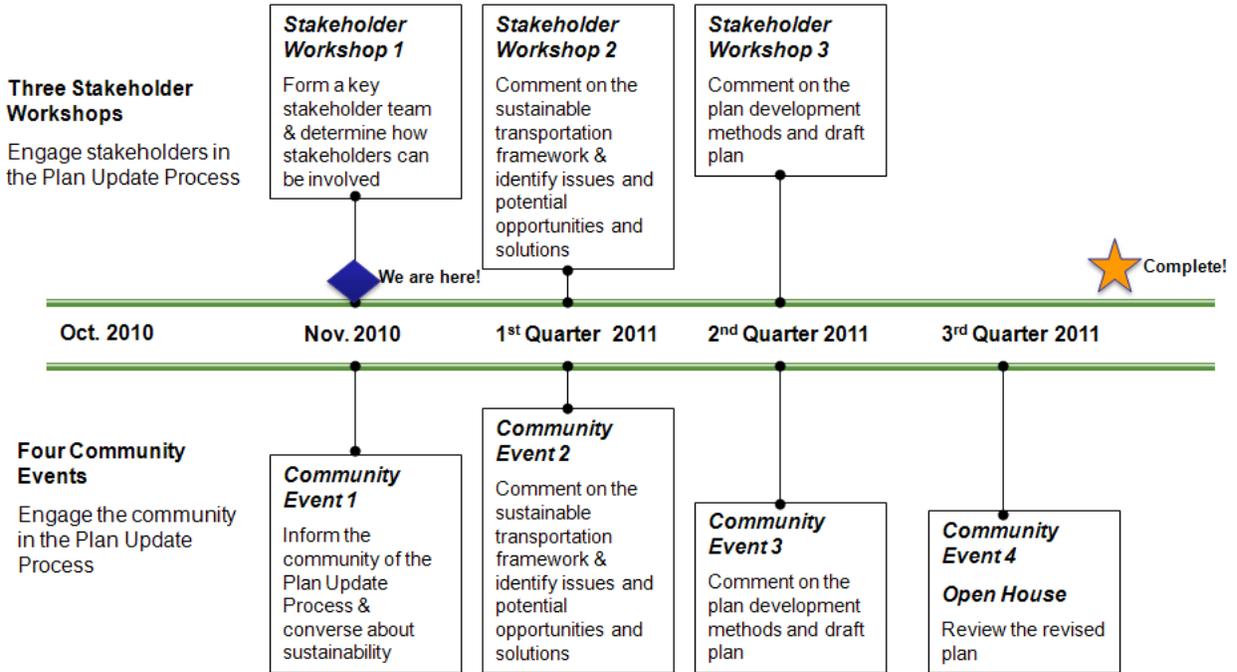
- SR 520 toll and access to and from Redmond
- rising fuel costs
- business and residential growth
- infrastructure maintenance and improvements, mode shift to reliable alternatives, sustainable funding model

C. What does sustainable transportation mean to your agency/affiliation?

- cost effective, safe, efficient and convenient access to customers and vendors allowing our organization (a Redmond business) to provide and receive goods and services with minimal negative impact to the environment
- mode alternatives that are financially sustainable and accessible to our employee base over time

ATTACHMENT 1. Public outreach process for Redmond TMP Update

Ongoing dialogue about the Plan Update Process: social networking, the TMP website, and direct outreach 



ROUNDTABLE BRAINSTORM ITEMS

Group 1

Sustainable Transportation

- lunch shuttles
- zoning changes – “mixed use limited”
 - more of the mixed use
- sidewalk/safety
 - in the works
- business parks
 - change in land use
 - turn to multimodal
 - SOV car – other
- innovative technology to reduce trips
- extend Willows Road north
- pedestrian/bike connection between neighborhoods
 - bus

Opportunities

- Sound Transit East Link light rail
- underserved neighborhood to retail transit markets
- determine the cost for
 - cars – SOV/HOV
 - bus
 - train/light rail
 - walking
 - bike
- employment centers underserved by current transportation modes

Challenge

- how to deal with folks from East King County who want to take advantage of Redmond as a transportation hub
- reverse commute
 - more people (90,000) into Redmond
- how to deal with stormwater as development continues to occur

GROUP 2

- pedestrian facility – Lack
- think 50 years out
- last mile challenges
- shift in energy and prices
- probably more local travel in future
- live closer to work
- SR 520 tolling – change travel patterns
 - 20% Seattle
 - 45% Eastside
 - need bus service in local/east
- challenge lack of density
- challenge to create transit arterials from surrounding areas
- need choices – amenities
- no one looking at issues
- no one looking at street design to support transit; i.e., Willows Road
- want to sustain employment
- large businesses – will they be there in future
 - still look at growth centers regardless
- vanpools – too small, not practical
- safety – dangerous crossing, heavily used roads
- look at emerging areas, not just OV or DTR
- improve bike facilities
- concern about bike/pedestrian facilities slowing traffic
- electric vehicles – how much of an option?
- can housing be better served by transit
- we are Americans (have cultural beliefs – move out further)
- are we car friendly; are we transit/ped friendly
- amount of building – you have to provide for vehicles
- King County and Redmond need to coordinate the design of Novelty Hill Road (wider in KC)
- will transportation facilities keep pace with demand
- HCT can help serve demand
- incoming traffic - is there a cost effective solution
- public/private partnership
 - joint use of metro facilities
 - handle extra demand
 - compliment existing
- green streets
- doing project right
 - put in alternative modes in design of streets
- accommodate – drop off areas
- think through about all needs
- transition to sustainability
 - still thinking as in the past (parking)
 - need to decide who we are (Urban Center)
 - helps increase demand for all modes
 - education about sustainability
 - set vision – use carrots, less sticks

GROUP 3

Erika V

- sustainable funding for all modes
 - predictable
 - reliable
 - strategic about regional & local investments
 - strong performance measures
- longer term perspectives on traffic
- infrastructure for electric cars
- dichotomy between funding sources and efforts to drop fuel use (energy efficiency)
- user-based pricing
- safety – pedestrian & bike vulnerability
 - system needs to be safe for ALL, including at intersections
- efficiency
- funding
- long range
- flexibility for innovations/different choices; e.g., user-based fees

SUSTAINABLE TRANSPORTATION

- gas prices rising have implications
- take care of what we have in a more economical way
- maximizing efficiency
- design to build and create
- reduce need for engineered vaults (stormwater) through “natural” means
- longer range look at future needs
 - city codes - do they help set the stage
- vegetate corridors for forested cover
- connections to create/integrate/accommodate peds, bikes, and transit
- bike on transit capacity
- increasing density via land use and multimodal opportunities
- single seat rides vs. transfers
- freight mobility
 - noise issues
- how to get more performance out of existing system
 - technology
 - increase efficiency
- squeeze more out of less
 - funding issues
 - land for lane miles
 - design standards
 - more efficient use of built system
 - allow free thinking
- maintenance and preservation
- safety
- pedestrian safety – bike, too!!
- station planning around HCT
 - land use proximate and appropriate
- politics

- wayfinding at bicycle/pedestrian scale
- environmental preservation/conservation integrated into transportation projects
- economic base of community
- creating jobs/housing balance
- reduced funding
- sustainable funding
 - transit
 - highway
- changes in land use patterns and demographics
 - creating demand for denser, mixed use opportunities
 - reduced funding
- collaboration between Redmond and Bellevue

OPPORTUNITIES AND CHALLENGES

- East Link and light rail/station planning concept
 - near-term
 - long-term
- SR 520 improvements
 - corridor plan
- SR 520 Bridge tolling
 - response to tolling in travel patterns
 - response by community
 - carpooling and transit shifts
 - respond to changes rapidly enough
 - need to raise park & ride capacity
- SR 520 improvements
- Rapid Ride
- traffic information technology
- Downtown and Overlake urban centers and integration
- conversation about economy and sustainability
 - efficiency
 - Allen management strategies
- wayfinding in City
 - addresses danger and facing street?

GROUP 4
Mike Paul

VIABLE TRANSPORTATION CHOICES – MULTIMODAL, BIKE, WALK, ETC.

- need to transition from current suburb to future
- cost-effective and efficient approach for long-term construction and maintenance
- how to bring services to new neighborhoods
- how to inform and increase awareness of transportation alternatives
- how to “grow” transit users including K-12 schools
- how to do transit in the suburbs
- transportation disconnected from land use
- Overlake and Downtown can have density to support transit
- how to fund transportation improvements (decreased revenue)

OPPORTUNITIES/CHALLENGES

- how to maximize what we have
- how to make transit more appealing
- major employment center, Overlake
- how to provide greater transit connectivity
- what is right balance between housing and jobs. Actual vs. desired
- providing infrastructure to shorten travel time and provide freight mobility
- HOV lanes on SR 520 support with park & ride lots, optimize
- light rail and support services
- how to connect residents to transit hubs - all ages, affordable
- transportation options for all incomes, ages, etc.

SUSTAINABILITY

- how do we improve efficiency of the system
- have resources to maintain system and respond to changes
- alternatives and access that don't require a car
- proper planning and design to provide mix of housing and services
- reduce reliance on fossil fuels
- minimize environmental impact
- clean, efficient, economical alternatives to cars
- how to transition from current and near-term development patterns to future, i.e., parking
- funding for long-term maintenance and preservation of infrastructure (reserve fund?) - State and Sound Transit and region
- cost effective to build and maintain

GROUP 4
Mike Paul

HOW TO MAKE TRANSIT APPEALING

HOW TO DO TRANSIT IN THE SUBURBS

WHAT'S THE IDEA - JOBS/HOUSING BALANCE

1. clean, efficient, economical alternatives to car
2. funding for long term maintenance and preservation of infrastructure
3. how to accelerate transition from current situation to future (i.e., parking)