

# **Attachment D Redmond Transportation Master Plan Update Online Questionnaire Results**

## **Introduction**

The City of Redmond conducted an online questionnaire from March 20th to April 24<sup>th</sup> 2013 as part of the community involvement process. The purpose of the survey was to assess whether the proposed TMP (submitted on March 15, 2013) was advancing the goals articulated by the community in the TMP update process. It was promoted on the website, by press release, and by an email to members of the community who had participated in the update process to date. While the survey was not based on a random sample and therefore not statistically significant, it was a useful tool to help identify possible problems before Council adoption.

The survey had five questions and one open-ended comment box. It also asked respondents to state their city of residence and city of employment. The questions corresponded to the five strategies that guided the development of the TMP.

In addition to the questionnaire, the City solicited comments from the public via Facebook and Twitter over the week prior to the April 24<sup>th</sup> public hearing.

## **Summary of Survey Results**

Forty-three people answered the survey, and results were generally positive that the plan would achieve the strategies:

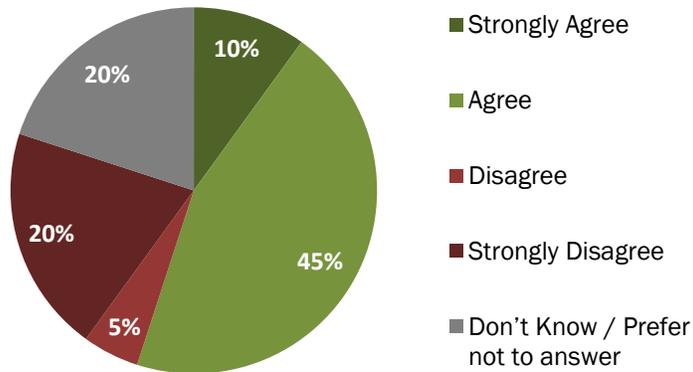
1. Accommodate growth in urban centers: 55% Strongly Agree or Agree
2. More non-SOV travel in the future: 67% Strongly Agree or Agree
3. Preparing adequately for light rail: 65% Strongly Agree or Agree
4. Neighborhoods more connected: 65% Strongly Agree or Agree
5. Adequate freight access: 63% Strongly Agree or Agree

Twenty-four open-ended comments were provided via the questionnaire. Many of these comments requested transportation improvements at specific locations. Another common theme was support for Redmond's multimodal approach to transportation; several mentioned bicycling, and others expressed a desire for increased transit coverage.

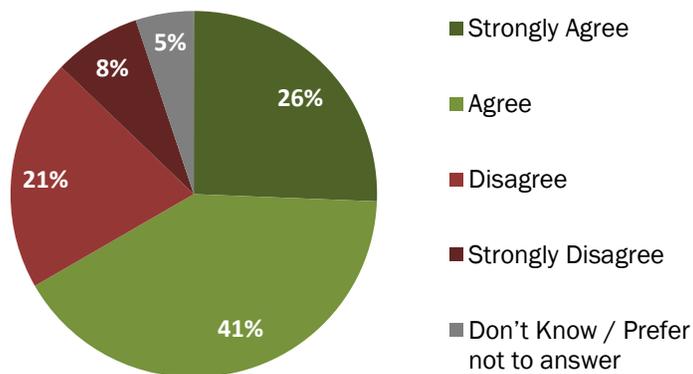
84% of the survey takers stated that they live in Redmond, and 56% stated that they work in Redmond. Kirkland and Bellevue were the most common cities of employment for respondents after Redmond. Nine percent stated that they were not employed.

## Detailed Results

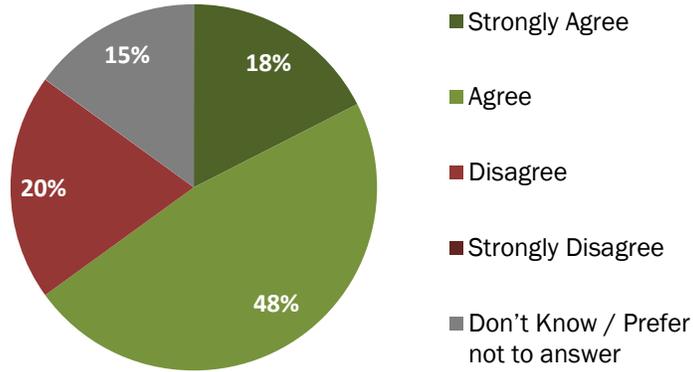
Question 1: Redmond's transportation system will be able to accommodate the growth of Redmond's urban centers: Downtown and Overlake.



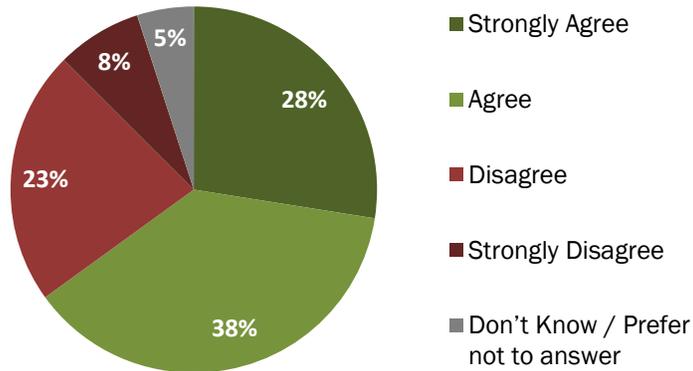
Question 2: Members of the Redmond community will be more likely to take some trips by means other than a single-occupancy vehicle.

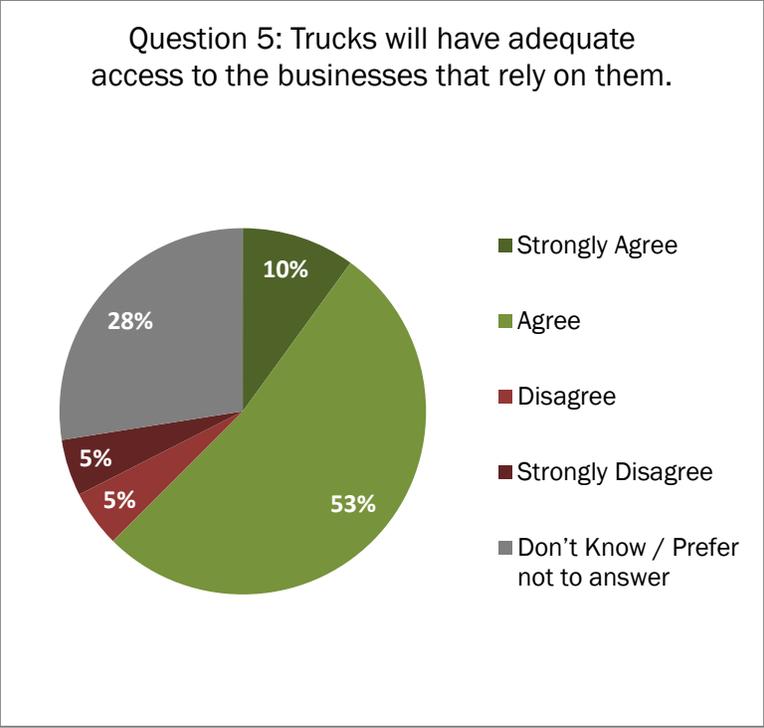


Question 3: Redmond will be prepared to make the most of light rail when service begins to Overlake Village and the Overlake Transit Center in 2023.



Question 4: Neighborhoods will be more connected.





**Table 1. Survey Comments**

Comment
communicate with the rezoning people and get some of these crazy new residential areas rezoned as commercial! We don't just need a walkable city, we need walkable neighborhoods. we'll have far less congestion in downtown Redmond if we start building some shops up in English and Education Hills! With the impending sale of the Washington Cathedral, why not rezone that area and put in a shop or two, and then maybe some of the residents from Ed hill will walk over there when they need a coffee or dry cleaning service. I'm sure this is all in discussion and I don't mean to do your jobs for you, but I'm an Ed Hill resident and would love to have more places to go than just Bella Bottega or downtown.
I live near Union Hill road and have no public transportation options. Walking on Union Hill or 208th/204th is not an option since both are narrow, steep and have no sidewalk. I'd like to see a small DART-like bus which circles around Novelty Hill-Redmond Ridge-Redmond Ridge Drive NE-Union Hill-Bear Creek offer serve to this community
We live up Union Hill Road NE, which is not serviced by any transportation service. If there were a bus that came down 208th Ave NE, I could walk from where I live to catch the bus and be able to take public transportation for work, shopping and entertainment.
The EXITS from SR-520 are backed up from the CITY traffic lights onto the WADOT road mainline. Often quite unsafe conditions result from the back up. Also, the combination of 40th and 51st exits into one lane negatively impact the flow of traffic exiting SR520. A Master Plan should address this region.
I've worked in Redmond the last 20 years. The Highway 520 & Redmond Way and also the Avondale/520 Bear Creek interchange have been changed with major projects twice, but the traffic seems to have increased beyond the improvements both times. I'm glad to see that bicycle paths and sidewalks will be installed along my current work area on 154th AVE NE. and that improvements will be made on my way home on W and E Lake Samammish Parkway. If I'm still working in Redmond in 2023, I hope to use the light rail system. Thank you.

**Comment**

I commute to Microsoft from the Novelty Hill/Union Hill area year round by bicycle. I am seeing more and more people try to bike commute, but there are still some significant hurdles to get more people out of their cars and using alternative modes of transportation. Confidence and fear are significant barriers to entry. Novice cyclists do not want to even try riding in a bike lane along a busy road. If there were more direct routes to major centers of employment that had physical barriers between the roadway and the bikeway, that may help. Lack of cycle facilities at workplaces. If I didn't have showers/lockers at Microsoft, I would not ride my bike to work. My previous employer (Zipper Interactive - no longer in business) had excellent bicycle facilities as well). Cycling education in schools. If kids learn at a young age that cycling is a viable and relevant mode of transportation, maybe they can convince their parents and attitudes towards cycling/cyclists will change. It may be interesting to see if novice/casual cyclists would try commuting to work if the route was lead by an experienced cyclist. This could be organized via social media and the volunteer ride leaders could help the less experienced riders. I ride in from East Redmond to Microsoft and would be willing to lead such a group from the Redmond Ridge area. People in a larger group would also tend to feel safer than if they were by themselves. This group ride/commute, may also encourage other SOV's to give bike commuting a try.

Needs to be more commitment & communication between the neighboring communities, i.e. Kirkland & Woodinville; before all plans are committed to. Without streamlined approach by all neighboring communities too much work will need done to have proposed changes in Redmond make a significant impact on the growth anticipated for this area.

In the transportation section there are two large residential areas that are lacking good access to bus or rail transit. these are north Overlake and north Education Hill. In these areas the walk is one to one and a half mile walk to the nearest bus or or rail stop.

Good job!

Light rail service along E Lake Sammamish corridor is essential - not just Overlake. Main goal is to get Eastside people to/from Seattle, SeaTac, Tacoma/Portland. Bicycling routes - it is fine to have well-defined lanes for specific corridors, but the real barrier is consistency. If a cyclist goes off a main route they are likely to encounter no shoulder, debris, etc. particularly if they are traveling any significant distance for commuting [e.g. SR202, getting to/from Sammamish River Trail]. I would like to see investment in bike lanes [even simple non-separated ones] based on most-likely commuting use case routes.

More biking lanes on almost all the roads please.

This plan does not provide anything significantly new. Redmond needs some big changes in its transportation infrastructure, which this plan does not provide. Redmond needs more use of technology in its transportation system (a city transit mobile & PC app, etc.), a municipal subway train system, a municipal bus system, and underground parking facilities. Redmond's transportation problems are made more difficult to deal with because of its layout. Redmond needs to be much more concentrated and proactively planned for transportation efficiency and environmental friendliness. The transportation and planning segments of the city need to work together to achieve this.

Two errors I noticed: 1. The Corridor Types on page 75 do not align correctly with the map. 2. The case studies on pages 112 and 113 appear to be two drafts of the same text. Thoughts on the TMP: 1. The plan is excellent, with much deeper thought and attention to detail than I anticipated. 2. The plan appears to be woefully underfunded, so it creates high expectations. If left with insufficient funding it will only get us a small part of the way to achieving the highly attractive aspirations and efficiencies that it envisions. 3. I would like there to be more attention to reducing the "first mile" and "last mile" to a half mile or less. While up to one mile is ideal from an exercise perspective, I believe that many people not within a 5-minute walk of a transit option will continue to drive single occupancy vehicles, whether due to time constraints, physical limitations, wardrobe inconvenience or awkward/heavy loads (especially in inclement weather). In some neighborhoods, just increasing frequency on nearby arterials will help reduce the distance people need to walk to connect with convenient transit options. In some large or underserved neighborhoods, adding frequent shuttles through the heart of the area to major transit stops (e.g., from northeast Overlake to OTC, or from parts of Education Hill to RTC) might help attract a larger set of new transit riders.

downtown and overlake routes are very well developed and efficient. But for those of us who use public transportation to get to the residential areas of redmond, especially Redmond Ridge/union hill/novelty, etc, are out of luck. The routes are few and far between or nonexistent, and it makes working in those areas impossible without a car.

Comment
I lived in Redmond for 5 years, and I enjoyed biking around the neighborhood. Please always consider to incorporate bike lane in the transportation planning. Redmond is still the city I bike most during weekend.
I'm particularly hopeful about the Bike master plan - the proposed improvements in bike parking and paths are fantastic, and the bike share program could do a lot to help increase ridership. I'm also intrigued by the concept of wayfinding signage, which I had never thought about but could definitely help new riders.
Please consider widening Willows road NB direction. I travel from 85th St/Redmond Road in Kirkland home via 90th then HWY 202 north to Education hill. 202 gets super backed up in the evenings between 5 and 6:30. Making willows 2 lanes up to the stoplight at 116th would be an alternative for many drivers. There should be room with the new bike path to make this happen.
Thanks for your efforts to keep/make Redmond a beautiful city. I bicycle frequently for errands, exercise, and as a fair weather commuter. I am one of your "strong and fearless 1%". Things that would make cycling safer: aggressively ticket distracted motorist (texters). We have some great bike lanes, but they are often covered in sand and debris so I am forced to ride near the fog line where the roads are cleaner. Redmond lanes are better than those in Bellevue, Sammamish, and Issaquah. Please keep up the effort to sweep/clean the bike lanes. Seems like round-a-bouts are here to stay. Bike lanes that disappear onto sidewalks at roundabouts, then back to bike lanes are unsafe at 20+mph (e.g. NE 36th & 152 AVE NE), so I ride with the autos. Please don't make me merge onto the sidewalk at the new roundabouts on Novelty and Union Hills. Seams in asphalt - King County went cheap when resurfacing Union Hill Rd. Although there is a 18" bike lane on westbound U.H. Rd between say 220 and 208th, the most recent top coat of asphalt left a 3/4" lip in the middle of the bike lane as they did not want to pay to repave the entire thing. That results in a bike lane that is unsafe to ride at 20 mph, so I am forced to ride with the autos, and that upsets them. Thanks for all your efforts to improve the roads for cyclists. Please keep sweeping the bike lanes. Thanks! Hope to see you 4/10. chris stevens
The bicycle plan is full of great ideas but the implementation network is totally inadequate. The Overlake area, and particularly the Microsoft area, which has a high potential for ridership is served with bike lanes - the least safe alternative in the plan. The severe bicycle danger on W. Lake Sammamish is not addressed at all. The highest grade facilities are located on very steep hills which have a low potential for increasing use by normal riders. The advance of shared lane marking in the downtown is great.
It is time to connect the existing bike trails and bike lanes all over Redmond. Also there need to be better bike access to Snoqualmie Valley. Novelty Hill Road and Union Hill Road are not good.
The City should require bike racks at all shopping centers to encourage people to use their bicycles for shopping trips.
I love the commitment to keep even principal arterials flowing next to residential neighborhoods to two lanes with adequate bicycle lanes and sidewalks. Multi-modal transportation is one of the reasons that we chose Redmond to live. My daughter can walk to school, my husband can walk or cycle to work, and I generally walk to the RTC and bus into Seattle. We frequently ride our bikes for exercise, as well, and the trail system is imperative for a high quality of life.
I couldn't see in the MTP where the light rail route will be.
Support measures to improve connectedness for SE Redmond including pedestrian/bike for improved safety in SE Redmond ((#142, 144), east/west corridors and means of through traffic through other than residential areas. Specifically support projects #27, 15, 79. Especially support improvements to 76th st corridor (#88, 89, 90, 91). Support projects to advance East Link extension through advance planning and ROW acquisition

**Table 2. Facebook Comments**

Question	Comment
"What's your favorite place to bike?"	Angela Kuzior: Since I have a 5 year old, mostly around our cul-de-sac right now, but definitely love me some trails (I run them a lot). The Sammamish River Trail is a fave. :)

Question	Comment
"How do you see yourself using your car in the future?:"	Sharon Hood I want a covered escalator for both directions on Ed Hill--a road that rolls, to borrow from Robert Heinlein--If they can do it for the Metro Bus access by the old train station, why not here. Many of us can't use bike lanes, trails and vertical sidewalks and can't get to the bus stops, so we collectively make dozens of daily 1 occupant car trips down and back up ed hill.