

Attachment C: Public Outreach Summary

Introduction

In Fall 2020-Winter 2021, City staff engaged with the community concerning the update of the Transportation Master Plan (TMP). This step in the overall update process focused on the strategic framework of the TMP, and the goals were to:

- Gather feedback on the vision, guiding principles, and strategies,
- Understand preferences (i.e. what is important, and what is a priority), and
- Capture project ideas about where transportation and mobility could be improved within Redmond)

City staff utilized a three-pronged approach to engage the community:

- 1) Conduct a plan review and trends analysis to create draft strategies and policy considerations,
- 2) Issue a questionnaire to gather public input on vision, principles, strategies, and project ideas, and
- 3) Gather feedback on draft policy considerations

The following table summarizes the types of stakeholder input gathered regarding the TMP strategic framework.

Table 1: Community Input on the TMP Strategic Framework

	Type of Input			
Input from:	Values & Priorities (questionnaire)	Existing Conditions	Policy Considerations	Project Ideas (interactive map)
General public	✓	✓	✓	✓
Community Advisory Committee	✓	✓	✓	
Ped-Bike Advisory Committee	✓	✓	✓	✓
Planning Commission	✓	✓	✓	
Redmond 2050 partners*	✓	✓	✓	✓
Council	✓	✓	✓	✓

High level findings from community engagement include:

- Participants believe the vision is generally sound and provided useful suggestions to better align the vision with the respondents' desired future.
- Safety and sustainability were the guiding principles most often rated by participants as "very important". At the same time, participants consider all principles to be important or very important.

- About one third of participants believe the guiding principles should be revised to provide improved clarity and direction to better guide transportation decisions.
- Participants identified “Improve travel choices and mobility” as the highest priority of the TMP’s proposed strategies, followed by “Maintain transportation infrastructure” and “Orient around light rail.”
- Most respondents believe the proposed strategies support the vision either “very well” or “somewhat well”.

This report describes the findings of the community engagement activities.

Vision

The City conducted a Let’s Connect questionnaire to gather feedback on the elements of the TMP strategic framework. The questionnaire was live in the Redmond 2050 virtual lobby and also promoted via email, e-News, Go Redmond, and the City’s Facebook page. The City received 108 responses between November 9 and December 13, 2020.

Questionnaire respondents believe the vision is generally sound but provided useful suggestions to better align the vision with the respondents’ desired future. Eighty-two (82) percent of respondents felt the vision reflected their desired future “very well” or “somewhat well.”

The most frequently suggested changes related to:

- Safe and well-maintained infrastructure;
- Sustainability;
- Prioritizing non-single-occupancy-vehicle modes;
- Street operations and traffic congestion;
- Concerns about growth;
- Connecting Redmond to the region with transit; and,
- Access to mobility.

Principles

As part of the questionnaire, respondents were asked to indicate how important the guiding principles are to achieving Redmond’s transportation vision.

Safety and sustainability were the principles most often rated as “very important”. At the same time, most respondents rated all principles as important or very important.

- Safety – 101 rated this principle as very important/important
- Sustainability – 95 rated this principle as very important/important
- Resiliency – 86 rated this principle as very important/important
- Equity and inclusion – 77 rated this principle as very important/important
- Technology forward – 65 rated this principle as very important/important

About one third of respondents believe the principles should be revised to provide improved clarity and direction to guide transportation decisions. The most frequently suggested revisions related to

expanding or adding to the concepts of “Equity and inclusion” and “Sustainability.” Respondents also suggested clarifying the definition of “Tech-forward,” “Resiliency,” and “Safety.”

Specific ideas about “Equity and inclusion” were to incorporate terms such as accessibility, affordability, reliability, and convenience into the definition of this principle; to address the lack of car ownership more inclusively; and to consider transit and transit amenities for those with mobility needs.

Specific ideas about “Sustainability” were to incorporate terms such as capacity into the definition of this principle; to bring more focus to environmental issues and impacts, and to directly reference the reduction of greenhouse gases.

Respondents also suggested reflecting the following terms in the guiding principles: multimodal/transit-oriented, efficiency, cost effectiveness, and measurability.

Strategies

The questionnaire also gathered feedback on the proposed TMP strategies. Of the four strategies, “Improve travel choices and mobility” was selected as the highest priority (#1), followed by “Maintain transportation infrastructure” (#2), “Orient around light rail” (#3), and “Enhance freight and service mobility” (#4).

Most respondents (78 percent) believe the proposed strategies support the vision either “very well” or “somewhat well”. The most frequently suggested changes related to:

- Traffic congestion and car capacity;
- Improving mobility (not mode specific);
- Emphasizing public transit and other modes; and
- Safety.

Policy Considerations

Public input on the vision, principles, and strategies will inform updates to policy considerations (Attachment B). As of January 25, 2021, staff have sought input on policy considerations from the Redmond 2050 Community Advisory Committee, Planning Commission, Pedestrian and Bicycle Advisory Committee, and the following stakeholders: Bellevue School District, Cascade Water Alliance, Futurewise, the Greater Redmond Transportation Management Association (GRTMA), Hopelink, Lake Washington School District, OneRedmond, and the Watertenders. The policy considerations are also posted online.

Staff asked two specific questions when soliciting input:

1. What other information should be included in this report to aid readers in understanding current conditions in order to evaluate policy choices?
2. What policy considerations are missing, i.e., what else do you think the City should be considering as part of this Comprehensive Plan update?

Suggested information to include in final draft of report	Suggested policy considerations
<i>Community Advisory Committee Input</i>	

<ul style="list-style-type: none"> • Information about park and rides and other parking facilities. • Information about business partnerships that support transportation demand management (TDM) program goals (e.g. Greater Redmond Transportation Management Association (GRTMA), Go Redmond, Hopelink) • Information about how the City does now, and plans to, implement TDM programs in support of the Comprehensive Plan and Transportation Master Plan. • Information about what is needed to expand and enhance existing modes. For example, what needs to happen to support better transit along Willows Road and improve transit speed and reliability? • Information about what we know/don't know about how teleworking and broader travel trends will change/not change after the pandemic 	<ul style="list-style-type: none"> • Promote and provide efficient transportation to move people from their homes to the light rail stations. Consider improved regional bus service; consider sufficient parking at stations. • Establish or strengthen partnerships with Redmond businesses to help promote efficient commuting that meets the City's transportation vision (i.e. non-single-occupant-vehicle travel) • Consider shared transit through partnerships, beyond bike and bus. For example: vanshare, rideshare, and shuttles operated via public-private partnership. • Consider micromobility options (e.g. scooters) as a viable alternative and policy focus area. Explore how other cities partner with businesses and neighborhoods to promote micromobility, and to offer more specific metrics or outcomes that operators could work toward meeting. • Support (or more support) for better transit along Willows Road and improved transit speed and reliability, for example by investing in queue jumps and other techniques that keep buses moving. • Support for prioritizing bicycle facilities for all ages and abilities. • Consideration of how autonomous vehicles will shape the transportation system, and for pilot autonomous vehicle projects in Redmond. • Support for public-private partnerships that utilize private assets (e.g. Microsoft Connector vehicles) for public mobility purposes when they are not needed for private use. • Improved mobility options in single-family neighborhoods where household size or other factors may preclude residents from choosing to live somewhere in Redmond with broader mobility options. • Support for electronic charging infrastructure and other techniques to reduce reliance on vehicles powered by fossil fuels. • Consideration of how teleworking and broader travel patterns will shape how we plan for mobility after the pandemic.
Planning Commission Input	
	<ul style="list-style-type: none"> • Improving transportation options within Redmond.

	<ul style="list-style-type: none"> • Improving access from home (or other origin/destination) to light rail station or other transit stop • Small amounts of parking at neighborhood bus stops • Improving access to transit • Bicycle lockers at light rail stations • Managing congestion around large parking structure at light rail station in Marymoor Village • Keeping connectivity options as flexible as possible in policy, including public-private partnerships • Safety for users of micromobility services (e.g. scooters)
Stakeholder Input	
<p><i>Futurewise:</i></p> <ul style="list-style-type: none"> • Include measure related to greenhouse gas pollution generated by transportation sector • Estimate magnitude of financial challenge of aging infrastructure • Identify number of culverts to be replaced and estimate cost <p><i>GRMTA:</i></p> <ul style="list-style-type: none"> • Include analysis of crash data on Redmond's streets over past 10 years • Include analysis of bus speeds to understand where riders get stuck in traffic • Identify how much of the bicycle network is protected and comfortable for riders of all abilities • Include data on access to ORCA Business Passport transit passes in Redmond • Include data on accessibility of streets and sidewalks, including on where curb ramps are located or missing • Include data on percentage of households within 10-minute walk of all-day frequent transit • Identify what mode split would be needed to meet goals in Environmental Sustainability Action Plan <p><i>Hopelink:</i></p>	<p><i>Futurewise:</i></p> <ul style="list-style-type: none"> • Employ multimodal approach to managing street network, evaluating areas where multiuse streets – streets that accommodate motor vehicles and active transportation and active recreation – make sense long term. • Encourage electrification of the transportation system. For example, provide on-street charging stations, electric buses, or electric shuttles. Encourage conversion of existing private transit fleet. <p><i>GRTMA:</i></p> <ul style="list-style-type: none"> • Consider a Transportation Benefit District to help people access light rail (e.g. curb ramps, pedestrian safety, purchased transit, ORCA passes, maintenance) • Reduce speed limits citywide to enhance safety and decrease serious injuries • Add “accessibility” as a policy consideration, with a focus on making system accessible to those with disabilities or pushing a stroller, for example. • Reclassify regional trails projects in key transportation corridors as transportation projects, e.g., Redmond Central Connector phase 3 • Include on-street protected bicycle network • Do not include shared streets or streets with sharrows when counting bicycle facility mileage • Establish quick-build program to install paint-and-post protected bike lanes and curb bulbs • Eliminate parking minimums on all development • Incorporate equity analysis for all policy considerations

<ul style="list-style-type: none">• Define DART• Identify key transit destinations, such as hospitals, non-profit centers, affordable housing, schools• Include current list of locations to purchase ORCA cards• Add information on community transportation services such as Hopelink Medicaid transportation, Metro Access, volunteer driver programs, and potential for new services like Community Van• Highlight 1-2 transportation demand management (TDM) programs to make TDM less theoretical, e.g., supplying Hopelink with pedestrian trolley carts to facilitate bus use by foodbank clients	<p><i>Hopelink:</i></p> <ul style="list-style-type: none">• Incorporate the human element of transportation and emphasize underserved communities including older adults, people with disabilities, immigrants, refugees, and low-income populations• Policies for education and outreach around using the light rail system• Consider cost to use light rail system, and how that cost would impact plan to reduce reliance on personal vehicles• Consider sequencing of transportation investments and growth to avoid parking problems <p><i>OneRedmond:</i></p> <ul style="list-style-type: none">• Meet need for public parking in Downtown as demand increases• Encourage transit-oriented development in light rail station areas that includes office
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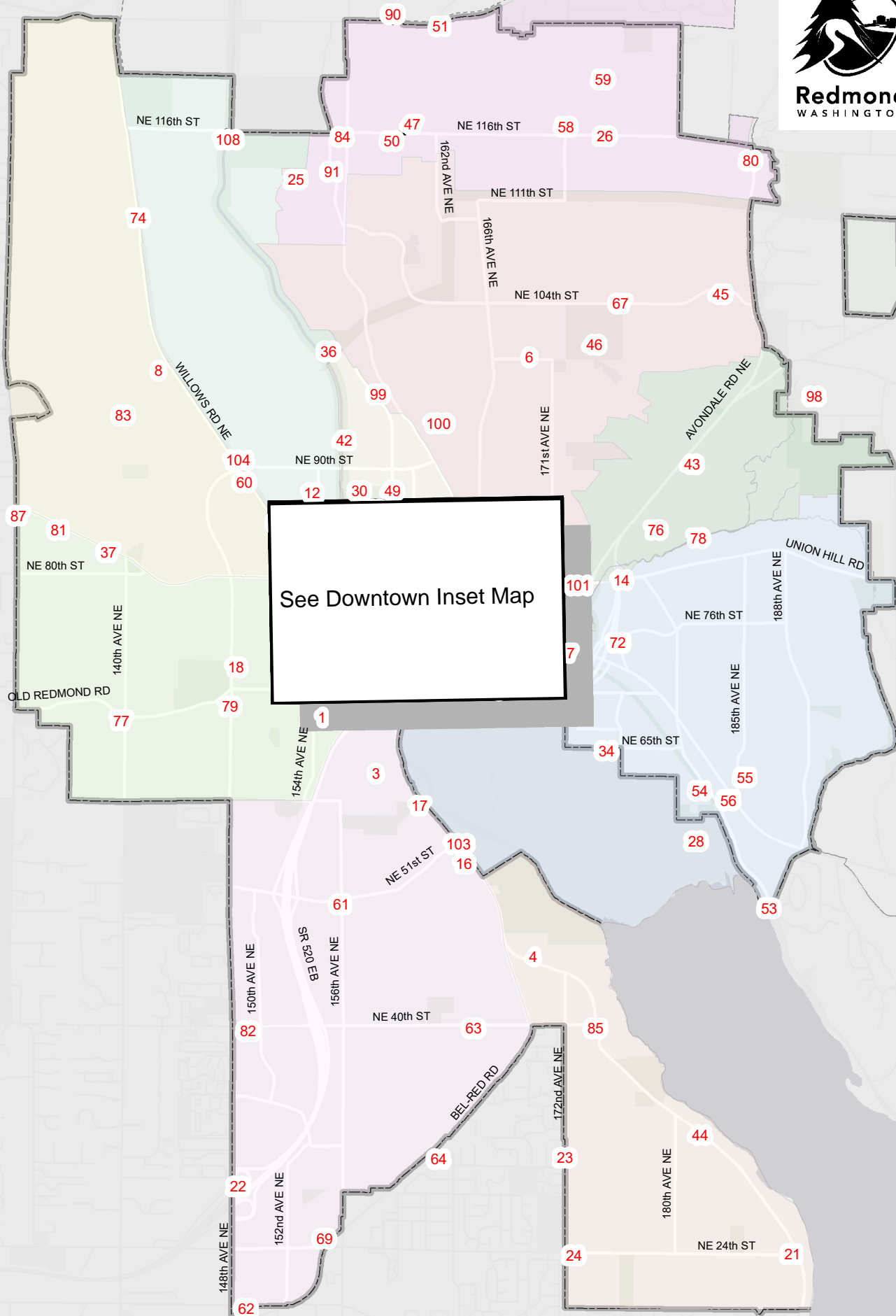
Project Ideas

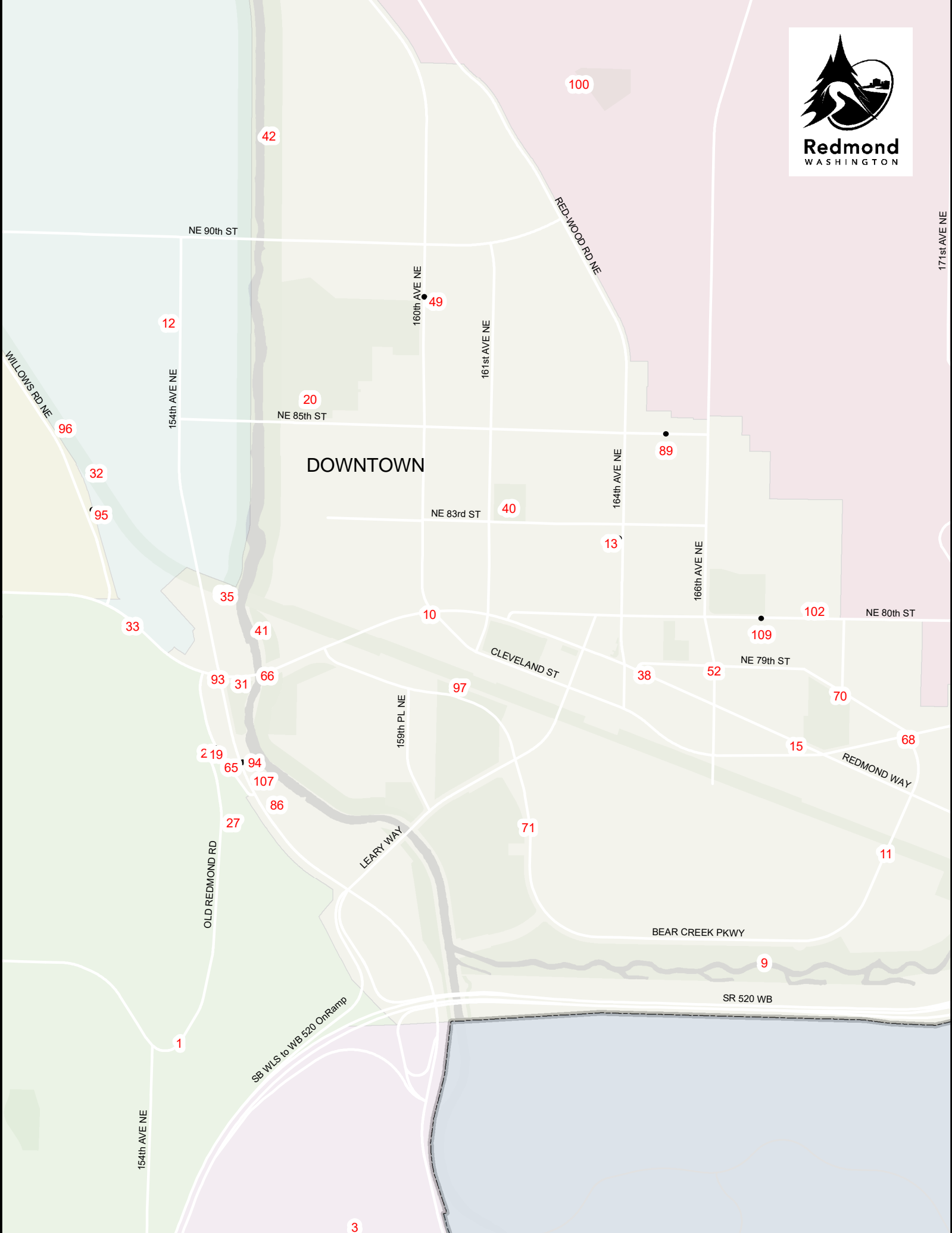
The City provided an interactive, on-line map to solicit ideas from the community about where the City could improve transportation and mobility. Participants could suggest projects or identify places where issues existed that the TMP could address or improve.

Participants submitted 107 ideas, assigning each idea to one or more categories. Since each idea can belong to multiple categories, the numbers below add-up to more than 107. Staff will include these ideas in the capital project evaluation phase that will occur in the first half of 2021.

The tables below summarize the number of ideas in each category and describe the project ideas in detail. The maps on the following pages show the location of each idea submitted.

Project Type	Number of Ideas
Safety	59
Trail	43
Sidewalk	42
Bicycle	39
Accessibility	26
Roadway	14
Environmental	12
Transit	9
Technology	5
Other	3
Freight	1
Maintenance	1
Parking	1





Project Idea List

ID	My idea is...	My idea is important because...	Project type:	Neighborhood
1	Add radar speed signs around this corner.	People speed regularly around this corner and have multiple times in the past 10 years crashed. I think adding radar signs could help alleviate this and make the corner safer.	Safety	Grass Lawn
2	Better access for peds and bikes via trails and/or sidewalks. Like on WSL to help with last mile	Because driving to a trail/rail/etc isn't helping with mobility. It's just creates new issues somewhere else. The last mile matters a lot when it comes to how people choose to move around.	Accessibility, Safety, Sidewalk, Trail	Citywide
3	Local shuttles within Redmond, mixed light-commercial & residential zoning.	We keep larger buses on major roads, and smaller shuttles can connect residential communities. Mixed zoning improves walk-score, reducing reliance on cars (e.g. Fremont, Wallingford like zoning)	Sidewalk, Trail	Citywide
4	Provide a sidewalk that starts where the Marymoor Slough trail ends on W Lake Sammamish.	Currently, runners and other pedestrians are exposed to high speed traffic along that stretch. It is a safety issue. Furthermore, it would encourage more pedestrian use between Idylwood and Marymoor.	Accessibility, Bicycle, Safety, Transit	Idylwood
5	A pedestrian trail + bridge on 51st, crossing into Marymoor park, right into the dog park.	I think it'd help encourage people with dogs (lots of them in the neighborhood), to walk to Marymoor instead of driving.	Accessibility, Bicycle, Trail, Safety	Overlake
6	Make Avondale from 128th to 520 limited access.	Limit traffic in the Education Hill Neighborhood! Unfortunately Avondale is State and County roadway.	Roadway	Bear Creek
7	Convert Redmond Way into a limited access roadway from approximately East Lake Sammamish Parkway to approximately 405.	Relieve east west traffic density in the Downtown core of Redmond	Roadway	Citywide
8	Add lanes to Willows road to improve traffic	Business is expanding along Willows Road and the road needs to be able to support increased traffic	Safety	Willows-Rose Hill
9	Provide pedestrian lighting on Bear Creek Trail	This trail has no illumination beyond ambient lighting from Bear Creek Pkwy and nearby shopping malls; therefore it gets extraordinarily dark. Illuminating the trail is more important given light rail.	Safety	Downtown

ID	My idea is...	My idea is important because...	Project type:	Neighborhood
10	Improve pedestrian safety crossing Redmond Wy at 160th Ave NE	This intersection is very dangerous; I have seen many almost-accidents. The crosswalk signal crossing Redmond Wy is not long enough; it is impossible for slower folks to cross during their signal.	Sidewalk, Safety	Downtown
11	Improve pedestrian safety crossing 170th Ave NE.	Vehicles turning left from NE 76th St onto 170th Ave NE frequently fail to observe pedestrians crossing on the north crosswalk across 170th Ave NE; I have seen many almost-accidents.	Safety	Downtown
12	Add a crosswalk to cross 154th Ave NE	The only places to cross 154th Ave NE are at NE 85th and NE 90th St, which are very far apart from each other. There is a sidewalk on only one side of 154th, so walking to the western side is onerous.	Safety, Sidewalk	Sammamish Valley
13	Widen the sidewalk on 164th Ave NE	This sidewalk is narrow and close to the street, making it difficult to pass pedestrians while maintaining a safe distance. I have frequently had to step into the roadway to maintain distance.	Sidewalk, Safety, Trail	Downtown
14	Make this a "no right turn on red" onto Avondale	Keep seeing cars turning right maybe thinking they have own lane/not recognizing speed of cars off freeway and a lot of near misses I've seen (not sure if actual accidents)	Trail	Avondale
15	Better cycle connections to trail/near Redmond Way	GETTING to a trail or bike lane can be uncomfortable from the Anderson Park/Ed Hill area because Redmond Way is so busy. Turning cars on red lights, short intersection crossing make it tough.	Bicycle	Downtown
16	The Sammamish river trail should be extended south from 51st as part of the sewer upgrade project.	This trail dead ends into a busy and dangerous section of w. lk. sammamish with no good pedestrian options.	Bicycle, Pedestrian, Safety	Overlake
17	A lane of w. lk. sammamish should be converted into a bike and e-vehicle lane.	Bikes and small scale electric vehicles should be given priority over cars. We should convert vehicle capacity on all major roads.	Bicycle, Trail	Overlake
18	148th needs dedicated bicycle capacity	There is no safe way to you ride your bike on 148th. This should be a high volume bike corridor. Convert a lane to bikes only	Environmental, Bicycle, Safety, Accessibility	Grass Lawn

ID	My idea is...	My idea is important because...	Project type:	Neighborhood
19	Bike/ped bridge between Old Redmond Way and the Sammamish River Trail.	Old Redmond Road is the major east-west bike connection between residential neighborhoods (Grass Lawn etc), Downtown (work, shopping, restaurants), and the Sammamish River Trail (recreational biking).	Bicycle, Trail, Safety	Grass Lawn
20	Place a crosswalk across NE 80th at 170th Ave. On west side. OR other traffic control device.	Autos speed through that intersection going up and down that hill at a rapid rate. Sr apt is right there where many of the tenants have to cross the st. to frequent the stores, park or just walk.	Bicycle, Sidewalk, Trail	Downtown
21	Turn WLS into a trail with sidewalks	Underutilized by ped and bicyclist because of safety issues. Fast moving cars with no bumps or lights to help slow speeds down	Safety	Idylwood
22	Reduce speed down from 40. No city street should have a speed limit of 40. Safer crossing lights	Reduce speed since it easily translates into higher speeds for smaller streets and residential neighborhoods. Crossing a mini freeway is not great. Safer for pedestrians	Safety, Sidewalk, Trail	Overlake
23	Expand sidewalk and add speed bumps	Area leads to elementary school. Sidewalks needs repair and expansion and streets is a thoroughfare to a larger artery with lots of speeding. More speed bumps or speed camera and fix the sidewalk	Sidewalk, Safety	Idylwood
24	Trail with bicycle lanes and narrowing of street	Large hill creates lots of high speeds and people speeding up from WLS to get up hill. Sidewalk is poor with debris and small. Hard for Children to go up and down safely to and from school.	Bicycle, Trail	Idylwood
25	Remove "no trespassing" sign along 114th path to Sammamish River Trail.	This is the safest, shortest route from all of Education hill to Northbound Sammamish River Trail. The neighborhood association could remove the restrictions with no cost or inconvenience to anyone.	Safety, Pedestrian, Trail	Education Hill
26	Crosswalk for pedestrians to safely cross busy 116th st	With the coronavirus pandemic, people are trying to keep social distance while walking outside. They need safe place to cross to the other side of 116th instead of having to run across in busy traffic	Sidewalk	North Redmond

ID	My idea is...	My idea is important because...	Project type:	Neighborhood
27	Add a staircase from Old Redmond to W Lake Samm Pkwy for pedestrians.	Many residents in the Grass Lawn area walk to downtown Redmond or to the bus stop on W. Lake Samm Pkwy. We end up walking much further than necessary or cutting thru the brush on a muddy, slippery trail.	Accessibility, Environmental, Safety, Transit	Grass Lawn
28	Add a boat launch with parking lot so Redmond kayakers don't have to disturb the river wildlife.	It protects the environment and encourages more healthy activity.	Bicycle	Southeast Redmond
29	Improve the cycling connection from downtown (via Redmond Way or Leary or both) to Old Redmond Rd.	This is the only feasible bike route from Redmond to Kirkland currently. Currently, cyclists must choose between riding on wide, fast 5-6 lane roads; or narrow sidewalks well-used by pedestrians.	Bicycle, other: mitigation of King County Sewer Replacement Project	Downtown
30	Allow summer work on 177th, enforce parking regs to train drivers what to expect.	Current plans unfairly impact neighbors on 177th forcing lengthening of their pain during bad-construction-weather so outsiders can enjoy park.	Trail	Idylwood
31	Build a staircase from Redmond Way to connect Rotary Park	The park is currently hard to access	Trail, Pedestrian	Downtown
32	Build a staircase to connect the Westpark offices to the Redmond central connector	This would allow hundreds of employees to easily access walkable trails.	Sidewalk	Downtown
33	Widen the sidewalk on the North side of Redmond Way near Redmond Care and rehabilitation center.	Currently it's too narrow for a bike and pedestrian to cross paths because both the guardrail and hedge encroach on the sidewalk.	Bicycle	Grass Lawn
34	Link bicycle path between Marymoor and the community center so bikes don't have to enter traffic	Connecting a recreation facility to an expansive bicycle network helps reduce parking demand & encourages use of facility by non-motorists. This is only relevant once the pandemic is over.	Trail	Southeast Redmond
35	Add staircase from Redmond Central Connector to the trail on the west side of the Sammamish river.	The west side is connected poorly by dedicated pedestrian trails. It would allow people to enjoy both sides of the river.	Bicycle, Trail	Downtown
36	Pave the steep section on the PSE trail just east of the Sammamish river	It is currently almost impossible to bike up and dangerous to go down. There is a lot of erosion that could be prevented.	Roadway, Safety, Bicycle	Education Hill

ID	My idea is...	My idea is important because...	Project type:	Neighborhood
37	Remove shrubbery on NE side of intersection.	139th Ave NE has a slight incline approaching Redmond Way, so the shrubbery makes it difficult to see oncoming traffic approaching from 140th Ave NE, especially in an older and/or lower car.	Safety, Roadway	Grass Lawn
38	Optimize carbon footprint of cars traveling 202 between Bear Creek Parkway and 170th Ave NE.	10 traffic lights b/t Panera Bread & KFC. Rarely make 3 or 4 green lights in a row. Starting, stopping, idling, city driving consumes more fuel. Compare to Holly Street, Bellingham; lights are timed.	Bicycle	Downtown
39	I dare city leadership to bike to work 1 day a month in 2021.	Because putting drivers into bike lanes makes them more empathetic. I tried cycling from my parents house to Bellevue city hall for a bike forum; there were no bike lanes to ride 3 miles cross town.	Transit	Citywide
40	Have a bus run regularly from Redmond Transit Center to Totem Lake Transit Center directly.	Redmond doesn't have a large hospital/medical center and Totem Lake does. Make it easier for people to take a bus that takes 20-30 minutes to get to Evergreen Medical Center whenever they need to.	Bicycle, Safety, Trail	Citywide
41	Add center line striping to Burke Gillman trail	Busy path needs help - they stripe the trails in the Bay Area. Walkers expand to take the entire width. I cycle, I share, but find the lack of definition leads to bad behavior by people.	Safety	Citywide
42	Redmond needs to coordinate with King County to enforce laws regarding Sammamish River Trail usage.	With e-bikes, scooters, and other electrified vehicles zooming up and down the trail with no regard to speed limits, someone is going to get seriously hurt or killed.	Bicycle, Environmental, Safety	Citywide
43	Separated bike lane along Avondale Rd. Promotes low-carbon cycling by improving safety.	Improves safety, promotes low-carbon transportation.	Bicycle, Safety	Bear Creek
44	Wish they could put barrier between bike lane and roadway on West Lake Sammamish	It's dangerous riding that route around to Marymoor so one can get to the bike trails.	Safety, Sidewalk	Idylwood
45	Sidewalk!!!	between RHS and Avondale there are no sidewalks. Cars speed on this road and crossing is dangerous!	Sidewalk, Safety, Pedestrian, other: community building	Education Hill

ID	My idea is...	My idea is important because...	Project type:	Neighborhood
46	Neighborhood off leash dog park!!! Somewhere at Hartman, just a link fence	Community building, people will get to know each other. give dogs a legal off leash spot so they don't use baseball fields. Newer neighborhoods have them.	Accessibility, Sidewalk	Education Hill
47	City promised to "finish" sidewalks & put utilities underground once bulk of N Redmond was built.	Accessibility for walking and running without huge ditches	Sidewalk	North Redmond
48	I would love a sidewalk put in on 220th street off Union Hill.	It's the only place to walk in our neighborhood and people drive about 45mph on the road, even though the speed limit is 25.	Roadway, Safety, Sidewalk	Outside City
49	Install a blinking crosswalk signal on 160th between Bella Bottega and the City Campus.	I cross there often and have frequently had cars drive through the crosswalk without even checking for pedestrians.	Safety, Pedestrian, other: crosswalk	Downtown
50	Please put a crosswalk at 116th leading into the Chardonnay neighborhood (North Ed Hill)	Cars go about 40 right here and little Kids often cross alone here. There is a path in Chardonnay that leads to the back side of Rockwell El. Tons of people cross here and a crosswalk is needed.	Roadway, Safety	North Redmond
51	Need for a signal or roundabout at the intersection	This is a dangerous left turn with regular accidents. There is a dire need for a signal or roundabout. The through traffic comes down hill at great speed and is not visible enough from the side street	Sidewalk	North Redmond
52	Pedestrian crossing across 166th Ave NE at NE 79th St	...because pedestrians have been shortchanged by the obnoxious left turn lanes on 166th Ave NE. Surely these could have been created without also eliminating crosswalks?	Accessibility, Safety	Downtown
53	Lighting in the underpass tunnel at 187th Ave NE that goes under East Lake Samm Pkwy	The tunnel is unlit, but a safe way to cross to the East Lake Samm Trail. Adding lighting to the Redmond portion of the ELST, like on the trail along Willows would also be very nice.	Accessibility, Safety, Sidewalk	Southeast Redmond
54	Cross-walk across East Lake Samm Pkwy near Marymoor Trail	...because so many people cross the road at this location anyway, now that there is a sidewalk along The Bond apartments, that a cross-walk would make that crossing safer.	Accessibility, Safety, Sidewalk, Bicycle	Southeast Redmond
55	Sidewalk ramps and removal of pedestrian obstacles at 185th Ave NE and NE 62nd Court	... there is no ADA ramp and the median on NE 62nd Ct is in the way, causing pedestrians to walk in the road.	Accessibility, Pedestrian, Safety	Southeast Redmond

ID	My idea is...	My idea is important because...	Project type:	Neighborhood
56	Bus Shelter at bus stop on Route 202 outbound before 185th Ave NE	...because this is (was) the first stop on the 268 bus route and you often had to wait in the rain for the bus. There was a slab for a shelter until The Bond project built stairs to the location.	Accessibility, Sidewalk, Trail, Signage issue	Southeast Redmond
57	Correct signage at either end of The Bond passage path to be less confusing.	When The Bond was completed two signs were added at each end of a path that least between E Lk Samm Pkwy and Route 202. But the arrow on the signs point the wrong way, and not to the path: it is confusing!	Safety	Southeast Redmond
58	Add speed bumps to slow down cars entering roundabout on 116th and 172nd	Roundabout has low visibility and cars enter at high speed making it very dangerous for pedestrians and bicycles Adding speed bumps before entrance will make area safer	Safety	North Redmond
59	Add couple of speed bumps on 120th way leading up to Clara Barton elementary	Cars speed up and down the hill on 120th way ignoring posted speed limit Adding 2 speed bumps will make the road safer for Clara Barton students walking to and from school	Safety	North Redmond
60	The sidewalk is buckling heavily on the western sidewalk along willows road near the Storage Center	They bumps were large enough that I almost tripped on them going for a run at night, but I also bike on sidewalks when going uphill and have to dismount my bike in that area (or brave the road).	Accessibility, Bicycle, Safety, Sidewalk	Sammamish Valley
61	Remove the "channel" design". The area to press the x-walk lights was raised with a narrow channel.	As a bicyclist who prefers sidewalks, it's very difficult to navigate the narrow channel. I can't imagine a wheelchair using it let alone my bike trying to pass a wheelchair. Restore raised island?	Accessibility, Safety, Bicycle	Overlake
62	Less cars and speeding more pedestrians friendly	Needs to be much safer for ped and high schoolers in the area to get to and from without cars. Too much speeding/red light running. Very traffic heavy. Being built up but nice to have safety now.	Safety, Sidewalk	Citywide
63	Redo trails and traffic calming	Trees blocking sidewalks and high traffic volume and speeds. Park nearby but not safe due to cars.	Bicycle, Safety, Trail	Overlake
64	Trail access and traffic calming	Like a freeway and school access on a side with no sidewalks. Microsoft surrounded by residential areas that see high traffic volumes and speed issues. know bike path in works but need trail	Accessibility, Trail	Overlake

ID	My idea is...	My idea is important because...	Project type:	Neighborhood
65	The west side of the Sammamish river trail is barely used and needs signage leading to it.	Pedestrians barely use the west side of the Sammamish trail because they don't know it's there. It needs to be a path (like on the east side of the slough) so that people know it's there, not gravel	Safety	Citywide
66	Sammamish River Trail section under the Redmond Way bridge is too dark and potentially dangerous.	There needs to be more lighting in this area as during the night it is too dark and unsafe. It can be very hard to see pedestrians walking underneath the Redmond Way bridge.	Bicycle, Safety, Accessibility	Downtown
67	El autobus 250 no sube la colina hacia Redmond High School. Ayudaria a los estudiantes en avondale. <i>"The 250 bus does not go up the hill to Redmond High School. It would help the students at Avondale."</i>	Si el autobus 250 subiera la colina hacia RHS entonces las familias de Avondale tuviesen mas opciones en el caso que el estudiante no pueda tomar el autobus escolar. Tambien para ir a Hartman . <i>"If bus 250 were to go up the hill to RHS then Avondale families would have more options in the event that the student is unable to ride the school bus. Also to go to Hartman."</i>	Transit	Education Hill
68	Reevaluate having two left turn lanes from NE 79th onto Avondale because its drivers are dangerous.	The double-left-turn from NE 79th onto Avondale is often dangerous. Most cars in the left turn lane immediately whip right after the turn and this has a lot of close calls.	Accessibility, Bicycle, Environmental, Freight, Maintenance, Parking	Downtown
69	Expand intersections with dedicated turn lanes in all directions	Gridlock	Roadway	Overlake
70	Please put a flashing light signal at this crosswalk.	Pedestrian safety! Speed limits are ignored on this street and drivers don't always look for pedestrians waiting to cross.	Sidewalk	Downtown
71	The programming at this stop light needs to be looked at.	I cross here as a pedestrian and had to wait for absolutely no one, but I've also seen it change for no cars just to make another car wait around as well.	Technology	Downtown
72	Please consider putting a crosswalk with flashing lights between the two curb ramps on this street.	I have crossed here many times and seen others do it as well. Traffic moves rather quickly though so it's not easy to do.	Safety, Sidewalk	Southeast Redmond
73	A turn arrow for WB Avondale turning onto 79th while the SB 79th light is green. No right on red...	As a pedestrian crossing from the Delano to Jiffy Lube corners, right turns from Avondale to 79th are a problem. This lane should be no right on red but given a green arrow as described above.	Safety, Pedestrian, Sidewalk	Downtown

ID	My idea is...	My idea is important because...	Project type:	Neighborhood
74	Decrease traffic on Willows Road and improve safety for bicyclists, pedestrians, and bus riders	If it was safer to have multi-modal transportation on that road, then perhaps it could cut down on traffic. 132nd to Willows are both dangerous to ride on.	Bicycle, Roadway, Safety	Willows-Rose Hill
75	Connect the sidewalk on the west side of Target parking lot to the bike route west of Fred Meyer	This bicycle / pedestrian rout will become direct access to the new Marymoor light rail station.	Accessibility, Bicycle, Sidewalk, Trail, Transit	Southeast Redmond
76	Install traffic and crosswalk signal	There is a bus stop here which has no safe access to cross Avondale which is a major arterial.	Accessibility, Roadway, Safety, Sidewalk, Trail, Transit	Bear Creek
77	Cycle track protected from traffic along full length of Old Redmond Road	I want to bike safely with my family from our home in Grass Lawn to the Cross Kirkland Trail, Downtown Redmond, and Sammamish and Bear Creek Trails. I don't feel safe in the current bike lanes.	Bicycle, Safety	Grass Lawn
78	Recreational trail along Bear Creek to Farrell-McWhirter and eventually Redmond Watershed Preserve	Recreational opportunity to enjoy Redmond's natural beauty, and safer biking alternative to Avondale from 116th to Downtown	Bicycle, Sidewalk, Trail	Bear Creek
79	HOV bus/shuttle lane on 148th	Incentivize people to switch from cars to public bus or private shuttle (and onwards by light rail) by keeping high-capacity vehicles fast and reliable on this critical corridor.	Environmental, Roadway, Technology, Transit	Grass Lawn
80	HOV bus/shuttle lane on Avondale with park-and-ride	Incentivize people in North Redmond to switch from cars to public bus or private shuttle by making it easy to get from home to transit and making transit faster and more reliable than driving.	Environmental, Roadway, Technology, Transit	Avondale
81	HOV bus/shuttle lane on Redmond Way	Incentivize people coming from Kirkland and Bothell to switch from cars to public bus or private shuttle by making transit faster and more reliable than driving.	Environmental, Roadway, Technology, Transit	Grass Lawn
82	Bike lane on 40th St from 140th to light rail (coordinating with Bellevue)	I commute by bike from Grass Lawn. 140th is safer and more pleasant than 148th. There's just a short missing link to safely bike from 140th @ 40th (in Bellevue) to Microsoft and the transit center.	Bicycle, Environmental, Safety	Overlake

ID	My idea is...	My idea is important because...	Project type:	Neighborhood
83	Stairs from Rose Hill down to Willows (with a ramp for bikes)	The trail around 97th is a pleasant and convenient way for me to get from Grass Lawn to the Sammamish River Trail for recreational biking. But it is a treacherous slippery fire road.	Accessibility, Bicycle, Environmental, Safety, Trail	Willows-Rose Hill
84	116th/RedWood stairs to Sixty Acres Park (with bike ramp)	It's a missing link in the bike/recreation network. Creating a safe and pleasant trail network makes it possible to bike different loops around Redmond and the region.	Bicycle, Sidewalk, Trail	North Redmond
85	W Lake Sammamish protected bike/ped trail (and encourage Bellevue/Issaquah/Samm to close lake loop)	While Redmond unfortunately has limited public lakefront access, a lake loop trail would make for a scenic recreational bike ride. I would feel safe to bike it if protected from car traffic.	Accessibility, Bicycle, Sidewalk, Trail	Idylwood
86	Connect wSRT to RCC Extend wSRT s : 85th to Aegis Liv Red Connect SRT to CKC - ext w SRT to 124th?	Connecting trails is always a good thing. SRT (Sammamish River Trail) (wSRT = west side of river) RCC (Redmond Central Connector) CKC (Cross Kirkland Connector)	Bicycle, Trail	Downtown
87	Add bike lanes along Redmond Way starting at the Kirkland/Redmond border.	Sharing Redmond Way with traffic is dangerous to bicyclists due to higher traffic speeds and a narrow roadway. Redmond is the bicycle capital of the Northwest, but a main route isn't bike friendly.	Bicycle, Safety	Grass Lawn
88	The bicycle lane on W. Lake Samm between 51st and Leary is bumpy, uncomfortable, and dangerous to ride.	The concrete slabs that make up bike lane need to be smoothed out for safety and comfort.	Bicycle, Environmental, Safety	Overlake
89	Please add streetlights at this intersection.	It is far too dark in the winter and it is difficult to see pedestrians and cyclists.	Safety	Downtown
90	A sidewalk or trail on NE 124th St from 162nd PI NE to Red-Wood Road	There is no safe way to get down the hill on foot. (Ideally, the path would continue [to?] the river, but that is outside Redmond)	Safety, Sidewalk, Trail	North Redmond
91	Sidewalk on 154th PI NE from Red-Wood Road to 60 Acre Park	There is no safe way to walk/run to 60 Acre Park from Education Hill	Safety, Sidewalk, Trail	Education Hill
92	Stairs (or ramp) from the Redmond Central Connector to the west side of the SRT.	Access would make the west side of the SRT nicer for folks on foot and reduce mixing with bikes.	Accessibility, Sidewalk, Trail	Downtown

ID	My idea is...	My idea is important because...	Project type:	Neighborhood
93	Stairs or ramp from Redmond Way river bridge to west SRT (and Rotary park)	Would make the west SRT nicer for folks on foot and reducing mixing with bikes. Also, would make the Rotary park much, much more usable.	Accessibility, Sidewalk, Trail	Downtown
94	Finish the west SRT by formalizing the section between Redmond Way and Leary Way	This would make the west SRT nicer for folks on foot and reducing mixing with bike traffic.	Accessibility, Trail	Downtown
95	Connect the Redmond Central Connector to Willows Rd with stairs (or ramp) near NE 82nd St.	After the Connector crosses the river (going west), it goes .57 miles without an exit/entrance. It would be nice to connect it to Willows Rd. (Very informal mud stairs try to do this now)	Trail	Sammamish Valley
96	Connect the west Redmond Central Connector to the industrial park at 152nd Ave NE	After the Connector crosses the river (going west), it goes .57 miles with no exit/entrance. It would be nice if people in the industrial park had access to the connector at the end of 152nd Ave NE.	Sidewalk, Trail	Sammamish Valley
97	Everywhere that a car road crosses a trail, use Dutch-style Continuous Sidewalks	For example, where 161st Ave NE crosses the Central Connector, continuous sidewalks would visually and physically give trail users priority over cars. See https://www.youtube.com/watch?v=9OfBpQgLXUc	Accessibility, Bicycle, Roadway, Safety, Sidewalk, Trail	Citywide
98	Finish the missing link in the East Redmond Connector	The planned trail from NE Novelty Hill Rd to the Evans Creek Trail would be great for trail users.	Accessibility, Bicycle, Environmental, Trail	Bear Creek
99	A trail up the hill from 160 ave NE to the Red-Wood Rd (near NE 98th St)	On foot, there is no nice way to get from the river valley to Education hill between 85th and the Powerline Trail (roughly 104th). A new trail would make walking from and to Education hill nicer.	Sidewalk, Trail	Education Hill
100	A trail connecting Reservoir Park to the Red-Wood Road.	On foot, there is no nice way to get from the river valley to Education hill between 85th and the Powerline Trail (roughly 104th). A new trail here would make walking from and to Education Hill nicer.	Sidewalk, Trail	Education Hill
101	Pedestrian stairway linking 172nd Ave NE with Avondale Road.	Would make it much easier for people on Education Hill to walk to businesses in Bear Creek area and reduce reliance on cars for short trips.	Accessibility, Environmental, Sidewalk, Trail	Education Hill

ID	My idea is...	My idea is important because...	Project type:	Neighborhood
102	Protected bike lane from Education Hill to existing bike trails like Sammamish Trail.	Without protected bike lanes, most bikers don't feel safe enough to ride to/from their homes to the network of trails in the area. Without an end-to-end safe path, many bikers will not go at all.	Bicycle	Downtown
103	Add pedestrian facilities along West Lake Washington Parkway from 51st to Idylwood Beach Park.	Major pedestrian connection, plus addition to trail system. Also, pedestrian safety.	Sidewalk, Trail	Idylwood
104	On the RCC Trail, add a big lit NO RIGHT TURN at NE 90th St. & NE 95th St. when the Walk sign is on	It's only a matter of time until a car or truck hits a cyclist or pedestrian in the crosswalks. the intersection at W. Lake Samm and Leary Way has a sign that works well.	Bicycle, Roadway, Safety, Sidewalk, Trail, Technology	Citywide
107	Extend wSRT s : 85th to Aegis Liv Red	Connecting trails is always a good thing. SRT (Sammamish River Trail) (wSRT = west side of river)	Trail	Downtown
108	Connect SRT to CKC - ext w SRT to 124th?	Connecting trails is always a good thing. SRT (Sammamish River Trail) (wSRT = west side of river) CKC (Cross Kirkland Connector)	Trail	Sammamish Valley
109	Maintain sidewalks across the street from between 166th & school, uneven/broken from tree roots	I have trouble with my stroller and I have seen wheelchairs get off the sidewalk and move into the street. Concerns with accessibility and safety in high ped traffic area.	Safety, Sidewalk, Trail	Downtown

(What happened to projects 105 and 106? They were duplicates accidentally created by staff. No projects were lost.)