

Redmond Community Development Survey Results

Report

Submitted to:

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Development Department

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Executive Summary

Deschutes County and the City of Redmond are evaluating options for Urban Growth Boundary (UGB) expansion and other planning issues. This survey provides the City of Redmond and Deschutes County with information that is intended to help gauge public sentiment regarding urban growth in the Redmond area. The survey was intended to determine where residents think Redmond should grow over the next 20 years and beyond, and provide input on key transportation decisions facing the City.

The survey was conducted during November through December, 2001. CPW administered 977 surveys and received 254 responses, for a response rate of 26%. The following bullet statements highlight the key survey findings.

Key Survey Findings

- The survey sample was predominately male and older than the Redmond community as a whole. About 70% of the survey respondents were male and the average age of survey respondents was about 55 years.
- The survey respondents were not in favor of increased residential density in the city, but they were in favor of increased densities for commercial and industrial development.
- The majority of survey respondents agreed with existing development patterns in the City of Redmond (characterized by the use of Highway 97, the Burlington Northern/Santa Fe railroad, and the Central Oregon Irrigation District main canal as dividers between residential, commercial, and industrial development).
- The majority of survey respondents also agreed with the use of zoning to segregate land uses amongst residential, commercial, industrial, parks, and public facilities.
- On the subject of UGB expansion, the respondents were most in favor of expansion onto non-BLM dry range land, rural residential areas, and BLM land. A significant percentage of respondents considered potential UGB expansion onto irrigated farmland to be unacceptable, particularly with respect to large parcels. Survey respondents that live outside the city limits were heavily opposed to UGB expansion onto irrigated farmland parcels of any size.

- A majority of respondents considered UGB expansion to be acceptable in any direction. This included north, south, east, west, and “A little in all directions.” A plurality of respondents considered UGB expansion “primarily along existing highways and major road corridors” to be acceptable as well. The most preferred direction for UGB expansion was to the south (70% of respondents found south to be very acceptable or acceptable).
- Respondents from inside the city limits listed “All directions” as their preferred direction for UGB expansion, while the preferred direction for respondents from outside the city limits was to the south.
- The respondents overwhelmingly supported the creation of “additional traffic or turn lanes to existing roads and/or intersections,” in order to accommodate increased vehicular traffic resulting from the city’s forecasted population growth.
- The majority of respondents were in favor of a bypass of Highway 97 to the east of the Redmond Airport, outside the UGB. They also favored a bypass of Highway 126 around Redmond. They were not in favor of a Highway 97 bypass along 9th St., within the UGB.
- Respondents were in favor of any transportation strategy that would utilize BLM land to create a secondary access into southeast Redmond.
- The respondents held a balanced opinion of alternative transportation strategies such as a public transit system, sidewalk improvements, and additional bike lanes or multi-use paths. The majority of respondents picked a public transit system as their preferred alternative transportation strategy, often citing the reduced traffic congestion and pollution that would result from such a system, and the fact that such systems benefit all residents (especially the elderly).

Table of Contents

	<u>Page</u>
Chapter 1. Introduction	1-1
Chapter 2. Demographic Characteristics of Respondents	2-1
Chapter 3. Survey Results	3-1
Appendix A. Methods	A-1
Appendix B. Transcript of survey comments	B-1
Appendix C. Survey instrument	C-1

Chapter 1

Introduction

Background

Deschutes County and the City of Redmond are evaluating options for Urban Growth Boundary (UGB) expansion and other planning issues. This survey provides the City of Redmond and Deschutes County with information that is intended to help gauge public sentiment regarding urban growth in the Redmond area. The survey was intended to determine where residents think Redmond should grow over the next 20 years and beyond, and provide input on key transportation decisions facing the City.

Methodology

The primary research tool was a survey mailed to households within the 97756 zip code area. Community Planning Workshop (CPW) distributed 1,107 surveys to households within this zip code, using an address list provided by the market research company InfoUSA.com. Of the 1,107 addresses, 130 proved to be invalid, resulting in a final sample size of 977 households. CPW received 254 valid returned surveys, for a 26% response rate. A response rate of between 30% and 40% would be typical for a survey of this type. Two main factors probably contributed to this survey's lower response rate: (1) the survey administration was conducted during the holiday season; and (2) no incentives were offered to respondents who completed the survey.

A more detailed discussion of the methodology of the survey can be found in Appendix A.

Organization of this Report

The remainder of this report is organized as follows:

Chapter Two, Demographic Results, describes the demographic characteristics of survey respondents. It makes comparisons to selected variables from the 2000 Census to determine if the sample over- or under-represents these variables.

Chapter Three, General Survey Results, describes respondents' attitudes and values regarding resource management and urban growth issues in the planning area.

This report also contains three appendices:

Appendix A includes a more detailed discussion of the survey methodology.

Appendix B contains the comments written on Questions 6, 7, 11 and 17.

Appendix C contains a copy of the survey instrument and accompanying survey materials.

Chapter 2

Demographic Results

Introduction

In this chapter, we describe the demographic results of the Redmond Area Community Development survey, administered by CPW during November and December of 2001. We compare the demographic characteristics of survey respondents (as reported on the survey) to the demographic information for the city of Redmond that is available from the 2000 U.S. Census.

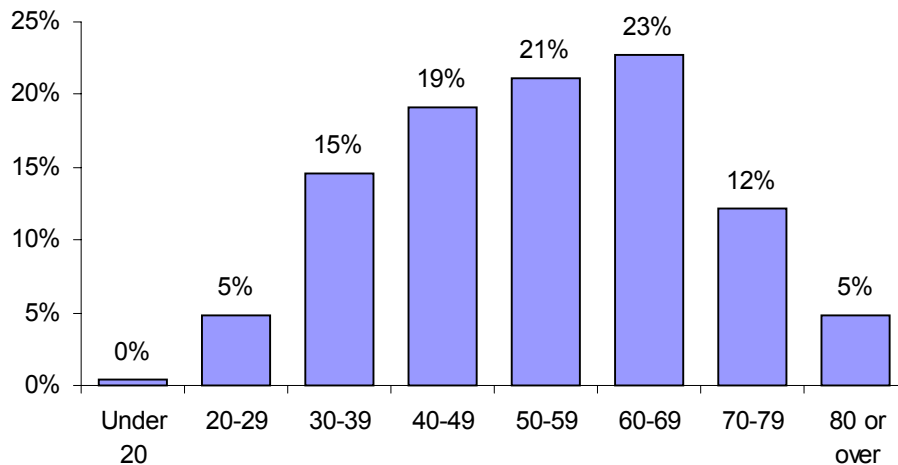
Demographics of Survey Respondents

In any discussion of survey results based upon a population sample, it is important to identify and describe the demographic characteristics of the sample, and compare these characteristics to those of the population as a whole. Significant demographic differences between the sample and the population as a whole could indicate areas of potential bias in the survey results.

The Redmond Area Community Development survey asked respondents to indicate if they lived inside or outside the city limits of Redmond. Forty-seven percent of respondents reported that they lived inside the city limits, while the remainder (53%) reported that they lived outside the city limits.

The survey also asked respondents to write-in their age. CPW divided the respondents into eight age classes, as shown in Figure 2-1. The average age of respondents was 54 years, while the median and mean age was 55 years. The greatest percentage of respondents (23%) was in the 60-69 age group, and the majority of respondents (80%) were at least 40 years old. The sample did not include individuals under the age of 18.

Figure 2-1. Age of survey respondents



Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

The average age of the survey respondents was older than the age of Redmond residents as reported by the 2000 US Census. The Census identified a total of 9,180 Redmond residents aged 20 and older¹ (the Redmond Area Community Development Survey was targeted towards residents aged 18 and older). Table 2-1 compares the age dispersal of the survey respondents to that of the population of Redmond as identified by the 2000 US Census, using the age categories employed by the Census. The figures from the Census indicate the percentage of Redmond residents age 20 and older that fell into each category. As reported by the Census, 54% of these residents are aged 20 to 44, and only 46% are aged 45 or older. Thus, the survey responses reflect a higher percentage of residents aged 40 and above, when compared to the population as a whole.

Table 2-1. Age of survey respondents vs. US Census figures

Sample Group	24 and under	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84	85 and over
Survey respondents	2%	11%	17%	20%	11%	11%	19%	7%	2%
2000 US Census (Redmond residents age 20 and older)	9%	22%	22%	16%	6%	5%	9%	7%	3%

Sources: Redmond Area Community Development Survey, Community Planning Workshop, 2001; and US Census Bureau. <http://factfinder.census.gov/servlet/BasicFactsServlet>. January 2002.

Seventy percent of the survey respondents were males, versus 30 % females. This is also different that the population as a whole, as the

¹ US Census Bureau. American Factfinder Database, 200 US Census. <http://factfinder.census.gov/servlet/BasicFactsServlet>. January 2002.

2000 US Census reports that 48% of Redmond residents are male and 52% are female.²

Table 2-2 displays the household size indicated by the survey respondents, including the number of adults, number of children, and total number of household members. The survey respondents had a mean household size of 2.43. This result is consistent with the 2000 US Census, which reports an average household size of 2.54 for Redmond residents.³ Households with two adults and no children were the most common household type, accounting for 52% of all respondents.

Table 2-2. Household size of survey respondents

Response	Adults (18 and over)		Children (17 and under)		Total	
	Number	Percent	Number	Percent	Number	Percent
Zero	5	2%	189	74%	5	2%
One	39	15%	20	8%	34	13%
Two	189	74%	32	13%	135	53%
Three	15	6%	9	4%	31	12%
Four	4	2%	3	1%	31	12%
Five or more	2	1%	1	0%	18	7%
Total	254	100%	254	100%	254	100%

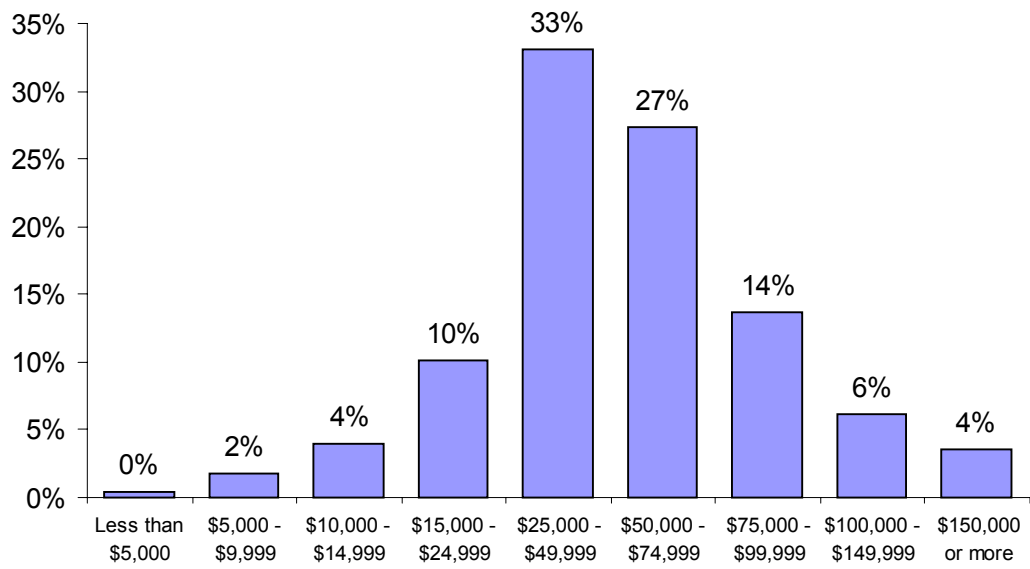
Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

CPW asked respondents to the Redmond Area Community Development Survey to estimate their total household income for the year 2000. The survey instrument provided nine income categories that the respondents could choose from, ranging from “Less than \$5000” to “\$150,000 or more.” These results are illustrated in Figure 2-2. The greatest number of respondents (33%) reported a total household income in the range of \$25,000 to \$49,999 for the year 2000. Sixteen percent of respondents reported total household incomes of less than \$25,000, while more than half of the respondents (51%) reported household incomes of \$50,000 or more. At the time this report was written, household income information was not yet available from the 2000 US Census.

² US Census Bureau. <http://factfinder.census.gov/servlet/BasicFactsServlet>. January 2002.

³ US Census Bureau. <http://factfinder.census.gov/servlet/BasicFactsServlet>. January 2002.

Figure 2-2. Total income in 2000 of survey respondents



Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

Chapter 3

Survey Results

Introduction

This chapter discusses the responses to the remaining, non-demographic questions on the Redmond Area Community Development Survey. The bulk of the survey addressed two main community development issues: (1) growth, and (2) transportation.

Attitudes about growth and land use

The first six questions on the Redmond Area Community Development Survey focused on issues of growth and land use. They were intended to measure the attitudes of Redmond residents on the density of current and future development, the city's current and historic development patterns, and the expansion of the city's Urban Growth Boundary.

The first question measured the respondents' attitudes about development density. Respondents were given five statements that expressed certain views on development density, and were asked to express their level of agreement with each statement. The options were "Strongly Agree," "Agree," "Neutral," "Disagree," "Strongly Disagree," and "Don't Know." The responses to these statements are summarized in Table 3-1.

Table 3-1. Respondent attitudes about density of development

Statement	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
Residential development in Redmond is too dense	17%	24%	27%	24%	7%	2%
Residential development in Redmond is not dense enough	5%	16%	21%	32%	24%	3%
The City should adopt policies that require residential development to occur at higher densities so it uses less land	5%	18%	14%	35%	26%	2%
The City should adopt policies that require commercial and industrial development to occur at higher densities so it uses less land	14%	33%	18%	20%	12%	2%
The City should encourage more multiple family housing to increase residential density	8%	19%	20%	29%	21%	2%

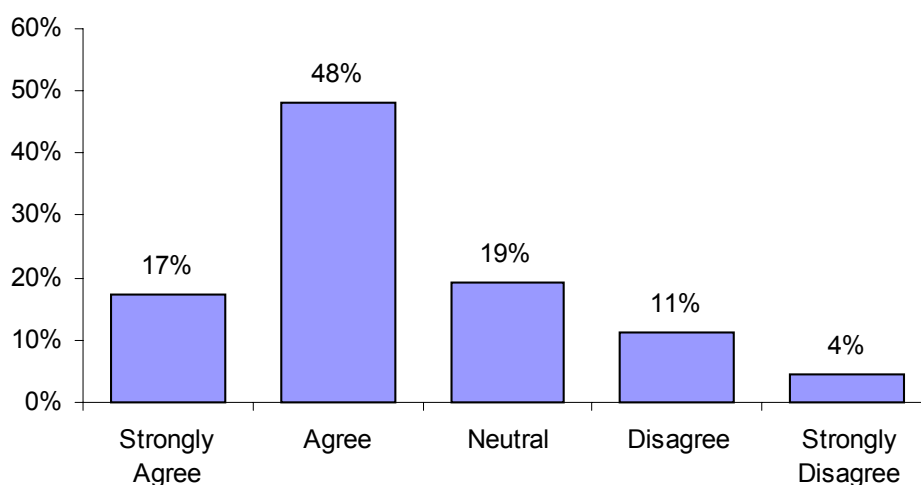
Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

Four of the statements referred specifically to residential development, while the fifth statement referred to commercial and industrial development. Overall, the survey respondents were not in favor of increased residential density in the city. A total of 41% of respondents answered either “Strongly Agree” or “Agree” when given the statement: “Residential development in Redmond is too dense.” Only 21% answered “Strongly Agree” or “Agree” when given the statement: “Residential development in Redmond is not dense enough.” Furthermore, 61% of respondents answered “Disagree” or “Strongly Disagree,” when asked if the city should adopt policies requiring residential development to occur at higher densities. Similarly, 50% answered “Disagree” or “Strongly Disagree,” when asked if the city should encourage more multiple family housing to increase residential density, while only 27% answered “Agree” or “Strongly Agree.” On each of these statements, a significant number of respondents (16% to 29%) answered either “Neutral” or “Don’t Know.”

More respondents, however, came out in favor of increased density for commercial or industrial development. Nearly half of the respondents (47%) answered “Agree” or “Strongly Agree” when given the statement, “The City should adopt policies that require commercial and industrial development to occur at higher densities so it uses less land,” while 32% answered “Disagree” or “Strongly Disagree.”

The survey results indicate that the majority of respondents agree with existing development patterns and planning practices in the City of Redmond. When asked to indicate their level of agreement with existing development patterns (characterized by the use of Highway 97, the Burlington Northern/Santa Fe railroad, and the Central Oregon Irrigation District main canal as dividers between residential, commercial, and industrial development), 65% of respondents answered “Agree” or “Strongly Agree,” while only 15% answered “Disagree” or “Strongly Disagree.” These results are shown in Figure 3-1.

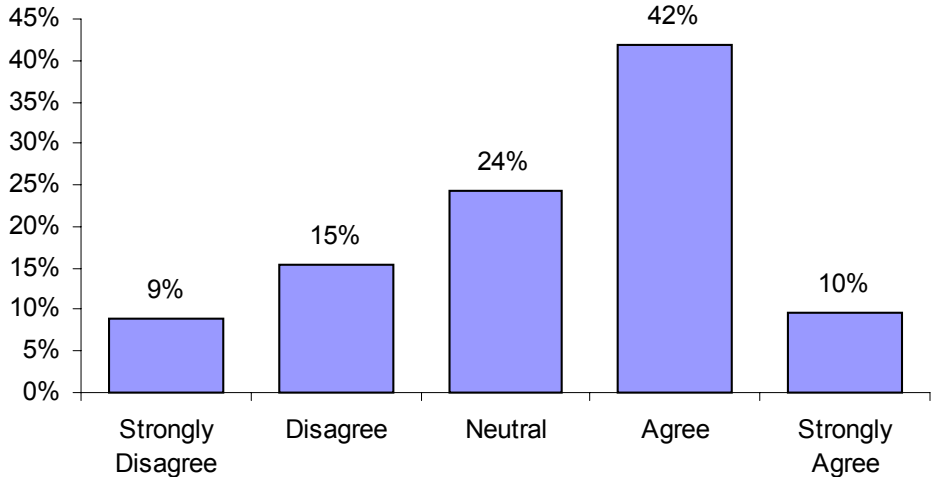
Figure 3-1. Respondent opinions about existing Redmond development patterns



Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

The survey then asked respondents to indicate their level of agreement with the use of zoning to segregate land uses amongst residential, commercial, industrial, parks, and public facilities. The majority of respondents indicated that they either strongly agreed (10%) or agreed (42%) with the use of zoning for these purposes. Twenty-four percent of the respondents answered “Strongly Disagree” or “Disagree,” while another 24% felt neutral. These results are shown in Figure 3-2.

Figure 3-2 Respondent opinions about mixed land uses in Redmond



Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

The next set of survey questions gauged the respondents’ preferences regarding Urban Growth Boundary expansion. The first of these questions presented five types of land onto which the UGB could be expanded, and asked the respondents to rate how acceptable UGB expansion onto each land type would be to them. The respondents were most in favor of expansion onto non-BLM dry range land (65% answering “Most Acceptable” or “Acceptable”), rural residential areas (57%), and BLM land (48%, versus 32% answering “Unacceptable” or “Most Unacceptable”). In contrast, a significant number of respondents rated UGB expansion onto irrigated farmland as “Unacceptable,” or “Most Unacceptable,” particularly with respect to large parcels.

Table 3-2. Respondent attitudes about preferred land types to expand the UGB

Expand the UGB onto:	Most		Neutral	Unacceptable	Most	
	Acceptable	Acceptable			Unacceptable	Don't Know
Irrigated farm land (large parcels)	16%	10%	11%	16%	44%	4%
Irrigated farm land (small parcels)	22%	17%	9%	15%	33%	4%
Dry range land (not BLM land)	47%	18%	14%	4%	11%	5%
BLM land	35%	13%	14%	7%	25%	5%
Rural Residential Areas	40%	17%	16%	7%	15%	5%

Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

CPW cross-tabulated the responses to the above question with those from survey Question 12, which asked respondents to indicate whether they live inside or outside the city limits. The responses for the “Dry range land,” “BLM land,” and “Rural Residential Areas” options differed little between city residents and respondents from outside the city limits. However, there was a difference of opinion between city residents and non-residents when asked their opinions on the expansion of the UGB onto irrigated farm land. A plurality of respondents from inside the city limits considered expansion of the UGB into large parcels of irrigated farmland to be “Unacceptable” or “Most Unacceptable” (47%, versus 37% that considered such expansion to be “Acceptable” or “Most Acceptable”). However, an equal number of respondents from inside the city limits considered such expansion onto small parcels of irrigated farmland to be “Acceptable” or “Most Acceptable,” while 37% of those respondents felt that this type of expansion would be “Unacceptable” or “Most Unacceptable.” Respondents from outside the city limits considered any type of expansion onto irrigated farmland to be highly unacceptable. The majority of these respondents rated such an expansion to be “Unacceptable” or “Most Unacceptable” for both small parcels (58%) and large parcels (71%).

Another survey question asked respondents to rate the appropriateness of UGB expansion into a number of different directions. Each of the directions (North, South, East, West) were rated as “Most Acceptable” or “Acceptable” directions for UGB expansion by the majority of respondents, as was the option for expanding the UGB “A little in all directions.” The most preferred direction for UGB expansion was to the South, with 51% rating this as “Most Acceptable,” and 19% rating it as “Acceptable.” The least popular option was “Primarily along existing highways and major road corridors.” However, a greater number of respondents still gave this direction a favorable rating (43% “Most Acceptable” or “Acceptable”) than unfavorable (24% “Most Unacceptable” or “Unacceptable”). Table 3-3 illustrates the responses to this question.

Table 3-3. Respondent attitudes about preferred directions to expand the UGB

Expand the UGB onto:	Most				Most	
	Acceptable	Acceptable	Neutral	Unacceptable	Unacceptable	Don't Know
North	38%	23%	19%	6%	13%	2%
South	51%	19%	14%	7%	7%	2%
East	45%	14%	19%	9%	11%	2%
West	33%	19%	13%	13%	19%	2%
A little in all directions	32%	21%	16%	8%	19%	5%
Primarily along existing highways and major road corridors	23%	20%	27%	12%	12%	5%

Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

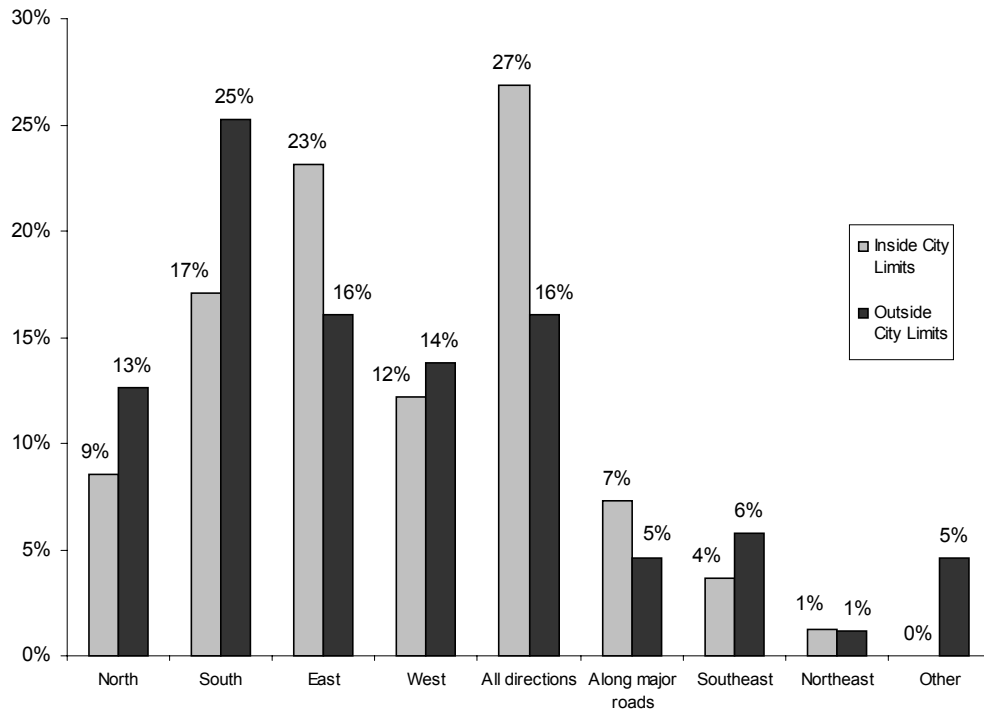
Survey respondents were then asked to choose among the options given in the previous question and indicate their *preferred choice* for the direction of UGB expansion. CPW chose to cross-tabulate these responses with survey Question 12, to see if the respondents who live inside the Redmond city limits answered this question differently than those who live outside the city limits. Both groups of respondents selected “South,” “East,” and “All directions” as their top three preferences for UGB expansion. However, it is notable that a significantly greater number of respondents from outside the city limits chose “South” as their preferred direction of UGB expansion (25%, versus 16% each for “East” and “All directions”). Twenty-seven percent of respondents from inside the city limits chose “All directions” as their preferred direction; while 23% chose “East” and 17% chose “South.”

This question also allowed the respondents to write an explanation for their preferred choice of UGB expansion. The following are examples of the comments that respondents made in favor of their preferred direction of expansion (the full list of comments can be found in Appendix B):

- A little in all directions because I think most people want to be within a reasonable distance of all Redmond has to offer.
- A little in all directions. Concentric growth tends to have less serious demand on traffic infrastructure- more manageable. Keeps communities separated without continuous strip development that not only causes traffic congestion, but also blurs community identities and diminishes community pride.
- East – the land is not good for agriculture
- East since there is little growth in that direction and it seems to be used for nothing else now. Or little all directions.
- South because I think that the 97-corridor Bend and Redmond is heavily used and would strengthen ties between Bend and Redmond.
- South Redmond and Bend are growing together. Do not want strip commercial development heading in every direction.
- To expand along existing higher traffic areas, because there would be less negative affect on the surrounding land.

- West – because of existing residential areas already in that direction, Crest, etc.
- Along existing highways – seems it would create less congestion in residential areas.

Figure 3-3. Respondents' preferred direction of urban expansion



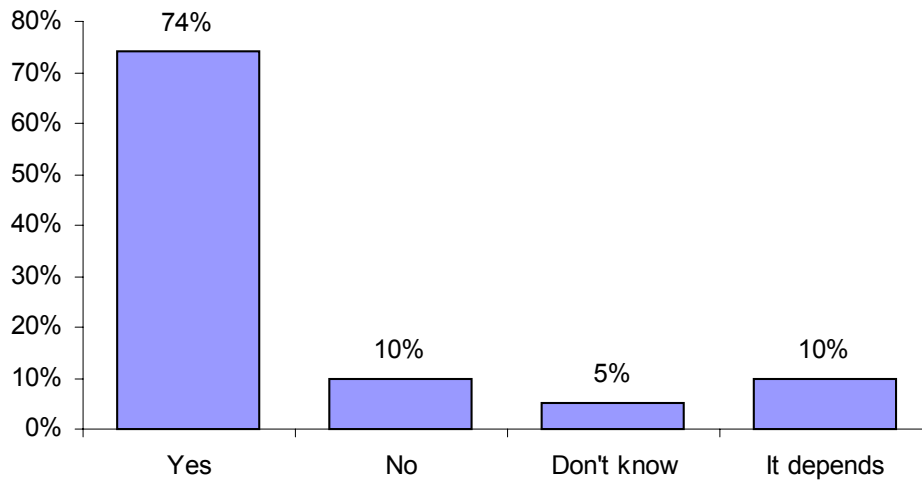
Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

Attitudes about transportation improvements

Questions 7 through 11 on the Redmond Area Community Development Survey measured the respondents' attitudes concerning transportation issues and potential transportation improvements in the Redmond area.

The first of these questions asked if respondents felt it would be appropriate for the City of Redmond to “add additional traffic or turn lanes to existing roads and/or intersections,” in order to accommodate increased vehicular traffic resulting from the city's forecasted population growth. The respondents were overwhelmingly in support of this proposal, with 74% responding “Yes,” versus only 10% responding “No.” An additional 10% answered, “It depends.” The results of this question are shown in Figure 3-4.

Figure 3-4. Respondents' attitudes about road enhancements



Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

The individuals who answered, “It depends,” were allotted space in which to explain their answer. The full list of these explanations can be seen in Appendix B. Many of these explanations indicated that the respondents’ support of additional traffic and turn lanes would depend on whether there was room for the new lanes, and whether the new lanes would actually serve to ease traffic congestion. Many other respondents used this space to express their support for a by-pass or re-routing of Hwy 97 around the city.

The following question dealt directly with the issue of a highway bypass around Redmond. It asked respondents to rate the acceptability of potential bypass routes and locations. The responses to this question are shown in Table 3-4. The most popular option was “Highway 97 around Redmond outside UGB, east of the airport.” Sixty-one percent of respondents considered this bypass route to be “Most Acceptable,” with another 12% giving it an “Acceptable” rating. The survey respondents also indicated strong support for a “Bypass of Highway 126 around Redmond.” The respondents had a most unfavorable opinion of the option for a new alignment of Highway 97 along 9th Street, within the UGB. Forty-one percent of respondents considered this to be “Most Unacceptable,” and another 12% rated it as “Unacceptable.”

Table 3-4. Respondent attitudes about Highway 97 or 126 bypasses

Bypass Location:	Most		Neutral	Unacceptable	Most	
	Acceptable	Acceptable			Unacceptable	Don't Know
Highway 97 new alignment along 9th Street within the UGB	10%	12%	16%	12%	41%	10%
Highway 97, extend south planned reroute	13%	13%	29%	8%	15%	22%
Highway 97 around Redmond outside UGB, east of the airport	61%	12%	9%	7%	5%	5%
Bypass of Highway 126 around Redmond	40%	13%	19%	9%	10%	10%

Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

Respondents were then asked to rate the acceptability of five transportation strategies that could provide a needed secondary access to southeast Redmond. Respondents were most favorable of a strategy to put new roads on BLM land, as 50% considered this a “Most Acceptable” alternative, and another 21% considered it to be “Acceptable.” They also favored the idea of creating a new interchange to connect 19th St. to Highway 97 at Quarry Road, again utilizing BLM-managed land. The least acceptable strategy (43% “Unacceptable” or “Most Unacceptable”) was to fully reconstruct the Yew Avenue interchange. The other two strategies presented in this question received mixed reviews from the survey respondents, with many answering “Neutral,” or “Don’t Know.” The responses to this question are presented in Table 3-5.

Table 3-5. Respondent attitudes about selected transportation strategies

Transportation strategy	Most		Neutral	Unacceptable	Most	
	Acceptable	Acceptable			Unacceptable	Don't Know
Find ways to utilize BLM land for new roads	50%	21%	9%	4%	10%	6%
Upgrade Hwy. 97 to a limited access expressway	22%	15%	23%	14%	16%	10%
Build a frontage road parallel to Hwy. 97 down to Deschutes Junction	21%	13%	24%	9%	24%	9%
Connect 19th Street to Hwy. 97 at the Quarry Road intersection (new interchange) through BLM-managed land	32%	16%	20%	4%	10%	18%
Fully reconstruct the Yew Avenue Interchange	14%	11%	18%	19%	24%	13%

Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

Survey respondents were also asked to rate the importance of various methods to improve alternative transportation options in the city, such as a Public Transit System, sidewalk improvements, bike lanes, and multi-use paths. The respondents’

evaluations of these strategies can be seen in Table 3-6. Overall, the respondents held a balanced opinion of these alternative transportation strategies. Each strategy received a favorable rating (“More Important” or “Most Important”) from between 32% and 37% of the respondents, and each one received an unfavorable rating (“Less Important” or “Least Important”), from between 32% and 40% of the respondents. Each strategy received slightly more unfavorable ratings than favorable ones, with the exception of “Citywide sidewalk system improvements/ completion.” For each strategy a large number of respondents, between 24% and 33%, answered “Neutral” or “Don’t Know.”

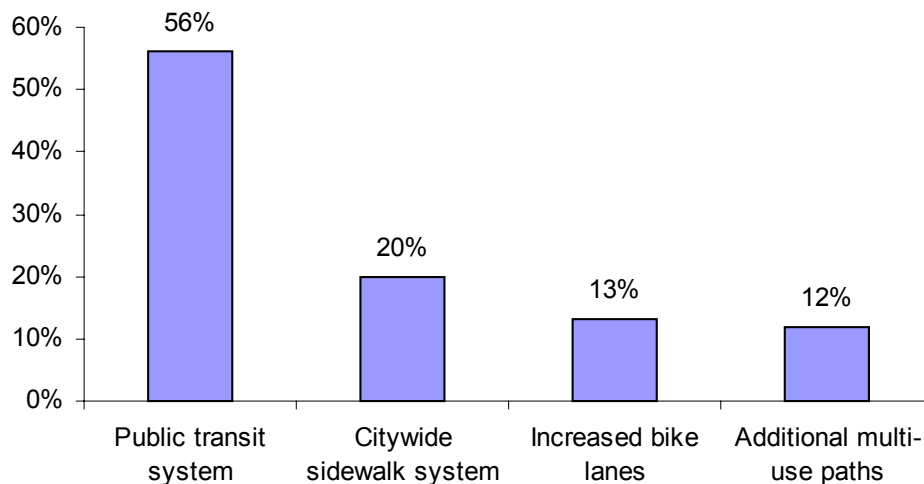
Table 3-6. Respondent attitudes about selected transportation strategies

Mode:	Least Important	Less Important	Neutral	More Important	Most Important	Don't Know
Public Transit System with a printed schedule and designated stops	28%	10%	22%	18%	19%	2%
Citywide sidewalk system improvements/completion	22%	10%	30%	20%	14%	3%
Increased bike lane striping	26%	14%	22%	23%	12%	4%
Construction of additional multi-use paths like the one in the Dry Canyon	26%	11%	28%	17%	15%	4%

Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

The respondents were then asked to identify their preferred alternative transportation strategy, choosing from among the options for the previous question. The “Public Transit System” strategy was the most popular by far, as 56% of respondents designated it as their preferred alternative transportation strategy. These results are shown in Figure 3-5.

Figure 3-5. Respondents' preferred transportation alternative



Source: Redmond Area Community Development Survey, Community Planning Workshop, 2001

The respondents were allowed to write in an explanation for their selection, and the full list of these explanations can be found in Appendix B. Supporters of the Public Transit System often indicated that this strategy would benefit the most people, cut down on traffic and pollution, and be particularly useful for the city's elderly population.

Summary

CPW analyzed the demographic characteristics of the survey respondents, and compared these characteristics to those of the general population of the City of Redmond, as reported in the 2000 US Census. CPW reached the following conclusions regarding the demographics of the survey respondent population:

- The age of the survey respondents was older than the age of Redmond residents as reported by the 2000 US Census. Eighty percent of the survey respondents were at least 40 years old, and 40% were at least 60 years old.
- Seventy percent of the survey respondents were males, and 30 % were females. This reflects a much higher percentage of male respondents than the general population of Redmond as reported by the 2000 US Census.
- The mean household size for the survey sample was 2.43. This was consistent with the results of the 2000 US Census. Fifty-two percent of respondents reported living in a household with two adults and no children.
- The majority of respondents (60%) reported household incomes for the year 2000 of between \$25,000 and \$74,999. Sixteen percent of respondents reported household incomes for the year 2000 of less than \$25,000.

The Redmond Area Community Development Survey examined the survey respondents' attitudes growth and land use issues. The respondents' attitudes on these topics can be summarized as follows:

- The survey respondents were not in favor of increased residential density in the city, but they were in favor of increased densities for commercial and industrial development.
- The majority of survey respondents agreed with existing development patterns in the City of Redmond (characterized by the use of Highway 97, the Burlington Northern/Santa Fe railroad, and the Central Oregon Irrigation District main canal as dividers between residential, commercial, and industrial development).
- The majority of survey respondents also agreed with the use of zoning to segregate land uses amongst residential, commercial, industrial, parks, and public facilities.
- On the subject of UGB expansion, the respondents were most in favor of expansion onto non-BLM dry range land, rural residential areas, and BLM land. A significant number of respondents considered potential UGB expansion onto irrigated farmland to be unacceptable, particularly with respect to large parcels. Survey respondents that live outside the city limits were heavily opposed to UGB expansion onto irrigated farmland parcels of any size.
- A majority of respondents considered UGB expansion to be acceptable in any direction. This included north, south, east, west, and “A little in all directions.” A plurality of respondents considered UGB expansion “primarily along existing highways and major road corridors” to be acceptable as well. The most preferred direction for UGB expansion was to the south.
- Respondents from inside the city limits listed “All directions” as their preferred direction for UGB expansion, while the preferred direction for respondents from outside the city limits was to the south.

The Redmond Area Community Development Survey also examined the respondents’ attitudes with respect to transportation issues in Redmond and the surrounding area. CPW has reached the following conclusions regarding the respondents’ attitudes on transportation issues:

- The respondents overwhelmingly supported the creation of “additional traffic or turn lanes to existing roads and/or intersections,” in order to accommodate increased vehicular traffic resulting from the city’s forecasted population growth.
- The majority of respondents were in favor of a bypass of Hwy 97 to the east of the Redmond Airport, outside the UGB. They also favored a bypass of Hwy 126 around Redmond. They were not in favor of a Hwy 97 bypass along 9th St., within the UGB.
- The respondents were in favor of any transportation strategy that would utilize BLM land to create a secondary access into southeast Redmond.
- The respondents held a balanced opinion of alternative transportation strategies such as a public transit system, sidewalk improvements, and additional bike lanes or multi-use paths. The majority of respondents picked a public transit system as their preferred alternative transportation strategy,

often citing the reduced traffic congestion and pollution that would result from such a system, and the fact that such systems benefit all residents (especially the elderly).

Appendix A

Survey Methodology

The primary research tool was a survey mailed to households and key stakeholder groups within the study area. CPW utilized two mailing lists. The survey was sent to households within the 97756 zip code area. Table A.1 summarizes the sample.

Table A-1. Sample summary

Category	Value
Original Sample	1,191
Non-Deliverable	130
Delivered surveys	977
Completed surveys	254
Response Rate	26%

The first survey mailing occurred in late November, 2001. We followed the original survey with a reminder letter about 14 days later. The reminder letter also identified a typographic error in the survey. We conducted a second survey mailing to about 750 households during the third week of December, 2001.

Transcript of Survey Comments

Introduction

The survey included an opportunity for respondents to provide written comments in several places. Q-6 asked respondents to indicate their preferred direction for community expansion and the reasons why. Q-7 requested comments from respondents that answered "it depends" to a question regarding adding road capacity. Q-11 asked respondents to indicate their preferred alternative transportation system and why. Finally, Q-17 allowed respondents to write in any additional comments they had.

Transcript of survey comments

Q-6. Preferred choice for UGB expansion

- East – the land is not good for agriculture
- East
- With development strung out North and South – result is downtown area will die and one or other of North-South area will suffer
- North, west & south, as it is already growing in that direction. We need to save all agriculture land as well as public land.
- East build a toll road from high bridges along railroad tracks to Bend.
- A little in all directions; I do not like just East and West as it is now.
- North less populated land.
- West, because I feel the layout works well.
- A little in all directions to tie Redmond's urban growth areas together in a sense way using major road corridors (not highways) and geographic features.
- Land use for UGB should grow south East because there is nothing there except weeds and rocks, build where land is useless. Not in nature sites or irrigated land.
- North-we live N.E. of town on a rural res. Area.
- Use the BLM land.
- I believe in town center core activity and residential expansion should support this, also since most industries have become "clean" I support a mix of residential commercial/industrial uses.
- North-keep Redmond/Bend from becoming a narrow Calif. style strip city.
- South-more unused land id available there.
- West, build under new conditions should public lands become involved. Wild life needs some place to live.
- East since there is little growth in that direction and it seems to be used for nothing else now. Or little all directions.
- South and East, non irrigated and mostly irrigated land.
- South-along highway 97 to meet Bend moving north sometime in the future.

- Unless there is more data on what types of land is available it is hard to make a firm choice. Common sense should dictate growth along with needs of infrastructure.
- East- less on already crowded West and South.
- A little in all directions because I think most people want to be within a reasonable distance of all Redmond has to offer.
- South Redmond and Bend are growing together. Do not want strip commercial development heading in every direction. Protect BLM land integrity as a top priority for close natural areas and wildlife habitat.
- A little in all directions- there is room in all directions and by going different directions it wont overload the roads in all the areas.
- A little in all directions, try to keep the city somewhat concentric.
- Growth should be controlled and managed very carefully. A little in all directions.
- Go where the land is suitable.
- West- I live east.
- Expanding to the East more so-most of the land there marginal for production (age) and child be compatible with many recreational uses being nearby (BLM lands)
- West.
- South because I think that the 97-corridor Bend and Redmond is heavily used and would strengthen ties between Bend and Redmond.
- A little in all directions. It seems it would balance out for the best.
- A master plan needs to be flexible and adaptable to the needs of that time and place. Transportation needs a fixed plan.
- Southwest along existing secondary roads towards Bend.
- To expand along existing higher traffic areas, because there would be less negative affect on the surrounding land.
- Urban growth covers all zoning. I feel that we are too far along to change zoning. We should follow the current trend with residential and commercial on the west of 97 and industrial/ light industrial to the east.
- South- Close the gap between Redmond and Bend.
- South- closer to Bend.
- South
- The city is already stretched north and South, West seems best.
- In all directions, its better control and even city boundaries.
- Any expansion should be dealt with concerning traffic flow 1st-. Roads should be updated and added before additional building continues.
- East and South – this would in itself balance the growth patterns and facilitate access to commerce within Redmond in a balanced way
- . South = Lots of land -Hwy for travel to Bend for major employers. Less environmental impacts due to less miles traveled to work.
- West – because of existing residential areas already in that direction, Crest, etc.
- A little in all directions to keep Bend and Redmond form attaching.
- North or northwest – more public land available for expansion and development – closer to existing city sewer facilities.
- (Q-2) Since Redmond is growing so rapidly – those cannot be valid boundaries and should be rethought if still used as a guideline to building.
- Used up the land closest to highways first so as to impact less agricultural and public lands.

- “A little in all directions” I feel the city should grown “out” – which means all directions – this would keep it uniform in growth.
- A little in all directions.
- I understand past practices – but it seems to me Northeast would be good and along the corridor that already exist. It is coming west.
- Growth is to fast. We cannot keep up with schools, streets, water, etc. tax burden on all will become to great.
- East
- Along existing highways and major road since most are school bus routes and therefore plowed and sanded in winter.
- West a large number of residents live west of Redmond. Keep them west of downtown.
- Primarily along existing highways and major road corridors because those areas tend to be kept up better (i.e. snow plowing), therefore less accidents.
- Along extending highway and major road save/many many building roads on what ever.
- North- I live NE of Redmond and I would like ties from Redmond to Terreburn, not blending down to Bend.
- We need more growth North of town.
- Most of the non-irrigated land is not now in agriculture is to the South and East.
- Along existing road corridors. Needs more land in its natural state.
- East and South least to preserve the farmland; use the unusable desert for urban growth.
- South towards Bend; but first we need to prepare for it and make sure our roads are already up for it.
- A little in all directions- it will not seem like too dramatic of a change.
- South- because it is going that way.
- West- to accommodate existing growth.
- South- closer proximity to Bend for those that commute, BLM land availability, and an enhancement to the now isolated land.
- West- more efficiently served by school system and sewer system. The term agriculture land is a total misnomer in this region! If you wish to call it open spaces, o.k. don't pretend it cant be farmed.
- West or South. Topography allows for easier access to sewage treatment facilities.
- East this side on BLM to balance the cities growth and traffic.
- A little less strain on the industrial area i.e. roads neighborhoods etc.
- N and South- there is no travel routes from the west other than Highland and Black Butte Aves. Too much construction.
- South.
- Developing areas for businesses and residents in the area between Redmond and Bend seems like a wise use of land and would bring services to both areas.
- Along ALREADY expanded areas. Preserve the large natural/pastoral areas.
- Growth along the existing highways will only promote more congestion and hazardous conditions.
- East less traffic congestion.
- Expand into BLM lands ONLY avoid ALL farmable lands.
- South to Bend. Leave the BLM alone the local and non-local military need their place to continue training to keep us all safe.

- Expansion should only occur to the east of Redmond because, 1) north and south are already destroyed by development blight, and west is the only area worth human habitation, and 2) east is the only open sage and juniper land that is worthless except for developers to make a block.
- A little in all directions.
- The irrigated land is for the monarchs if you happen to own a parcel there is no irrigation. Therefore a suburban east area sounds interesting.
- East because it is basically scrub land with little or no agricultural value
- East- Prineville not as congested as Sisters and less irrigated land.
- A little in all directions for more even distribution.
- More south- will disrupt present residents less, and its closer to Bend for resources.
- East- extending services to these areas would be easier than to the west where there are hills.
- South and east in sagebrush.
- With the existing land surrounding Redmond you could expand in the four directions and not be so compact. I do agree that the industrial area east of 97 should still continue.
- A little in all directions- why? So expansion is not consolidated presenting that “big city” look.
- All are preferred! We must never restrict airport expansion by zoning other construction TOO close to airport.
- North and south.
- East- no loss of irrigated land and small farm parcels- witch are very desirable in medium and small towns.
- North and west.
- North because most of the land between Redmond and Terrebonne is already in small parcels not fit for agriculture.
- Commercial- south, commercial does better with more traffic. Residential- west, further from noise (industries, trains, and traffic). Industrial- east, it in non irrigated land, industry consumes land and very little water.
- East, BLM land in not used enough. I think highway should be routed east of Redmond.
- West- will be easier to bypass highway 97.
- East- little or no effect on ranches or farms.
- West because this is best for all of us.
- To the west.
- West- take in Eagle Crest area.
- I like east because it is not being used; its not agricultural; growth can proceed without infringing on anyone.
- South (BLM) this would allow the city plenty of room to grow, yet not at the expense of rural property owners losing their “rural” life style and lower population density.
- West- residential- larger parcels. Some expansion to the east for commercial industrial would be good with a bypass- north- south expansion would become more fertile.
- South as it connects towards Bend.
- A little in all directions. Concentric growth tends to have less serious demand on traffic infrastructure- more manageable. Keeps communities separated without continuous strip development that not only causes traffic congestion, but also blurs community identities and diminishes community pride.
- South, expand towards Bend so all activities, bus, commercial, etc. sort of all together.

- North- most available land between Redmond and Madras.
- South- there is less impact on city streets, room exists to support entire sewer treatment.
- A little each way, but future emphasis on east and south.
- West.
- South because of highway 97 and development coming from Bend.
- Roads are already developed- going toward Bend is only reasonable. Why go out in to the desert?
- South- eventually to meet up with Bend.
- North and north east because this is unused land, just pay the money.
- East – Has the least “farmable” agricultural type land.
- South = Land between Redmond and Bend would be best for development in respect to accommodating growth.
- East – build community with retail – commercial housing all together – so people could walk or ride bike to work and shop. Get rid of BLM Land and save tax payers money for up keep. Charge developers on roads, parks and water and sewer.
- #1 more available land
- Q- 5 a little in all directions. Don’t just string it out in a line
- To the west is getting pretty full to the east there’s a lot of BLM with sage and juniper not very attractive, save the irrigation and farm areas and go where its dry.
- South and East – growth and density too high now in other areas.
- Primarily along existing highways and major road corridors.
- West most logical
- A little in all directions – impact would be shared equally by all areas at the expense of any one or two areas.
- South – in spite of planning’s best efforts it seems that Redmond is headed toward Bend.
- Along existing highways – seems it would create less congestion in residential areas.
- A little in all directions makes it so it is not just a long city along a couple of highways.
- Farm land around Redmond is nonproductive as such poor soil lots of rocks not like Madras area farm land so city expansion should not be limited by EFU designation.
- Southwest – you need to square up the city. From reservoir down Helmholtz to Antler, Hemlock or further to obtain the needed land. The town naturally wants to grow west towards Eaglecrest but was stopped because of zoning. Then they started building North only because that’s the only available land there was left.
- East
- A little in all directions – to be accessible to central commercial area.
- South – closer to Bend, would reduce traffic through Redmond.
- South – because of new resort coming in that area.
- Expanding to the South makes much more sense because it would join Redmond and Bend.
- South – using highway 97 as an anchor for Redmond and Bend.
- South, this is the primary direction of traffic flow towards Bend. There is available land that is not farm quality land.
- South West – Most of the infrastructure is already in place.
- A little in all directions.
- East
- We should keep land so if people want to live on farm small or large.

- Leave open BLM and Farm land out of “new” growth plans. Keep the city with the current limits as much as possible. Quite trying to grown where you can get the most tax money!!!
- East – use the Day Range land.
- North and East
- To have fairly even development in all areas. This might keep streets easier to maintain – keep clean and also easy to locate proper addresses.
- Q – 5 a little growth is good
- North – East
- Preferred – makes more sense to grow toward Bend since a lot of RAM residence work in Bend.
- North, easy access to HWY 97
- North – South use existing highway.
- A little in all directions. There is not that many High dollar agricultural lands that close to the UGB. Not very many acres are used for the sole income source. Lots of small grazing areas but not much crop production area close to UGB.
- East because there is little there now.
- East because there’s not much out that way.
- North, there are no industrial areas here.
- Along existing routes, because you can’t seam to build the required highways until 20 years or more after they are needed. If you would build the required HWY first, the growth would follow your lead!!
- East the mountain views are great. There is very little agriculture land developed in that area. Stop industrial use in the area North of 126 and expand it south of 126 and east of 97
- West – will connect with larger Eagle Crest development already in progress.
- North – South to use existing highway.
- North – South to utilize existing highway.
- All directions.
- East put UGB onto BLM land and around industrial parks; the west of Redmond has enough rural residential areas crowding out the Canyon area. Put the city together as one!
- Agriculture lands need to be preserved. I vote to move south towards Bend. Not much agriculture land along 97 south.
- North to Coynded Way & O’Neil Hwy, West to Helmholtz, East to Negus Way.
- South east because good infrastructure could be provided without inconveniencing current residents.
- Please go North – West has too many traffic problems already – keep it residential only!
- Expanding south would alow for a whole range of business and bring Bend and Redmond together.
- East – city boundaries should extend into federal lands BLM unless landowners agree to sell private property. Farm land and range land should not be confiscated. If private land will be paid fair price and acceptable to owner, no objections.
- A little in all directions – less impact.
- South there’s plenty of open land for both residential and business. You’ve exhausted the west with small homes and small lots. We need more room.
- East more open areas exist.

- South—mostly private land.
- South—to expand growth towards Bend seems most logical
- South or east, not significant resource to de-value with development
- A little in all directions – better balance for all
- Already answered in Q-5—redundant
- A little in each direction would still allow the City core to remain intact rather than create a situation the way the City of Bend developed.
- South. Cause that’s the way the City system is expanding.
- East of town toward Prineville. The property is mostly unused.
- South, because traffic is heaviest between Bend and Redmond. Growth south would maybe disperse traffic quicker.
- A little in all directions.
- West
- East. To help alleviate use issues w/BLM land
- I would prefer to see the City grow north and east, although it seems inevitable that we will go south towards Bend. Like to pressure areas around the River.
- It doesn’t matter. There is no productive farm land in the county and hopefully more land to develop would stop land price from going higher.
- All directions--balance

Q-7. Explanation for “It depends” response

- If there is enough room.
- Put in a bypass East of town, then 1/3 of traffic will not be a problem in Redmond.
- If it helps traffic flow safely otherwise no.
- Only when necessary!
- Must be done with long range plans, emphasis on getting good connectivity.
- Where? What? Why? I can’t give an opinion on something that I don’t have info on. If it helps great, if not why?
- Allow proper length turn lanes- not short 90% turns like Cline Falls intersection and Tumalo new “off ramp” from Bend.
- I think your missing a lot by not going to move roundabouts.
- It depends if there is room to do so.
- We need traffic to be taken out of the main streets, which are 5th and 6th.
- Need another north canyon crossing.
- Don’t ruin current “old” residential zones.
- Highway 97 MUST bypass the entire city to the east. This will reduce traffic so that very little other improvement will be needed.
- Where?
- Bypass all through traffic around the town and the problem is solved.
- Explain to drivers what center turn lane is and how much can be used to turn (not driven) there are plenty of back roads to use.
- We should look farther ahead than we have in the past when planning for future expansion.
- You need to prepare for heavy traffic east and west. Driving Highland as far as the bridge at the canyon will not solve your problem.

- Where?
- Who pays? Should discourage growth.
- Roundabouts are a viable option in some areas.
- Get the bypass first, then worry about the turn lanes.
- It largely depends on area and location.
- Route 97 East of airport on BLM land that public owns. For the price of Bend parkway they could have by passed Madras Redmond and Bend
- Lets try to keep Redmond a smaller town feel with less lights. I love saying we have 6 lights in our town.
- What kind of question is this?
- Upon the intersection too much traffic it receives and which way the traffic is moving.
- Maintain what you have first.
- Need 4 way stops at Yew and S.Cannal
- Depends on where or which roads may need to be widened.
- HWY 97 N and Highland, Highland at HWY 97 N. & S., S. Canal and Sisters Ave – all need some changes.
- Traffic lights.
- Only if the city will upgrade and repair streets and intersections involved!
- But no roundabouts!
- Both, depending on the area
- If needed a bypass
- Redmond needs through streets east and west. Preferably not in residential areas.
- Build bypass for 97 east of town.

Q-11. Preferred choice for transportation options

- Public transit system
- The need for a city part of a size that would be larger enough to accommodate a large city gathering – the Fairgrounds is a County facility, not a city facility
- A PTS is a viable option for reducing the traffic load on major roads. Public parking lots are another viable option.
- Public Transit System-because of my age-67 and with any traffic problem this would be my preferred choice.
- Public transit reduces traffic and saves energy.
- City wide sidewalks-for example, you can not walk on 9th street to Fred Meyers on side walks because they do not exist all the way from north end of 9th.
- Public Transit because it will benefit the most people.
- Bike lanes-safety.
- Sidewalks-makes for better neighborhoods.
- Sorry-don't use any of choices as these panacea for Redmond's "getting around" problems. Redmond/North county needs a much better road (auto) gird system... then the nice-to-haves.
- Public Transit system-would preferable to more people.
- Public transportation.
- Enjoy multi-use pass like dry canyon.
- Complete citywide sidewalks so that pedestrians do not have to walk on the streets.

- Public Transportation is a priority especially to senior citizens.
- Public Transit, for elderly, children, and those unable to work or drive.
- I would like to see a public system not only for Redmond but between Redmond and Bend.
- Nice sidewalks always make a town look better.
- Public Transit System-long term it is best alternatives hopefully reduces automobiles and traffic-bike lanes are a close second.
- Increased bike lane striping needed if the bikers are required to use them and obey laws. This will become even more important as the city grows and traffic increases.
- Many sidewalks need help.
- NONE!
- Public Transit- would take the greatest load off existing system.
- None.
- The city of Redmond has a terrible sidewalk system. Especially in the Salmon Rd. and canal areas.
- Multi use paths can be used by all!
- Public transit system could reduce traffic/ parking problems. Good for future growth.
- To construct paths, limiting people and traffic from contact can only be a good thing.
- A public transportation system in Redmond is viable probably 20 years from now. (The city does not have a population density big enough to justify a public transit system. The sidewalk bike lane/ multiuse would promote their use and reduce the use of motorized vehicles...In the summer and spring.)
- Public Transit- eliminates gridlock, pollution, and less car dependency.
- Public Transit- cuts down traffic.
- I am 85 years old. Most of above do not matter much to me. I probably won't be around to use them anyway.
- Public Transit, with increasing elderly we need public buses to provide them with another option besides driving.
- More local bicyclists would use the roads, myself included, if they were safer for cars and bikes alike- this would include highway systems.
- Public transit helps reduce traffic.
- This would provide a unique system of paths to take advantage of canyons beauty while providing healthy recreation venue.
- City wide sidewalk system – Very Difficult to move around town on foot. Few sidewalks in town connecting newly developed areas to the old part of town.
- Sidewalks and improvements, due to lack of parking downtown.
- Sidewalk system would be a benefit to school children plus citizens.
- Public Transit System. The main reason being that it does not exist here.
- More public transport = less cars = less traffic/pollution same with encouraging bike riding.
- Public Transit – accesable by all – I don't walk and I don't bike.
- The multi-use paths, because we do a lot of walking – but sidewalks – bike lanes may be more important.
- My family lives halfway between Bend and Redmond. We like using parks and going for walks. Because we don't live in Redmond's UGB, we favor multi-use paths.
- City sidewalk systems – we need places to walk without the worry of car traffic.

- Public Transit since without a car travel is impossible.
- None
- Public Transit – there is currently no large scale way to get around town quickly unless a car is used.
- Citywide sidewalk system.
- I support public Transit, especially if commute goes so Bend.
- Public Transit system, or shuttle service to and from Bend with scheduled stops at the airport.
- Public Transit- seems to solve problems for the future.
- Public Transit- alternate to driving and less cars on the road.
- Public Transit system is needed preferably connecting us to Bend. There many people who can't afford a car and either walk to work or just don't work at all. With a transportation system there are options of employment either across town or in Bend.
- Public Transit System- I will need to use it in the near future.
- Limited bus transportation within the UGB being introduces in stages based on demand and usage.
- Existing bike lanes are in such poor condition they discourage use.
- Construction of multi use paths. Better separation of motor vehicular traffic from bike riders.
- Sidewalk- improvements and safety.
- Sidewalks.
- Public transit should cut down on traffic on the main heavy system and give people an alternative transportation.
- Bike lanes.
- Public Transit.
- Redmond has a poor sidewalk system.
- Public Transit system with a printed schedule and destination stops. So people will the bus to work and leave their cars at home.
- None of the above! None of Q-10 will help traffic problems. Public Transit would help if people would use it. Historically, fare price and the lure of automobile have caused Public Transit to fail.
- Construction of additional multi use paths like the one in Dry Canyon.
- A fully functioning and affordable Public Transit system encompassing the entire Redmond Madras Prineville and Bend area would be super. Other options in Q-10 are a joke and only tap dance around the real problems of getting people around. The elderly, handicapped, disabled, and poor folks are really up agents the wall in the quad city area trying to cope with getting from point A to point B.
- Public Transit is not affordable- a bypass highway will solve city street congestion.
- A Public Transit system would allow low-income people to get to work(this city is sprawled). This creating less unemployment(possibly) fewer drunk drivers(possibly) etc. even a expo center shuttle on event nights/days and use of a park and ride could be a start.
- More multi-use paths because it contributes most to non-vehicular traffic. Connecting the new paths to the Dry Canyon path would allow access by biking and walking to virtually every area.
- Sidewalk system- cleaner to no admissions.

- Some method of public transportation between Redmond and Bend, eventually rail or bus line.
- Public Transit- alternative to cars.
- I don't care either. Alternatives listed are fine for a metropolis, but not a city of Redmond's small size.
- None of the above at this time due to population and economic status of Oregon.
- None of these systems will work unless the city, county, and state subsidize them. How many will use the sidewalk system?(0.0%) how many will get the use of the bike lanes?(0%) how many will get the use of multi-use paths?(1%). How many will use the Transit System? (90%). If it is kept up to date and there is restricted areas for 2-9 passenger transporters to be driven in the UGB areas.
- Public Transit. It is inevitable that we will have it in the future.
- Public Transit.
- Public Transit would help elderly or low-income residents with limited access to automobiles might reduce traffic a little downtown.
- Public Transit- there are many seniors that need better, faster, easier, and cheaper transportation methods.
- People, especially children should not walk on the roadways. Continuous sidewalks are needed for safety.
- Nice sidewalks improve the image of the town plus designated bike lanes make bike riding safer and more enjoyable. Result- a better place to raise your kids.
- Bike lanes- must benefit for least cost.
- None- most people won't use them- it's a waste of money.
- I really don't see transportation a problem in a town this small.
- Public Transit is very important to elderly and children and poor.
- Public Transit System.
- We need public transportation.
- Probably a city sidewalk system because more people will use it, more than multi-use paths or bike lanes. A public transit system sometime, but not now.
- Multi-use paths for exercise that is not along major roads. Public Transit- I commute to Bend for work.
- Public Transit- to save fuel, less congestion, it will allow more access to get around.
- Public Transit- biggest bang for the buck to reduce congestion all year around. Let the city jocks in Bend run and bike in the sun.
- Increased bike lane striping for better safety. Also to make Redmond more recreation friendly for locals and tourists. For the long range encourage biking as a alternative- reduces pollution.
- Bike lanes first because it is the quickest and cheapest. Sidewalks next for safety and to make walking more inviting. Paths great for recreation, but most will do little for transportation. Busses are VERY difficult to finance until we are yet larger- even then.
- Increased bike lane striping- I think this is a problem and should be addressed.
- Dry Canyon- more land for public use.
- There are no transportation alternatives listed.
- Bike lanes.
- Additional multi-use paths- spend some time in Eugene and you will understand- I always take my bike while I'm there, I love it.
- Public Transit- I would like to see buses on schedule going to Bend and back.

- City sidewalk system provides safety for pedestrians, kids going to school and would allow people to walk instead of using cars.
- Public Transportation would eliminate a lot of vehicles on the road. Less wear and tear on the road- less emissions. Beneficial year round.
- City sidewalk completion! A more neater and organized look.
- Public Transit- sometimes I would rather not drive and save on gas.
- Passenger trains to return to Redmond.
- Public transit system would reduce private vehicle use.
- Public transit system – get cars off road and help poor with transportation.
- Public transit – very needed for serious handicapped, students, those without a car, etc.
- Public transit system – get a lot of cars off the streets.
- Paths & bike lanes are a waste of money! The bus would be better. We don't need more bicyclist on the road.
- Public transit system between Redmond – Bend – Prineville – Madras to eliminate traffic on highways and provide commuter buses for working people most cars on HWY during work related commute hours are single passenger.
- I drive where I want to go. Provide parking and walkways quite wasting time on bikes and canyons.
- Each one of these alternatives is important to making Redmond unique among central Oregon towns and also extremely liveable.
- The lack of adequate sidewalks seem a safety hazard and makes town seem like a hick town.
- Bike lanes, it is very dangerous to ride bikes in Redmond. People can walk in gravel, bikes have no room.
- More multi use paths gets or gives non auto traffic more places to be active bike lanes still carry increases risk for rides.
- Safety.
- The only transportation option on Q-10 is public transit system the other options are for looks or pleasure or recreation only. We need to spend every dime of available money towards getting traffic around town, not through it! #1 importance is 97 by pass!! #2 importance is internal road arteries. #3 126 by pass.
- Dry canyon development
- Public transit system – because it would take more cars off the road.
- Why do we need any of it?
- Bike lane, because it's affordable, less congestion and non-polluting.
- Public transit system – so people using cars can P.T.S. instead. This would reduce cars on the road.
- Public transit system – because of the distances from outlying areas to core shopping areas.
- City sidewalk system, I believe Redmond is past due for an upgrade.
- Public transit system or dial a ride system it would allow for seniors to get around easier.
- Public transit system to Bend and Sisters if it is for the people that work there and live in Redmond and just what pays its way.
- They are not really “transportation” alternatives. You need a freeway by passing Redmond altogether. Of course the politicians business people won't buy into this.
- Public transit; it is desperately needed throughout Central Oregon especially between cities but necessary to accommodate growth in and around Redmond.

- #3
- Public transit printed schedule and designated stops – Make it clear to public drivers where these stops would be.
- Bike lane striping it's more convenient for me and people who drive cars are careless of nature and of the world.
- Bike lanes, for safety of school children who ride bikes, and to encourage more bike use.
- Don't see a need for any of the above.
- Public transit system take more cars off the road.
- Transit – assist the elderly
- Public transit – less need for more cars.
- More multi use paths. I believe people would use them to get somewhere. They take less time to travel and good exercise.
- Bike lanes – Redmond is still fairly small and can encourage bike use.
- City wide sidewalk systems, safety would be enhanced for all and it would beautify the city.
- Considering the large senior population in town and many who can no longer safely drive cars this public transit system may be a necessary option in the near future.
- None of the above all are cosmetic.
- Public transit to assist the elderly.
- Public transit to help the elderly.
- People will always prefer personal use transportation of vehicles/cars, trucks, etc.
- None.
- Multi – use paths and bike lanes because I like to run and ride my bike.
- More bi-cycling will be encouraged. The worse pollutions of our atmosphere are gas burning vehicles. Our citizens will be healthier and happier if they get out there and put their feet to the pedals.
- None because they will all raise taxes.
- Public transit system would be immediate help in helping a little in solving traffic problem and real aid to older retired people now and in the future.
- Mass transit is always a good thing. Public transit system would create permanent jobs and could fund itself.
- City wide sidewalks system improvements – safety.
- Public transportation, I would prefer sidewalk systems except most business and grocery stores are too far from residential areas to walk anyway!
- Sidewalks and bike lanes – increase walking/biking and makes it safe.
- Public transit to reduce traffic.
- To better utilize downtown area and get Hwy 97 out of the middle
- Public transit
- Already answered in Q-10, redundant
- Public transit system which could help improve traffic problems as nothing exists right now.
- Q-8. We need to get traffic out of the City
- City wide sidewalk system. To help keep our kids safe.
- Additional multi-use paths. Cars shouldn't be the only mode of transportation.
- Sidewalks make neighborhoods safer and more appealing.

- We got to may things to do with wasting money on these especially Dry Canyon.
- Sidewalks—encourage/facilitate walking.

Q-17. Additional comments

- The Maple Street “Bridge” would be a waste of money, when a dirt fill would be simple and low maintenance. The City fathers need to establish a review board to control the new proposed developments. Also with no division between single-family homes and multi (apts, etc) the city will slowly deteriorate to nothing but a low cost city
- A bypass around Redmond would greatly reduce traffic flow in town especially if Hemlock is used starting at SW Quarry and continuing to NW Canyon Ave to Hwy 97
- By system is urgently needed! Traffic through town needs to be slowed down
- Of all the questions I feel most important to route 97 East of airport with four-lane access to the fairgrounds. The city needs to not let ODOT dictate our traffic plans.
- Don’t screw up Redmond more. I’ve lived here for 24 years and want to stay for another
- There is no way to stop the rapid growth of our area. Careful planning will make a better life for all.
- For almost 40 years I’ve wanted the county/city of Bend get every break, all the perks and more than the lions share of road work/creation that, to be sure, one normally experts a county sent to get. Redmond’s turn at the trough just seems to happen. I heard 97 bypass talk for Redmond when Bends 3rd street bypass was new and commercially barren! Redmond gets a zippy tax generations concern... and Bend easily lures it away (because Redmond’s carefully managed backwater status). So... how about Redmond becoming to the seat of Cascade County? I mean really?!
- With a new golf course and Huntington Ranch subdivision already-no new growth should occur on east side of the railroad, any additional roads should be between 97 and Helmholtz like canal. Public lands need to be protected for wildlife-nature in general. The map sucks! It continues further than indicated. Colors between BLM and EFU non irrigated are mill, I cant tell witch is witch.
- 1) Contain growth to NON-Ag. Areas. 2) Keep destination resorts out of Ag. and scenic areas. 3) Keep our current land use laws strong. 4) Keep special interest groups from changing our land use laws.
- 1) Forget about using Redmond’s Dry Canyon as a sort of park. It could be better utilized as a freeway/parkway bypass to congested downtown Redmond. 2) There is no way to get northbound or southbound Hwy 97 without going through center of Redmond if you are going East or West on Hwy 126. some kind of bypass would solve a lot of traffic problems at Highland/Hwy 97 and Evergreen/Hwy 97 intersections.
- Keep up the good work!
- Redmond’s growth has not been well managed. All of the low cash housing subdivisions have taxed the schools and public utilities-(i.e. water sewer). Stop the construction of houses in tiny lots.
- Why not take Maple St. to proposed bypass of 97 all the way to Holmholtz and make that the East West bypass.
- I feel that this questionnaire, while done in good faith, really is not the best approach to dealing with growth and transportation issues. It is too broad, does not include enough alternatives, does not delineate the trade offs and compromise that might happen as a result of the retimes and in some case appear to be leading the respondent to a specific answer. Question Q-10 is a good example. What about options that encourage less energy use. If this could be done many different options would probably arise. Planned growth is important but how we foresee non-construction options and alternatives that encourage

reduced energy and pollution reduced should be very high priorities. I appreciate the opportunity to comment.

- I feel the city staff and city council are doing a great job in land use planning and growth. I would recommend the building fees be increased so the present residents aren't "carrying the load" they have paid their dues!
- Hwy 97 bypass is important in my mind. The traffic through downtown is ridiculous. Also traffic on Hwy 126 into Redmond is a joke, especially at school rush times. These two items are what really need to be looked at. Get traffic out of downtown where possible.
- Planning the growth is primary to it happening right. Making developers pay their fair share will slow the growth I'm sure.
- THINK BIG!
- I thought the questions to broad and general to answer to give a good opinion. I hope that further communication with the citizenry will be forth coming.
- Getting the through traffic out of downtown and getting alternate transportation systems in place are the biggest keys to re-establishing Redmond's as something besides the 4-corners bedroom club of C.O.
- 1) Provide adequate transportation arterials. 2) Don't cram people together in multi units 3) Build parks, playgrounds- no charges. 4) Spend money on today's needs- not on tomorrows wants. 5) Do not restrict growth. 6) Encourage business development and expansion.
- I think that it is important to remember the preservation of both public and private land is very important to the area. It is also important to keep taxes to a minimum. Taxes in Deschutes County are already ridiculously high in comparison to surrounding countries. This is making it increasingly hard for young families, and middle class people of any age to get ahead. There seems to me to be a big void between two classes in Deschutes County.
- We lack density, which becomes a planning nightmare and a blessing in the quality of life to the residents. In industry it is not just racing industry in a n area but growing them by compatibility in their process.
- Stop the growth; just say no!
- Moved here for the peacefulness of a small town. Would like Redmond to stay that way. It's just right now! I realized that the traffic problems need to be addressed.
- We need to get more business to help reduce the taxes on the residences- would help pass school bond issues and help with new roads. Need a way to help the elderly get around besides driving. _____ a Ride helps but must be expanded to match the growth.
- No Round-A-Bouts, Like Bend. It is/was a BAD move. We are not Europe, and it was a waste of taxpayer money.
- Thanks for asking. The land near Fred Meyers should not be multi family residential. This area of land presents a great opportunity for Redmond to attract a upscale diversely integrated shopping promenade. This type of facility will do more to compliment the balanced residential growth pattern this city needs. It also is a way to mitigate the negative effects of a bypass.
- Why do only "citizens" of Redmond receive survey – Businesses in Redmond should be allowed to same respect. We pay a great deal of Taxes.
- What does income level have to do with these issues? Why are you asking for my input on all these issues if you want let me vote on issues having to do with the city of Redmond.
- Limit the multi-use dwelling because they will become run-down low-income apartments, which I believe will be higher crime area's in the future.

- No more trucks in downtown Redmond. Make it pedestrian friendly. Encourage bike riding. Increase density to preserve smaller farmers and wild spaces. (Rural qualities and wilderness is what I love about Oregon's intermountain west)
- The city made a big mistake by letting Eagle Crest on the server system. This will only add cost to the city of Redmond.
- Tough issues – I believe it is ok to spread Redmond out – loosen boundaries mean lower land cost for home sites and commercial developments, which can be helpful and encourage growth. There must be some limits, but not like the Portland Metro area.
- Growth needs to go west out Highland Ave.
- Thanks for asking I would support public transit from Redmond to Bend- too many cars and pollution. I work in Bend and I feel that the public transit would be utilized and supported by the community.
- Please take out of Redmond and use S.E. 9th St. for the bypass.
- I believe that this town needs to preserve its farmland in which many households depend on. For those who drive across town or commute to Bend or Madras there needs to be alternatives to travel. Whether it be a transit system and /or to reroute roads and highways to accommodate traffic needs!
- I believe that we have been talking about a city bypass for 40 years. I strongly urge us to take action and build a bypass starting now. It will never be cheaper than now.
- It was my understanding the Hwy. 97 bypass was to flow North past the hospital. I have not heard mention of your options in Q-8. I prefer the above option that follows the canal East of Hwy. 97.
- Minimize personal property destruction or condemnation to create traffic flow patterns by utilizing the vast armor of the BLM land east of town. A bypass from O'Neil junction east of town and constructing clear to Bend connecting to a new bypass east of Bend and finally coming back to highway 97 at Deschutes crossing. This solves heavy north south traffic on highway 97. it allows all the heavy traffic of commercial to completely bypass both towns relieving heavy congestion in both towns. This bypass could be constructed on 90% or more on BLM lands there by creating less havoc by condemning private property for roadways. Consider north-south parallel to the present tail road tracks. Consider traffic flow similar to Boise/Nampa/Caldwell where the where the bypass carries the back of the traffic and people turn off to go to the city.
- Errors on the survey- bad. Opposing and therefore confusing questions in Q-1 –bad. No map provided- bad. General idea- good. All this will skew the data.
- They definitely need a reroute for through traffic from highway 97- around the city of "Redmond!"
- You have no idea how traffic flow if on 6th street (main street going south) its almost impossible to pull in to traffic when parked on 6th. Side streets the same. I would suggest you come over drive, park, and watch the traffic. You would understand why the use of BLM land (our land) would be beneficial for everyone. The land belongs to the people- not them (govt. people.)
- Just don't screw it up like Bend has done- what a giant cluster, southern California- type mess it is. Use some common sense. Don't be greedy. Our taxes are too far high already.
- The real problem in Redmond, and the entire quad city area is that out of control growth. We can easily handle 1% or 2% growth an year, but 15% or 20% growth is nothing but toxic. Even if taxpayers approve bonds, we cant build infrastructure such as schools, roads, water, sewer, and utilities fast enough. Perhaps Boulder, Colorado, has the right idea and just simply saying "no more growth." We are dying of cancerous growth here, until you severely limit future growth, all the rest of the questions are a joke.

- A north and south bypass will solve most of the traffic problems addresses in this mailing. Later as money is available an east west bypass will solve the remaining traffic problems. Dense residential have one good thing, that they are affordable to the consumer. The bad thing is that people have no place for their car, to park it, or for their visitors.
- Thanks for asking.
- The density issue is complex. There are areas where it would be appropriate, and there are areas where it would not be. We should be careful about turning Redmond in to a low value bedroom community. Development should occur in contagious areas like the “leap-frog” pattern. The highest densities should be placed closest to the central town. Land to the north and west is so cut up that farming is highly impractical. Most of that acreage is devoted to “hobby” farming and doesn’t contribute to the food chain.
- Thanks for asking!
- Redmond, surrounding area on the verge of potentially growing into an environmentally place to live. To have a family to raise children etc.
- I appreciate a proactive look at this. I would like to see a beltway. The idea of a limited access parking way is very appealing if the speed limit is raised; otherwise lets not waste the funds.
- Better do something before another 20 years go by. You were talking about these problems when I moved here 24 years ago. Maybe some of this could been done years ago- getting the trucks out of downtown- now you really have a big job on your hands. Get together quit fighting and get something done.
- The use of available of projected funds should be carefully considered before use, due to economic conditions, projections are a guess at best. We do not have to be a part on the “mindset” if we are not the same as our neighbors we have to “change it.” Spending money is easy, receiving beneficial return that insures benefit for the majority, not just little is “just return.” We need to be leaders not followers, this will bring solid growth where people will come too and stay for the long term. Accept responsibility for the future.
- This survey is very based as to more tax from land and less freedom to landowners and more freedom and control to multiple family housing. Q-I does not agree as to what each number will indicate so this survey will not likely have any valid results. Q-13 through Q-16 are not relevant to the survey! These are only data about those who try to complete the survey. This survey is so written that it strongly follows Kitzhaberism witch indicates if you do not vote my way I will find your vote illegal. Do we really want Redmond to be the slum for Bend, Madras, Prineville, or do we want Redmond to be a place where families want to live, families who own and respect their property as well as their neighbors property? We should never re-zone property to a lesser value without compensation for the loss of the owner.
- I do own a business and land in the industrial park at airport.
- You are faced with a tough job. No matter what decisions, there will always be those who are dissatisfied.
- Redmond has fooled around for 15 years winding their heads about a north-south highway bypass, missing several opportunities to obtain funding- we have witnessed the death of downtown commercial activity due to through traffic (are 2nd hand stores REALLY a downtown commercial distinct?). Proceed ASAP to get north-south traffic out of downtown, in hopes we can regenerate a healthy commercial distinct.
- In my limited interaction with the City Planning Department, I have found them to be extremely unhelpful. Growth is always painful and the attitude of the staff must change if we are to experience growth. I notice you word your questions in this survey to induce a desired response. I will be surprised if you reflect the desires of the community.

- Fixed income seniors are at a stage with increasing taxes due to need for new schools and other improvements. Possible solutions: 1. Tax exempt seniors from tax payment of bonds. 2. Change law to require SDC's to pay for new and expanded schools. Also, I strongly object to allowing new housing and subdivisions to not allow housing with backyards facing the road with fences that are unsightly and shabby. In addition not requiring curbs, gutters, and street improvements in all instances of new housing.
- The area is already overpopulated- most people can't afford to use the forest- fishing, hunting, and camping, etc. we pay the taxes, give the money to public transit.
- I appreciate Redmond's efforts to plan ahead.
- Reduce the urge to provide so much low-income housing. Bend lives it when Redmond accumulates more young families with school-age children who require more and better schools, yet contribute less to the tax base. Encourage larger lots, nicer homes, and the tax dollars that they will pay.
- Redmond urban growth- dense communities such as Hayden Village encourage more residents. The neighborhoods sum to quickly deteriorate. The neighborhoods bring down the living quality in Redmond and we become the bedroom community to Bend. Well-planned low-income housing is needed, not just denser. Better planning to create a stronger downtown Redmond will help to encourage tourism in Redmond instead of a busy street for congested local traffic.
- The biggest problem I see is the large amount of semi trucks traveling through town. Bad thing.
- We are relatively new to the area, so we have not really experienced the traffic issues to a great degree. I do feel that there is a bottle-neck north/south fever the commercial distributes, there needs to be a alternative. It is much easier to get to bend now.
- Duplexes on Elm Ct. are fine. But the duplexes on Cedar St. are packed too close and will only encourage disputes with neighbors. I live on a lot on Fur Ave. The lots are small but fine. Our neighbors are great. But if we didn't have access to our garage right off our street, our homes would be too close.
- The most important roadwork should be the highway 97 bypass, followed by the making of a Highland and Glacier one-way. Also should slow growth by providing large lots and not allow many low-cost crowded subdivisions.
- Try to preserve the Redmond that we love in a manner that will accommodate growth. Growth is inevitable other wise it wouldn't change anything. I lived here my whole life and it is difficult to witness much change at all.
- Encourage developers to go to Madras. People destroy the beauty of the land that attracted them to the area in the first place.
- The city – county – state – U.S government needs to look at ways to save tax money. They are taxing the middle and low income into the poor house. ODOT wastes money like it grows on trees. They have spent 200 million on HWY from Madras to Bend and still have 2-lane road between Madras and Redmond no bypass for any downtowns. Build it on BLM land that we own on ¼ the cost. Cut Government Employers Parks – new cars – salaries over 35,000. They make more than the people they work for. Charge rich developers for new school, sewer – water cost. Cut taxes, pollutions, politician's salaries, and pensions.
- Build straight roads and streets no more of these curves, dead ends, roundabouts, and all this kind of nonsense! We need to put a stop to all this growth! We have enough people and businesses. New businesses only takes away from the already established business. No more big box stores selling all this imported merchandise that is totally worthless!
- Please keep in mind people move to central Oregon to get away from the city. Bend is filling up and getting very yuppie! But there are more people that would like the

community to stay small and practical. Please keep in mind we all would like a hometown feel to our Redmond area.

- I have lived in Redmond since 1978. Spent 5 years recently in Bend and just moved back to Redmond. This is such an enjoyable town. Please don't let it become Bend North. Create a unique community with an image and mind of its own.
- Reroute highway 97, build a bypass crooked river bridge, and up dry canyon to Bend.
- I think it is very important to square up the city. If it sprawls every which way it will cost more for roads, policing and would be cluster! You will have the opportunity to do the right thing the next time draw a new line for the U.G.B. they worry about using "farmland" for building on. I happen to know all of this land and it is far from "farmland." You would have the same farmland in the BLM or Dry Land around Redmond if you threw out some grass seed and watered it!! You would end up with green amidst the juniper and rocks just as you do in your so-called "farmland." You would have a much higher tax base if these places were broke down and taken out of Farm Deferred Taxes!!
- I would disagree with making Glacier Ave a one-way main street. The funds needed to accomplish this should be saved for building a by pass.
- I have lived in Central Oregon for along time and growth is not always a good thing or needed. For the by pass for Redmond my opinion is should follow 97 north to Canal Blvd. (North) and back to 97.
- I have live in many large cities, and I miss nice sidewalks and public transportation.
- I personally feel that find an alternate route for Hwy 97 and 126 is the highest priority, as land cost continues to rise, and land availability dwindles.
- I don't approve of anything that would take property away from people.
- I feel that Yew Ave interchange should be remodeled for greater capacity. Then starting on highway 126 out by Bonneville Power, or further out construct a flat interchange with a limited access road from there to Yew Ave interchange. Use the Yew Ave interchange for the purpose it was designed, and on the east side construct a limited access road, north of Fair grounds, and east around the Airport to connect with Highway 126, with a flat interchange. Add two flat interchanges near the Fair Grounds for better access. This south bypass would make the south side of the Airport accessible, where the Airport Manager wanted to build the freight ramp between runways 4 and 28. This south bypass would also move a lot of truck traffic off of Highland Ave along with other traffic.
- Growth should only be allowed if there is water and only if there is good schools and not over crowding in the schools, growth isn't good if there isn't enough water and if children aren't cared for properly.
- Redmond is beautiful city and we enjoy it very much. While businesses seem to support many activities that make this community recognized, they fear loss of traffic (and thus income) by a freeway that completely by passes they city. Hopefully they will come to realize it would promote more local shopping once traffic is reduced. Study other city's that have endured this problem. City fathers are only worried about tax dollars and don't help matters by their confused zoning laws.
- Just need a 4 way stop at Yew and S Canal
- It seems Redmond is quite well prepared and organized. Let's not get too involved with complicated driving patterns. Simplicity seems practical. Bend has become very complicated and frustrating – I stay away from Bend traffic as much as possible.
- Redmond will need a by pass, preferably to the east of town.
- Let us think about a true by pass, instead of the disaster Bend has gone through with a by pass right next to 97.
- I live on the east side of town near N. Canal and find it convenient to medical facilities and downtown Redmond. I do not favor the re-routing of HWY 97 N to N. Canal, as it

will make one more serious barrier to cross on my way to town. It will be an expensive, temporary solution to the HWY 97 traffic problem. We need a real by-pass around town for the trucks and the through traffic that clogs our downtown streets and HWY 97 S. thru the commercial area.

- On question 8 not enough information given to answer. Also question 9 upgrade HWY 97 to limited access. (Where will it be limited?)
- Quit allowing duplexes and apartments everywhere. Bigger lots, make more parks, better green belts, make Redmond a spacious kind place.
- I have lived here 14 years – I am pleased with our growth and a lot of excellent developments. I feel that too much rural development is on the west side – and our old downtown needs to get away from the highway 97 charging through 5th and 6th street. So how about putting the highway reroute over east? People can always take an exit to get in.
- Small and large irrigated farm land needs to be preserved. These people feed the USA. Use the BLM that is no good for cattle or sheep grazing for road by pass projects. This would take the traffic load on 97 downtown Redmond and put it on a by pass. I don't feel Redmond business would suffer from this.
- I'm for good infrastructure and planning for growth with plenty of elbow room. It saddens me to see new mall/stores go up with poor access and inadequate parking room.
- I haven't lived here long enough to know all these answers. I am retired on social security, a widow, outside my family I am alone. I don't know much about business, so I decline on answering a lot of these questions. Sorry.
- We are whole heartedly against the couplet concept for Highland and Glacier. Please consider the loss in property values for residential property in near by areas – moving traffic into residential areas is extremely poor policy. Get going on the east by pass off 97 as soon as possible.
- Commercial development south toward Bend on either side of 97, would be s beneficial for everyone, and bring the two city's together, and a public transit between Redmond and Bend would be all the more needed. Thank you.
- It is very important to use federal land in expanding cities. Landowners should have rights, to sell or not to and it should not be violated. I beleave cities, towns and such must use BLM land. Confiscation of land from private owners is stealing.
- The city of Redmond should put some tax money into the maintnance of existing streets, not all to planning of how to build new ones. South Canal would be a good example of neglect.
- My father has been a long standing realtor in Redmond. We have talked about these growing issues in our city. Some of these changes will affect the home I grew up in, possibly by cutting into the property. I don't like to see these areas of old be changed when theres plenty of land here. Also residential sub-divisions are much too small in lot sizes. What happened to the days of a big back yard for the kids and at least 40-50 feet to the side of your neighbors?
- Forget about the roundabouts!
- Not enough information provided to answer questions completely.
- One of the things that attracted me to the Redmond area in the early 80s was its quality of life and small town atmosphere, not to mention geography. Growth has to be accepted. It needs to be controlled and managed to keep it a desirable place to live.
- I look forward to growth in Redmond. I am concerned about population growth without jobs to support it. It is hard to get a good paying job in Redmond. So I have to look elsewhere. I am a welder/machinist. Thank you for listening.
- Surveys are good! :)

- I do not use the stores in Redmond (on 97) as it is too dangerous to park. I think Redmond would be very inviting if 97 bypassed the town and sidewalks were widened in downtown area.
- Too much waste in this city. Your policy will slow or stop growth over the next few years. We need schools, but won't get them until Redmond can lower its tax rate. We don't enjoy any more benefit than Bend but pay more taxes!

Appendix D

Survey Instrument

REDMOND AREA COMMUNITY DEVELOPMENT SURVEY

Instructions:

Thank you for taking a few moments to fill out this survey. This survey will provide the City of Redmond and Deschutes County with information that will help us gauge public sentiment regarding urban growth in the Redmond area. The survey is intended to determine where you think Redmond should grow over the next 20 years and beyond, and provide input on key transportation decisions facing the City. The survey should take no more than ten minutes to complete. When you are done, please return the entire survey in the provided postage paid envelope. *All results will be kept confidential.*

First, we would like to ask some general questions about growth in Redmond

Q-1 Urban development requires land. Development can use less land if it occurs at higher densities. Please indicate your level of agreement with the following statements regarding the trade-off between land use and density.

Statement	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
Residential development in Redmond is too dense	1	2	3	4	5	DK
Residential development in Redmond is not dense enough	1	2	3	4	5	DK
The City should adopt policies that require residential development to occur at higher densities so it uses less land	1	2	3	4	5	DK
The City should adopt policies that require commercial and industrial development to occur at higher densities so it uses less land	1	2	3	4	5	DK
The City should encourage more multiple family housing to increase residential density	1	2	3	4	5	DK

Q-2 Historically, Redmond has planned and developed its land use using Highway 97, the Burlington Northern/Santa Fe railroad, and the Central Oregon Irrigation District main canal as a divider between residential development on the west, industrial development on the east, and commercial development in the middle. Please indicate your agreement with this development pattern (circle the appropriate number).

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1	2	3	4	5

Q-3 Past planning practices have traditionally segregated land uses by zoning lands for general uses such as residential, commercial, industrial, parks and public facilities. Please

indicate your level of agreement regarding the mixing of these uses (circle the appropriate number).

Strongly Agree	Disagree	Neutral	Disagree	Strongly Disagree
1	2	3	4	5

Q-4 Approximately 50% of Redmond's Urban Growth Boundary is bordered by public land managed by the Federal Bureau of Land Management (BLM) land. Another 37% is surrounded by irrigated land zoned for agriculture. One of the major goals of Oregon's statewide land use system is to preserve agriculture lands for agricultural uses; expansion of urban areas onto agricultural lands is discouraged by statewide regulations. Redmond also has a few areas (approximately 13% of the lands bordering the City boundaries) that are not owned by the BLM or agricultural lands. These are existing Rural Residential Subdivisions. However, if the city grew only in these areas (see rural residential areas on attached map) it would grow in a odd, non-concentric manner. Please review the map on page 2 and indicate how acceptable you believe it would be for the City of Redmond to expand the Urban Growth Boundary into the following lands. (1=acceptable, 3=neutral, 5=unacceptable)

Expand the UGB onto:	Acceptable		Neutral		Unacceptable		Don't Know
Irrigated farm land (large parcels)	1	2	3	4	5	DK	
Irrigated farm land (small parcels)	1	2	3	4	5	DK	
Dry range land (not BLM land)	1	2	3	4	5	DK	
BLM land	1	2	3	4	5	DK	
Rural Residential Areas	1	2	3	4	5	DK	

Q-5 Regardless of land type that is along the border of Redmond's Urban Growth Boundary, which direction(s) or areas do you think are the most appropriate for Redmond to expand towards to accommodate growth?

Expand the UGB:	Acceptable		Neutral		Unacceptable		Don't Know
North	1	2	3	4	5	DK	
South	1	2	3	4	5	DK	
East	1	2	3	4	5	DK	
West	1	2	3	4	5	DK	
A little in all directions	1	2	3	4	5	DK	
Primarily along existing highways and major road corridors	1	2	3	4	5	DK	

Q-6 Out of all of the options listed above, which one is your preferred choice and why?

Next we would like to ask some questions about transportation

Q-7 Redmond is experiencing rapid population growth. Population forecasts indicate that this trend will continue. As a result, demands on existing roads and the need for new roads and road connections are growing. Do you think it is appropriate for Redmond to add additional traffic or turn lanes to existing roads and/or intersections to accommodate increased traffic?

- Yes
- No
- Don't know
- It depends (please explain) _____

Q-8 If the City were to consider a Highway 97 and/or Highway 126 bypass around town, please indicate how acceptable the following bypass roads are in your opinion.

Bypass Location:	Acceptable		Neutral	Unacceptable		Don't Know
Highway 97 new alignment along 9th Street within the UGB	1	2	3	4	5	DK
Highway 97, extend south planned reroute	1	2	3	4	5	DK
Highway 97 around Redmond outside UGB, east of the airport	1	2	3	4	5	DK
Bypass of Highway 126 around Redmond	1	2	3	4	5	DK

Q-9 Due to success of the Fairgrounds, increasing use of the Redmond Airport, and industrial and commercial growth accessed off the Yew Avenue Interchange, secondary access to southeast Redmond is needed. Please indicate how appropriate you feel the transportation strategies to deal with this increased traffic in Redmond listed below are in your opinion.

Transportation strategy	Acceptable		Neutral	Unacceptable		Don't Know
Find ways to utilize BLM land for new roads	1	2	3	4	5	DK
Upgrade Hwy. 97 to a limited access expressway	1	2	3	4	5	DK
Build a frontage road parallel to Hwy. 97 down to Deschutes Junction	1	2	3	4	5	DK
Connect 19th Street to Hwy. 97 at the Quarry Road intersection (new interchange) through BLM-managed land	1	2	3	4	5	DK
Fully reconstruct the Yew Avenue Interchange	1	2	3	4	5	DK

Q-10 Please indicate how important each of the following transportation alternatives is to you.

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Mode:	Least Important		Neutral	Most Important		Don't Know
Public Transit System with a printed schedule and designated stops	1	2	3	4	5	DK
Citywide sidewalk system improvements/completion	1	2	3	4	5	DK
Increased bike lane striping	1	2	3	4	5	DK
Construction of additional multi-use paths like the one in the Dry Canyon	1	2	3	4	5	DK

Q-11 Of the transportation alternatives options listed in Q-10, which one is your preferred choice and why?

Finally, some questions about your household

Q-12 Do you live inside or outside of the Redmond City Limit?

- Inside city limit.
- Outside city limit.

Q-13 What is your age? ____ Years

Q-14 What is your gender?

- Male
- Female

Q-15 How many people live in your household, including yourself?

____ Adults (18 and over)
 ____ Children (17 and under)

Q-16 For the purposes of comparison with U.S. Census data, please estimate your total household income for the year 2000:

- | | | |
|--|--|--|
| <input type="checkbox"/> Less than \$5,000 | <input type="checkbox"/> \$15,000-\$24,999 | <input type="checkbox"/> \$75,000-\$99,999 |
| <input type="checkbox"/> \$5,000-\$9,999 | <input type="checkbox"/> \$25,000-\$49,999 | <input type="checkbox"/> \$100,000-149,999 |
| <input type="checkbox"/> \$10,000-14,999 | <input type="checkbox"/> \$50,000-\$74,999 | <input type="checkbox"/> \$150,000 or more |

Q-17 Please share any other comments you have in the space provided below.

Thank you for filling out your community survey!
Please mail your answers back in the postage-paid envelope provided.

