



Downtown East-West Corridor Study Master Plan and Implementation Strategy

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INTRODUCTION

Our Downtown-

Redmond Way and Cleveland Street are the primary east-west corridors in Downtown. However, studies show that both these roads function in a way that is not conducive to support an active, vibrant and economically healthy downtown environment. In order to revitalize downtown and turn it into a great destination with bustling activity and thriving businesses, while also alleviating driver confusion and improving circulation, Redmond Way and Cleveland Street need to be converted into a two-way street system with pedestrian improvements and amenities.

DOWNTOWN VISION

Through the Downtown Transportation Master Plan (DTMP) the City established a vision statement to create momentum, address downtown revitalization and establish the relationship between downtown and its streets:

“...to reclaim our downtown as an economically healthy, people-friendly place, enhanced by the movement of pedestrians, bikes, cars and a diversity of businesses...”

In order to implement this vision along the Redmond Way and Cleveland Street corridor, the following project principles were formed to support a vibrant downtown as described in the DTMP:

- **Circulation:** Streets should provide connectivity and circulation for all modes while maintaining a level of traffic consistent with an urban downtown
- **Parking:** Parking should be available for businesses, residents, visitors, and local deliveries and should support the pedestrian environment and the viability of transit
- **Travel Choices:** Facilities and services should be designed to support the goal of having transit, walking, bicycling, and carpooling comprise a significant share of the trips to and from Downtown
- **Parks and Open Spaces:** Streetscape, parks and open space should create a sense of place, be linked to one another and serve a variety of purposes



Figure 1:
Cleveland Street Perspective



On-Street Parking provides access to storefronts while buffering the street



Open Space should create a unique sense of place for Downtown

Figure 2:
Pedestrian Supportive Environments

- **Land Use:** Streets should accommodate and encourage the future land use vision
- **Great Streets:** Downtown streets should contribute to and reinforce this area as a destination and the heart of Downtown by creating economically vibrant and pedestrian supportive streets
- **Cleveland Street:** Cleveland Street should be a traditional “Main Street” promenade
- **Railroad Right-of-Way:** Any design should take full advantage of this asset, including high capacity transit, non motorized trail and other opportunities

From City Staff to Council members and the Community to Stakeholders, these principles were widely approved and supported by everyone involved wanting to make Downtown Redmond an outstanding place.

These principles also support the idea that downtown streets should be “Great Streets” and are great public spaces that support quality development. Great Streets have common themes which include:

Great Streets are representative of their places.

A Great Street reflects the neighborhood through which it passes and has a scale and design appropriate to the character of the abutting properties and land uses.

Great Streets allow people to walk comfortably and safely.

The pedestrian environment on, along and near the street is well-designed and well-furnished. The relationship between the street and its adjacent buildings is seamlessly integrated, conducive to walking, and inviting to people.

Great Streets contribute to the economic vitality of the city.

Great Streets facilitate the interaction of people and the promotion of commerce. They serve as streets to go to, not through downtown. Great Streets are not just transportation channels. They are premier commercial addresses and provide location value to businesses that power the local economy.



Crosswalk as Public Art



Outdoor dining area activates street without interfering with circulation



Active and passive enjoyment of water in public space



Pedestrian Countdown Signal

Figure 3:
Urban Design Enhancements

Great Streets provide mobility.

Great Streets strike an appropriate balance among the three elements of modern mobility: through travel, local circulation and access. The right balance varies with the function of the street and the character of its neighborhoods and abutting properties.

Great Streets are functionally complete.

Great Streets support balanced mobility with appropriate provision for safe and convenient travel by all of the ground transportation modes: transit, walking, bicycling, personal motor vehicles and freight movement.

Great Streets facilitate placemaking.

Great Streets are designed to create places that are memorable and interesting. These include artwork, plazas, pocket parks, attractive intersections and corners, and wide comfortable sidewalks fostering an active street life.

Great Streets are green.

Great Streets provide an attractive and refreshing environment by working with natural systems. They incorporate environmentally sensitive design standards, including generous provision of street trees and other plantings.

THE EXISTING COUPLET

Designated by Washington State Department of Transportation (WSDOT) as State Routes 908 and 202, respectively, the existing couplet was created in 1986 to maximize traffic circulation through Downtown. However, recent studies show that a majority of traffic (62%) is destined for Downtown. Because the couplet is conducive to through put traffic and not destination traffic, it does not support a healthy retail environment and is not a pedestrian-friendly place. The one-way street system also creates driver confusion, with many visitors getting lost upon entering the downtown corridor. All these factors impede redevelopment and real estate investment in businesses that could contribute to thriving pedestrian environments along the corridor.

CORRIDOR MASTER PLAN

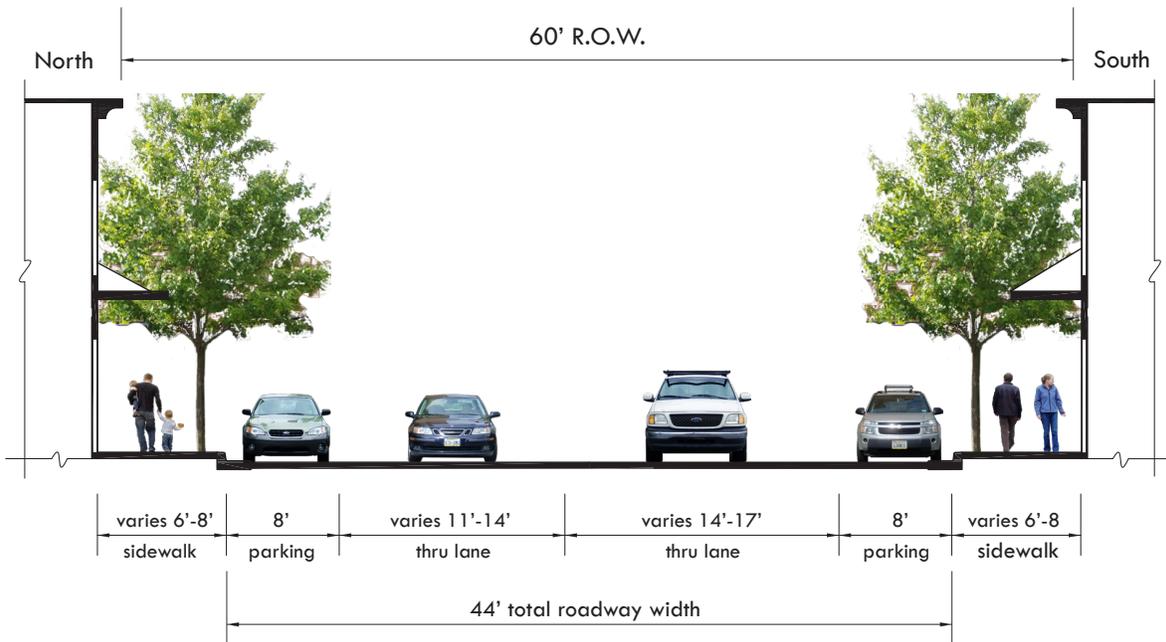
Proposed Design-

Converting Redmond Way and Cleveland Street back to a two-way street system will provide better retail access, a better pedestrian environment and lessen driver confusion in Downtown. Redmond Way will be the main east-west spine that will orient visitors in the heart of Downtown. Cleveland Street will become the retail spine that will energize the downtown corridor. Both corridors will be enhanced with redevelopment in mind and include wider sidewalks and pedestrian amenities for a better downtown shopping and living experience.

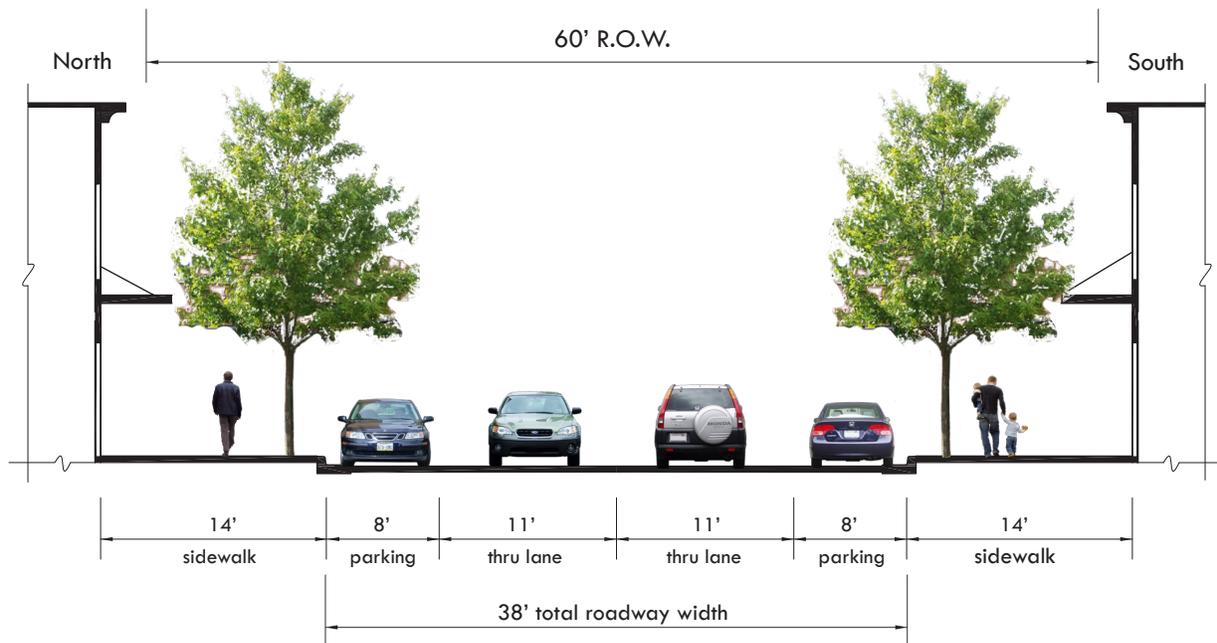
Aside from two way traffic, operational changes will include new signalization and phasing. A two way street system, along with the Bear Creek Parkway Extension (opens in 2009) and the 161st Avenue NE and 164th Avenue NE Extensions (opens 2012), will provide better circulation and alternatives for all modes of transportation through the Downtown corridor and to SR 520, as shown in **Figure 7 Downtown Corridor Master Plan**. Traffic calming elements such as narrower roadway widths, wide sidewalks, and curb bulbs along Cleveland Street will not only slow the speed of traffic, it will also create a safer and more attractive pedestrian and retail environment. See **Figure 5 and Figure 6** for the *existing and proposed cross-sections for Cleveland Street and Redmond Way*, respectively.



Figure 4:
Woonerf / Pedestrian Environment

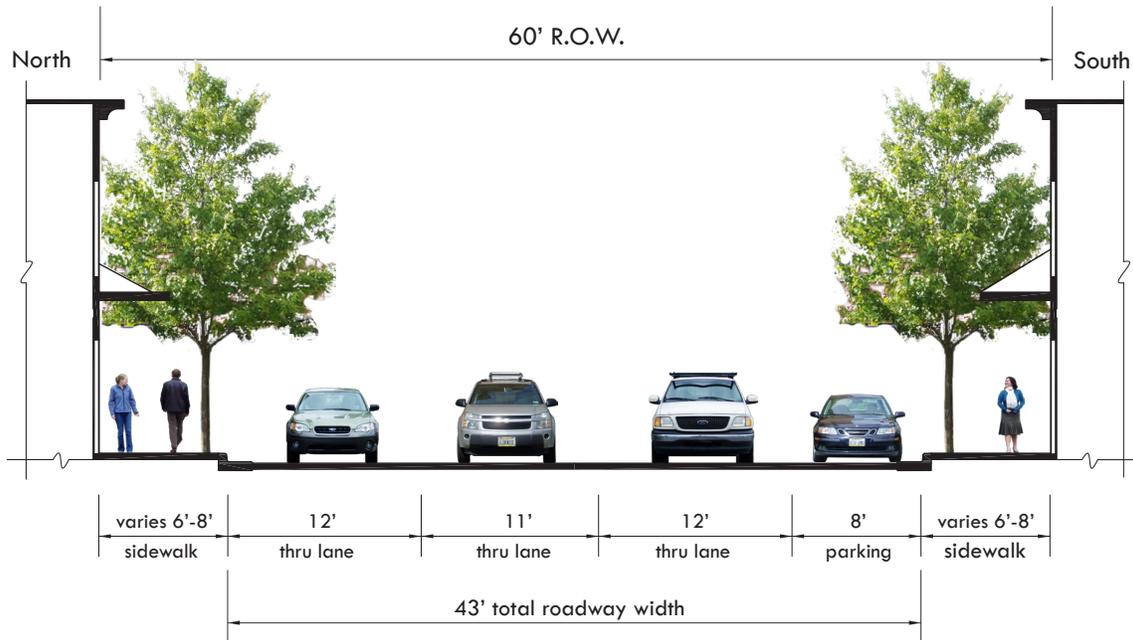


EXISTING CLEVELAND STREET

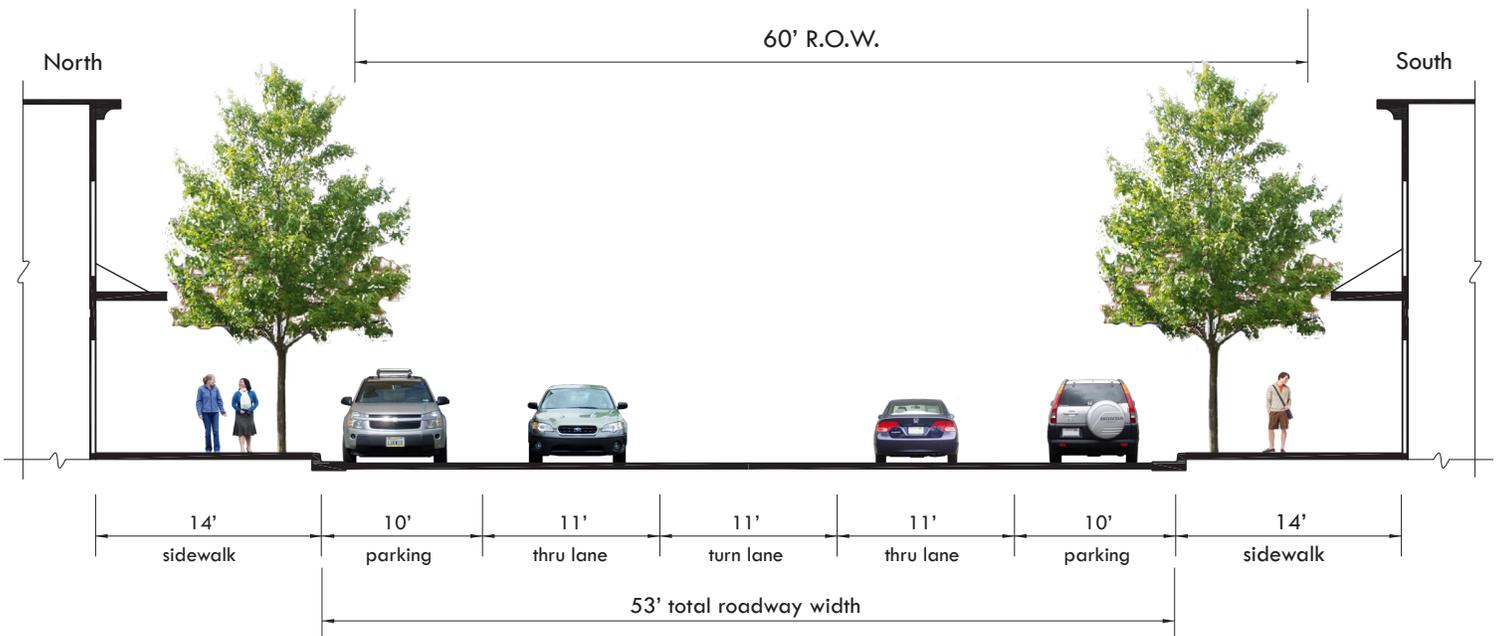


PROPOSED CLEVELAND STREET (2-WAY)

Figure 5:
Existing and Proposed Cleveland Street Cross Sections



EXISTING REDMOND WAY

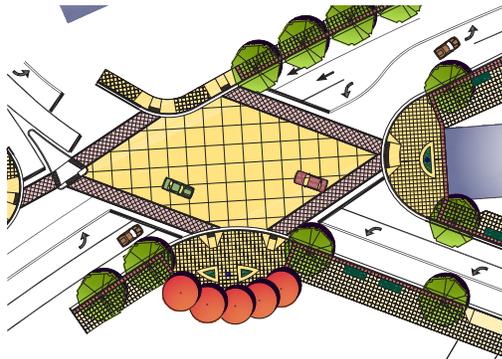


FUTURE REDMOND WAY (2-WAY)

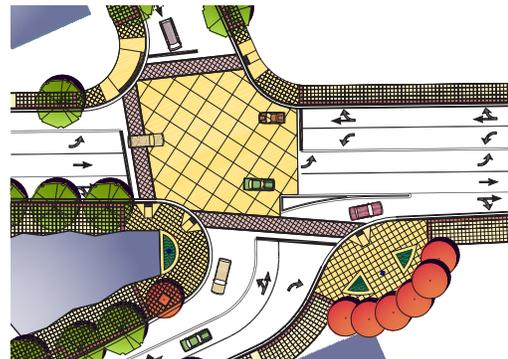
Figure 6:
Existing and Future Redmond Way Cross Sections

Downtown Design-

- Urban design: The corridor design should include highly walkable and shopper-friendly streets, with amenities ranging from wide sidewalks widths and curb bulbs, to way-finding signs and shopping and/or informational kiosks.
- Enhanced Streetscape: The project shall implement plazas, planters, street trees, decorative pavement/sidewalks and street furniture, such as benches, decorative bike racks and trash receptacles.
- Art Overlay: Integrated into the project shall be art that celebrates the unique identity of the corridor and responds to the Community's cultural diversity and leadership role in the technology industry.
- Low impact development (LID): LID elements such as planter boxes containing rain gardens, pervious sidewalk pavement bands and/or pavers, and reusing rooftop runoff as irrigation can be incorporated to create a "green street."
- Private development: Both Redmond Way and Cleveland Street shall be designed to accommodate future development along the corridor. Curb placements, sidewalk widths and bulb outs are situated for future buildout; allowing developers to add onto the corridor without having to tear out and reconstruct City improvements.
- High Capacity Transit/BNSF corridor: The corridor improvements have taken into account the preliminary plans for future HCT and the intended use of the BNSF corridor. Proposed improvements directly related to the HCT/BNSF corridor at the time of the corridor construction/conversion are the integration of the 161st Avenue NE and 164th Avenue NE crossings and connection to the BSNF trail.



Redmond Way, Cleveland Street
& 160th Avenue NE



Redmond Way, Cleveland Street
& 168th Avenue NE

Figure 8:
Gateway and Intersection Enhancements

IMPLEMENTATION STRATEGY

Implementation-

Improvements to Redmond Way, Cleveland Street and adjoining streets are intended as a public investment in the redevelopment of Downtown. By laying the infrastructure for a healthier Downtown corridor (i.e. narrow lanes, wide sidewalks, pedestrian amenities), this project will set the stage for future redevelopment. For example, the City of Vancouver recently underwent a \$54.6 million downtown redevelopment. Upon completion of their redevelopment (in 2006), the City has generated more than 1,500 jobs and can attribute \$135 million of its total economic activity directly to these improvements.

The proposed project improvements are estimated to cost \$22 million dollars.

These proposed improvements are an investment that will sustain redevelopment and ensure that Downtown has the variety of gathering places required to fulfill community connections and social interactions. It will also keep Redmond competitive with other cities and communities in the region and not only instill pride in their current residents, but perhaps draw new residents to the Downtown corridor.



Figure 9:
Recommended Downtown Design

Figure 9 Recommended Downtown Design illustrates the City project which implements many of the principles the City, Council and Community have supported and championed for their vision of Downtown Redmond. Redmond Way and Cleveland Street shall operate as a two-way street system with pavement treated intersections, wide decorative sidewalks (i.e. concrete pavers, concrete score patterns, etc.), lined with greenscape elements such as trees, rain gardens, and/or planter boxes. The corridor shall include urban amenities such as curb bulbs, street furniture such as benches and kiosks, and interactive and/or passive art. Included in the proposed design are new north-south street connections at 161st Avenue NE and 164th Avenue NE across the BNSF corridor.

Phasing-

There are four (4) phases of implementation for the project. Each phase is intended to stand on its own.

- Construct both 161st Avenue NE (between Redmond Way and Cleveland Street and across BNSF railroad) and 164th Avenue NE (between Cleveland Street and across the BNSF railroad).
- Cleveland Street Improvements – narrow roadway width, new curb and gutter, signals and illumination, widen sidewalks, implementation of pedestrian amenities such as curb bulbs, decorative concrete patters, planters, benches, kiosks and art.
- Redmond Way Improvements – new signals at the downtown intersections, widening of the west and east ends at Cleveland Street, and implementation of pedestrian amenities such as curb bulbs, decorative concrete patterns, benches, kiosks and art.
- Convert roadway system to two-way operations.
- All other future north-south connections and other downtown corridor improvements, see **FIGURE 7 Downtown Corridor Master Plan**.



Figure 10:
Downtown Project Implementation

These four phases of the project will set the stage for future HCT and BNSF trail conversion.

Construction Mitigation-

It is important that people know that Downtown is still open for business and that travelers will still be able to navigate Downtown with relative ease during construction. In order to make this happen, it will be critical that the City and its Contractor have plans in place to communicate in advance when and where construction impacts will take place, develop a construction phasing that minimizes impacts while balancing project cost, be available when people have comments or concerns, and be able to respond to issues that arise.

Minimizing construction impacts begins with notifying people who will be affected by construction prior to construction getting underway. Notification will take place through a variety of methods, including mailings, newspaper advertisements, the redmond.gov Web site, RCTV, changeable message boards, displays at local businesses, by phone and in person. Many of these communication tools will also be used throughout project construction.

Project construction can also be done in a way that minimizes construction impacts. One lane of traffic will be open at all times and night work (or flexible hours) could be done to alleviate traffic congestion and minimize business disruption. Pedestrian access to businesses will be maintained during business hours throughout the project. Custom made directional signage with way finding elements and business logos will be prepared to make sure customers know that businesses are open in the corridor and generate excitement about the completed project.

Community outreach and having an ongoing two-way conversation between the community the project team is also key to a successful project. Community outreach will include providing contact information to business, property owners and travelers in the corridor so they can find out information or report issues. Additionally, the Mayor or other high ranking City official could have regular visits with business owners on the corridor to find out how things are going and hear concerns. Also a series of promotional activities could encourage people to come to Downtown during construction, this may include informative presentation and/or tours to interested groups, promotional advertising, or places in the corridor to see representations of the final layout of the corridor and Downtown.