

Redmond Way/Cleveland Street Two-Way Conversion Project Turning the Downtown Streets to 2-Way Traffic Frequently Asked Questions (FAQ's)

This FAQ addresses specific questions about the Two-Way Conversion project and its' impacts.

How do I find out about the project and get specific questions answered?

- Visit the project website Redmond.gov/TwoWayConversion. FAQ's and details about the project will be updated as appropriate.
- Visit www.Redmond.gov/enevs to sign up for email Traffic Alerts.
- Sign up to regular project emails by emailing a request to Jill Smith at jesmith@redmond.gov.

What is the purpose of the project?

The Two-Way Conversion project will upgrade utilities and convert both Redmond Way and Cleveland Street to 2-way traffic, making Downtown easier to navigate by foot, bike, bus or car. Cleveland Street will be designated as Redmond's signature "main street", while Redmond Way will serve as the main arterial through Downtown. This project is the completion of the planned transportation grid in Downtown, which includes the sequencing of six major roadway and utility infrastructure projects over the past six years.

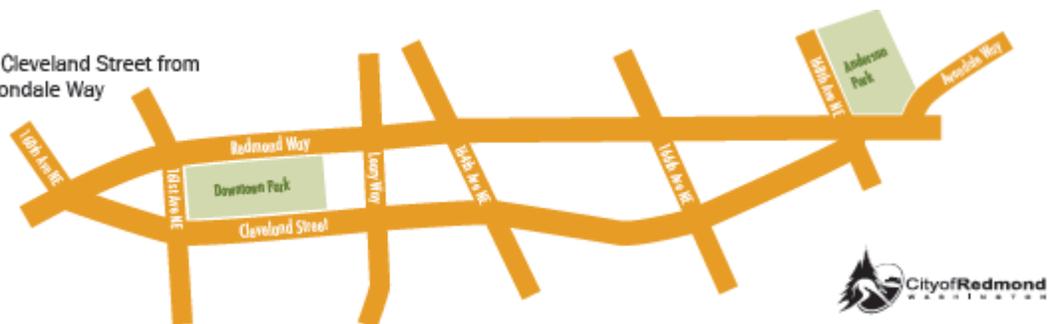
Where and what work will be done?

The project includes Redmond Way and Cleveland Street from 160th Ave NE to Avondale Way, with installation of message signs at each end of this area.

The project work will include revising 11 traffic signals and intersections, as well as utility upgrades. Intersection improvements will include increasing capacity of the outdated water system, adjusting the old storm drainage system, adding LED street lights, undergrounding of overhead power and communications, paving, new sidewalks, plazas near Anderson Park and some landscaping. Work between the intersections includes roadway channelization, such as buttons and striping, and signage throughout the corridor. The remaining sidewalk and parking between intersections will be improved as private redevelopment occurs.

Where:

Redmond Way and Cleveland Street from
160th Ave NE to Avondale Way



What is the schedule?

Construction began in June 2016. The majority of the work is expected to be complete by the end of 2017. The typical work schedule should fall during the weekdays between 7:00 am and 5:00 pm. There will be minimal night work for events such as installing a utility trench and new water main on Redmond Way, and connecting power or water to the new systems - customers affected will be contacted directly prior to the work.

Have you thought about the future when more properties redevelop?

We have designed the ultimate layout of the corridor, including parking, curb locations and a future second westbound travel lane on State Route 202 from Avondale Way to 164th. This helps us set the stage for the Two-Way Conversion and also will help property owners understand what will eventually happen as properties are redeveloped. The City is coordinating with developers as they contemplate redeveloping parcels along the corridor.

Why will this take so long? Why can't you just turn the traffic signal heads around, place new striping in the road, and turn the streets to two-way?

We wish it could happen that simply! The Two-Way Conversion project was developed with these goals in mind:

- Do the minimum work required to convert the streets to two way traffic; therefore, work occurs mostly at the intersections, with sidewalk improvements for pedestrians, and relocation and utility upgrades at the intersections. Existing channelization will need to be revised for two-way traffic between intersections. Mid-block improvements between the intersections will be built out upon redevelopment.
- Sequence the utility and roadway improvements during construction to minimize residential and business impacts and traffic congestion. Minimize impacts to existing properties, especially utility outages (water and power).
- Minimize traffic impacts during construction by requiring construction to occur between set hours, taking into consideration heaviest commute times, as much as possible.

Even with these considerations, there is much more work that you might think. In order to convert the roads to two-way travel, we are placing curbs and signal poles in their ultimate location where possible to minimize future re-doing of this work as properties redevelop. We are replacing older and undersized utilities at several intersections. Most of the signal poles and lighting at the intersections will be replaced. We are updating the pedestrian ADA access at the intersections which requires regrading, curb and sidewalk, ramp work. The east intersection of 168th/Redmond Way/Cleveland St/Avondale Way will be separated into two separated intersections to create a more urban grid, ease driver confusion, shorten pedestrian crossings, and help traffic flow when completed. Overall, the project was designed to create an urban grid, improve multi-modal connectivity, and provide commuters with alternate routes through the Downtown corridor.

What will the impacts be in front of my business?

- Most of the work will occur at or near intersections on Redmond Way and Cleveland St between 160th and Avondale Way. The intersections receiving the biggest upgrades are on Redmond Way from 164th to Avondale Way. Work generally includes underground and overhead utility work, water, sewer and storm main upgrades, curbs, sidewalks, pedestrian crossings, traffic signals, lighting, signs, roadway channelization and landscape restoration.
- The intersections completed during the Cleveland Streetscape and 161st Ave NE projects will require less work, such as replacing signal heads and re-doing "striping" for the two-way operation.
- Between intersections, work includes signs, some minor utility work, and roadway channelization. Most impacts will be traffic related and there will be considerations made to help mitigate any noise from the construction activity during night work.

How will this project affect traffic/my commute?

Throughout the construction, traffic will be routed through and around the areas of work. Messaging will be provided as vehicles enter the corridor and within the corridor to direct drivers. Travel times through the corridor will be affected and the best way to plan ahead is to receive Traffic Alerts and sign up for the construction emails. [Click here](#).

How will customers get to my business?

During construction, traffic will be routed through the area using traffic messaging devices throughout the corridor. The contractor is required to keep access to all businesses/properties at all times unless prior arrangements have been made for specific work. The City will provide 'businesses open' signs and can work with you to maximize exposure to your business. Shoppers can park at the City's new parking lot at the corner of Leary Way and Bear Creek Parkway (with access off Bear Creek Parkway) and walk to most areas in the core of Downtown within 10 minutes.

How long will the construction be in front of my building?

Businesses along the construction route should expect some impacts in front of your business during a good portion of the construction time period. This does not mean physical work or continuous work as mid-block work between intersections will need to be sequenced with the project as a whole. Traffic impacts will be the largest impact to most businesses located between intersections. Pedestrian and vehicle access will be maintained to your building at all times unless prior arrangements have been made for specific work.

Why can't they do all the work in front of my building and then move on to another location?

Unfortunately, this would make the project take longer and would increase the cost dramatically. The contractor employs subcontractors with specific areas of expertise and they work from one area to the other generally from the deepest utilities upwards to the surface and then above the surface. The utility work occurs first (for example, water, storm, power, communications, irrigation), then the road and sidewalk grading, then pouring concrete curbs and sidewalks, placing asphalt, setting poles, making all the power and communications connections between all the signals, and finally signs and channelization (buttons and striping), and restoration of landscaping.

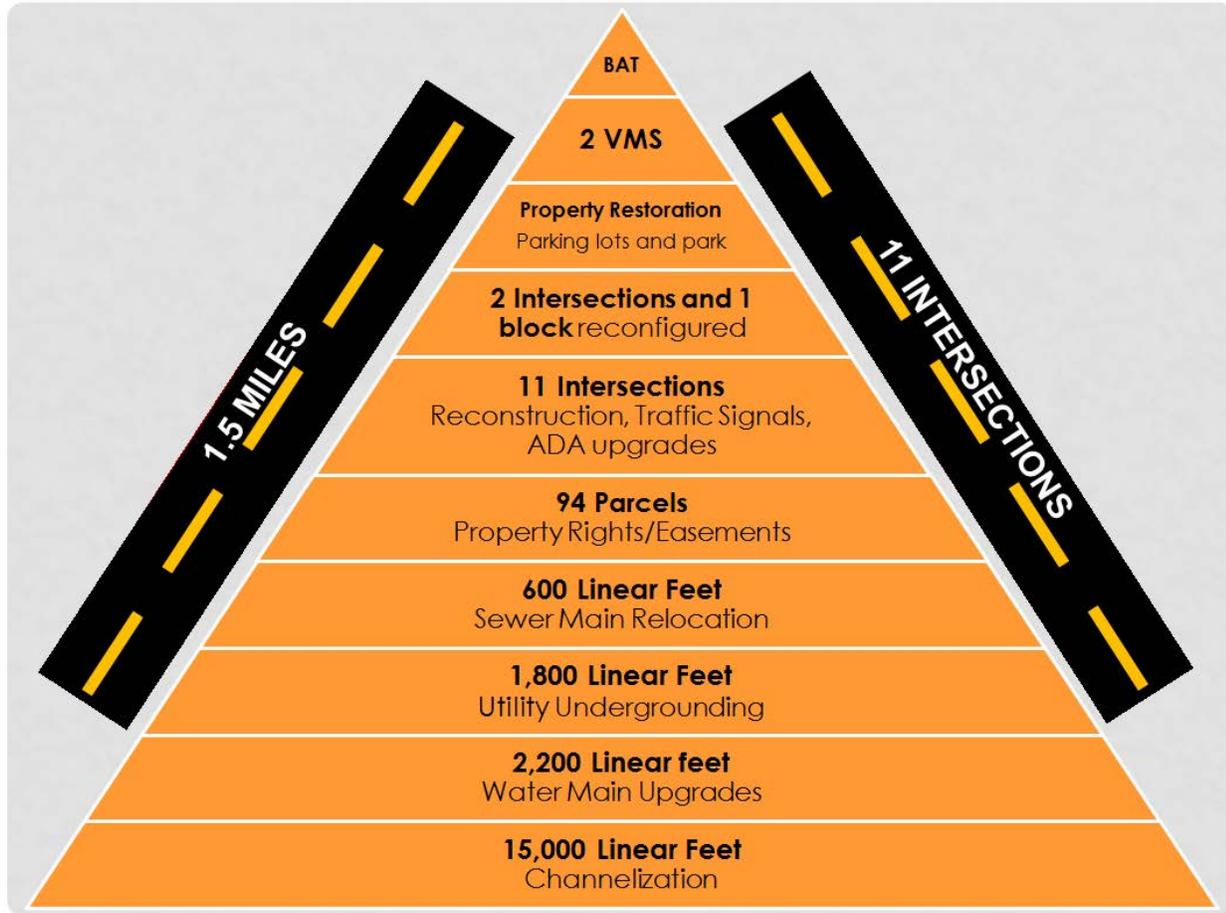
Why can't they work at night when my business is closed?

Night work affects those who live along the corridor, is much more expensive, strains resources, and typically can be more dangerous than daytime work due to lack of visibility. However, there will be some night work required to minimize critical disruptions to businesses during daytime open hours, such as water main upgrades or power outages for utility undergrounding. An example might be connecting a new section of water pipe/power to the existing pipe/power lines. These will be pre-arranged with affected properties, with outages kept to a minimum.

What if my question is not answered in this FAQ?

Please contact Jill Smith, City of Redmond Economic Development Manager and Downtown Liaison at jesmith@redmond.gov. Jill can chat with you over the phone or arrange a meeting with you and the appropriate City staff to answer your questions.

Here is the Couplet Conversion project in “numbers”:



BAT = Business Access Transit Lane = BAT lanes help move both bus riders and commuters more efficiently through a corridor and improve access to businesses along the route by reserving the outside curb lane for right turning vehicles or for buses only.

VMS = Variable Message Sign = programmable sign that provides traveler alert information when traffic conditions warrant considering a change in route