

Redmond Central Connector Master Plan

Briefing to the Redmond City Council On the Infrastructure Alignment Plan September 14, 2010

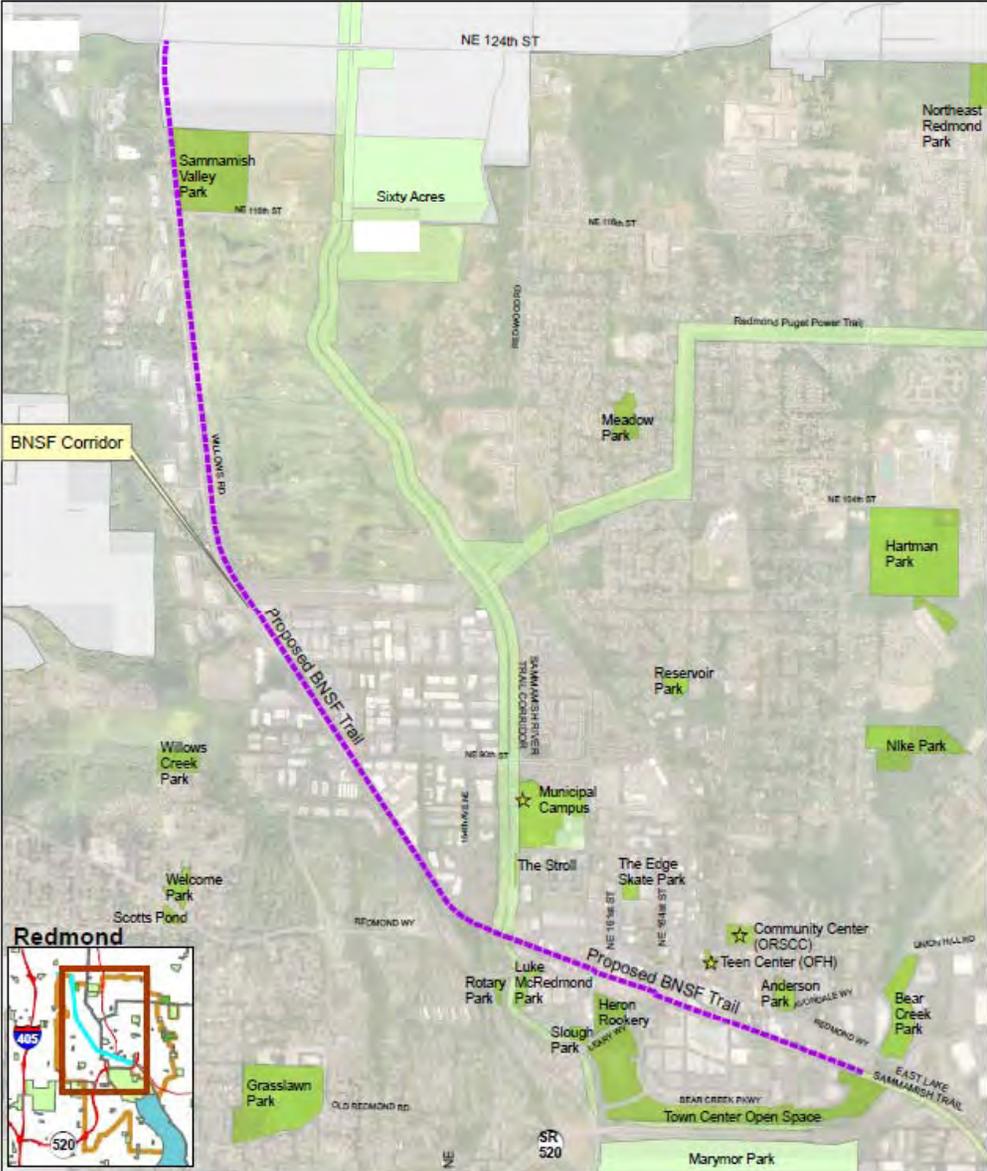
By Carolyn Hope, Senior Planner
425.556.2313

cjhope@redmond.gov

&

Dave Knight & Guy Michaelsen
The Berger Partnership

Park Trail + Light Rail + Streets + Infrastructure



Park Trail + Light Rail + Streets + Infrastructure

Key Drivers for Master Plan

- Easement Agreements Needed by End of 2010
 - Sound Transit
 - King County
 - PSE
- Funded Capital Projects for 2011:
 - Stormwater Trunk Line
 - Regional Downtown Trail
- Redmond Comprehensive Plan Policies & Long Range Plans

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Master Planning Process

- Infrastructure Alignment Plan – September 2010
(to Complete Stormwater Trunk Line Design for June 2011 Construction & Complete Easement Agreements)
- Draft Master Plan – January 2011
- Final Master Plan – April 2011
(to Complete Regional Trail Design for Fall 2011 Construction)

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Deliverable 1 – Infrastructure Alignment Plan

- How do the City & Regional Partner Projects Fit?
 - Redmond – Stormwater Trunk Line
 - Redmond/King County – Regional Trail
 - King County – Utility Easement
 - Sound Transit – East Link Light Rail
 - PSE – Utility Easement
- *Considerations:*
 - Limitations of Property – Pinch Points
 - Design Criteria
 - Land Use Regulations and Policies

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Deliverable 2 – Draft Master Plan

- Involve the public in visioning process
 - Commissions (Sept/ Oct)
 - Stakeholder Interviews (Aug/Sept)
 - Public event (9/15)
- Develop Alternatives
- Vet Alternatives
 - Commissions
 - Public Meeting
- Develop Preferred Master Plan
- Vet Draft Master Plan
 - Commissions
 - Public Meeting

Visioning Process:

- Programming needs
- Art as Park/Trail
- Developing an 18-hour activity space
- Incorporating private and public spaces
- Thinking outside the box

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Deliverable 3 – Final Master Plan

- Conceptual Drawings
- Plans and Design Criteria for:
 - Trail
 - Park Spaces
 - Landscaping
 - Street/Trail Crossings
 - More...
- Implementation Plan
- Cost Estimates

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Infrastructure Alignment Plan

- Property Boundaries
- Design Criteria
- Alignment Alternatives
- Proposed Envelopes
- Design Variables (Further Studies w/ Master Planning)
- Next Steps

Downtown Pinch Points

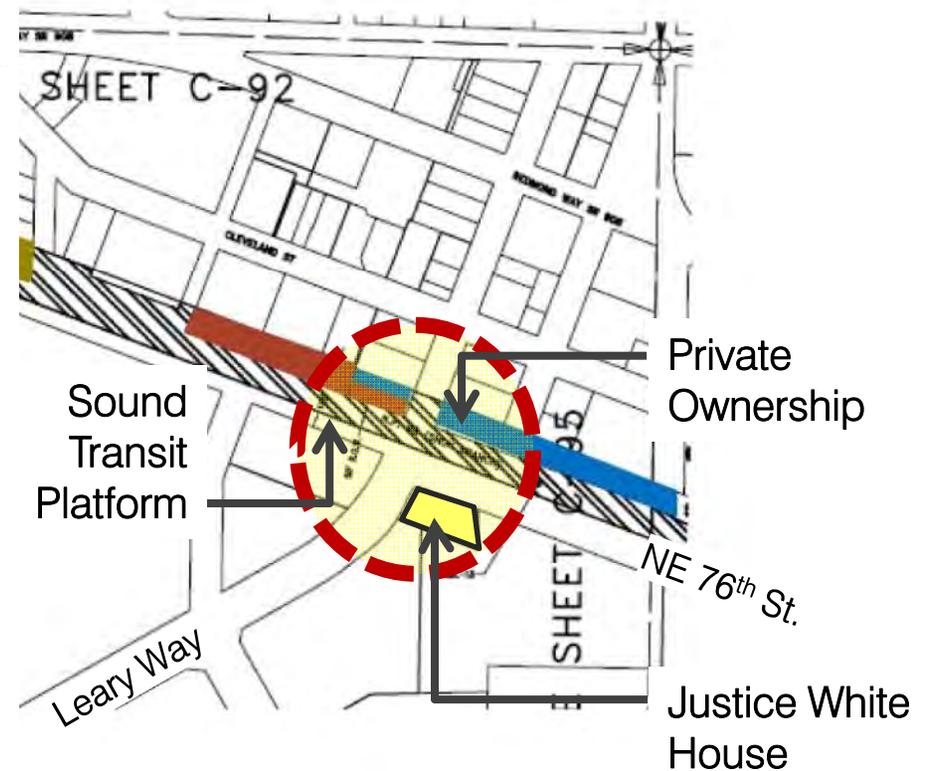


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- Lease
- Inactive Lease
- Possible Encroachment
- Owned by Others

Critical Pinch Point: Leary Way & NE 76th St

- BNSF ROW narrows to approx. 50' (private development to north)
- Must accommodate: City park trail, City stormwater trunk line, S.T. light rail, K.C. sewer line
- S.T. light rail track flare for center platform (widened transit way)
- Gates & signaling for vehicular and pedestrian crossings at street corners
- Historic Justice White House at southeast corner of intersection



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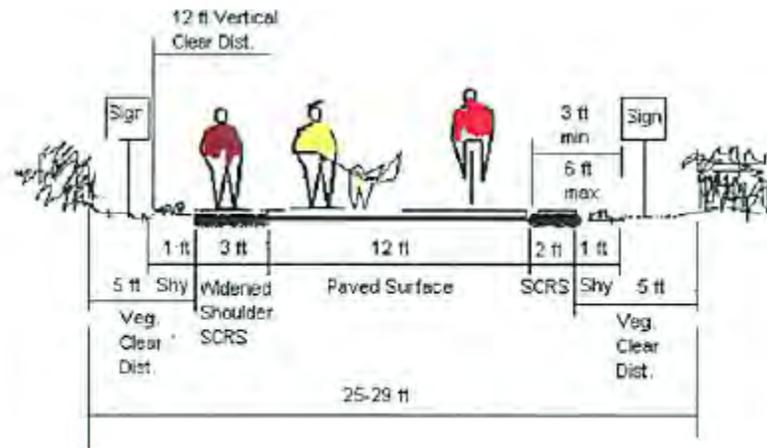
City of Redmond Stormwater Trunk Line

- 4 foot wide pipe in BNSF ROW
- From Redmond Way trestle to 170th Ave NE area
- At 60 Percent Design and asked to postpone a year
- Must complete design by March to Construct in June



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King County Regional Trail



25 to 29 feet wide
for trails with >2000 users/day

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King County Utility Easement

- Secure general utility easement in corridor for future use
- Flexible with depth
- City requires 10-foot horizontal separation from other underground utilities
- May consider jointly building a utilidor with City in corridor

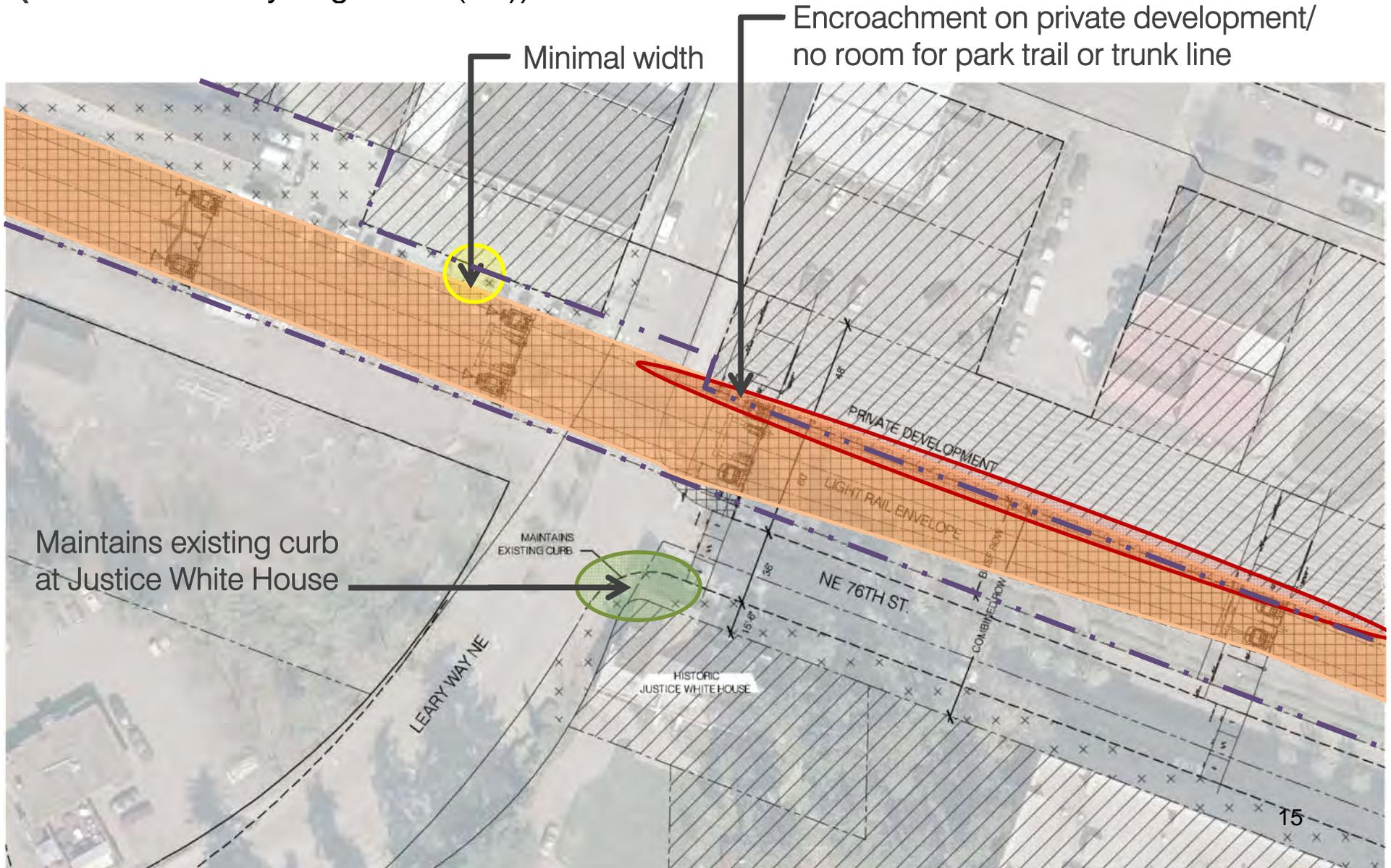


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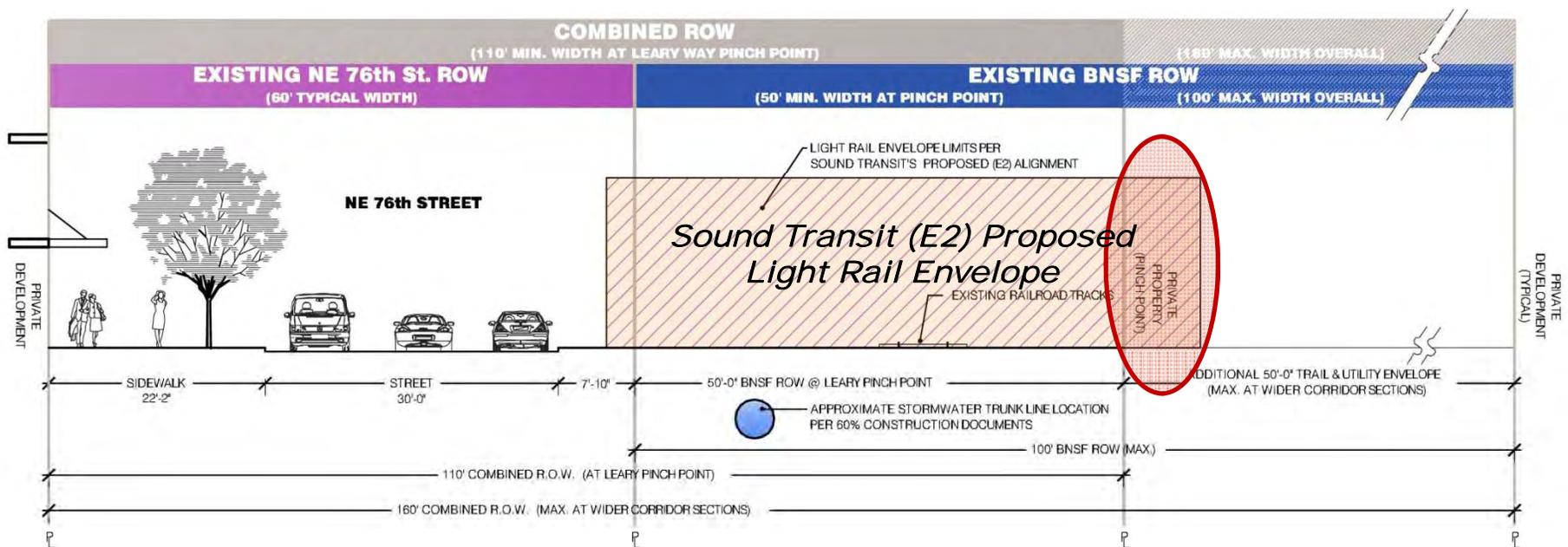
Sound Transit Preferred Alternative SDEIS



BNSF Corridor Center Running
(ST SDEIS Study Alignment (E2))



BNSF Corridor Center Running (ST SDEIS Study Alignment (E2))



- Encroachment on private development
- No room for park trail or trunk line

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Not all the pieces fit

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Alternative Alignment Studies - Downtown

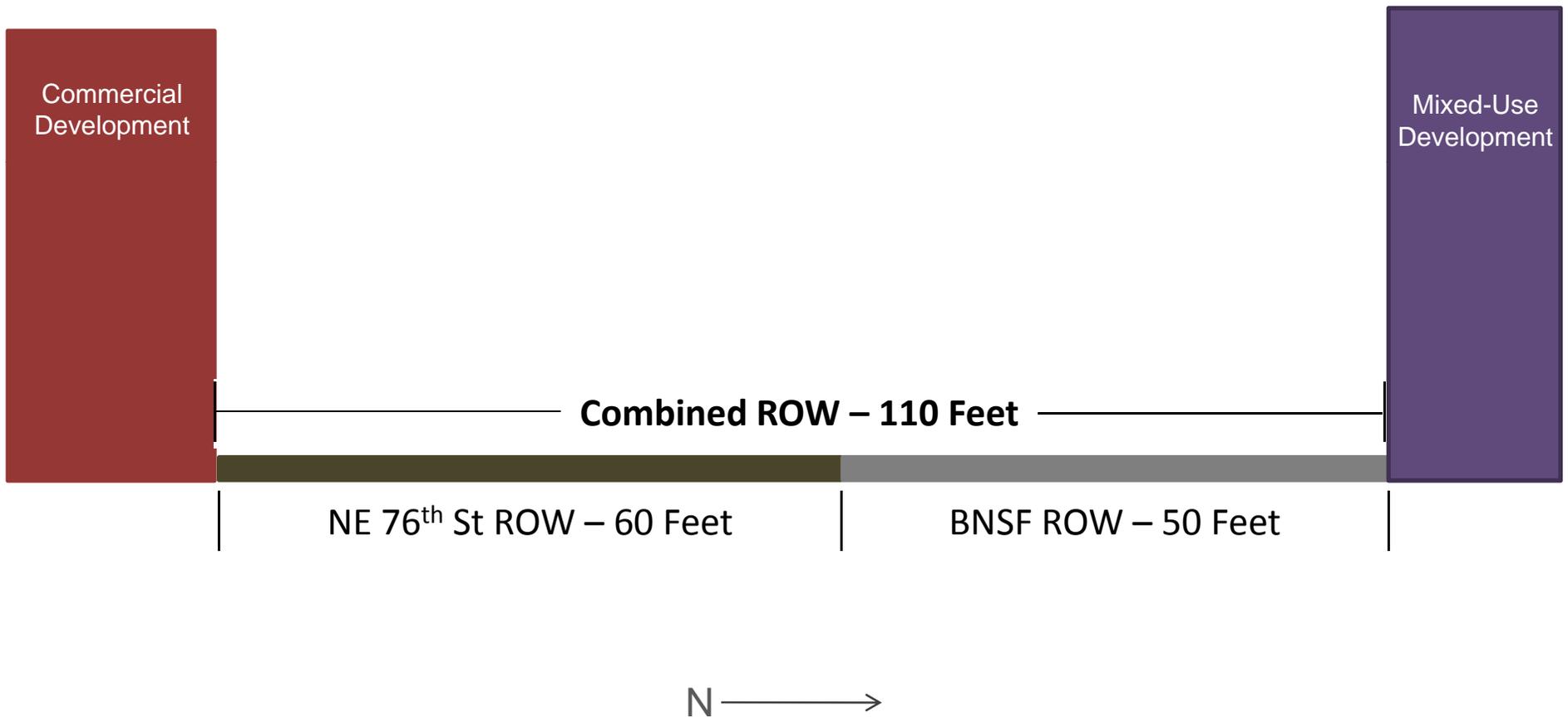
- Focused on key linear projects first:
 - *Stormwater Trunk Line*
 - *Regional Trail with Park Amenities*
 - *Sound Transit*
 - *King County Wastewater Easement*

North Corridor Running

- Not much more room to move north – pinch points/leases
- Northern alignment does not meet the City's desire to:
 - Have a regional trail with safe intersections
 - Energize the park trail with adjacent development
 - Park trail serve as a catalyst for adjacent development
 - Maximize new connections between downtown and RTC

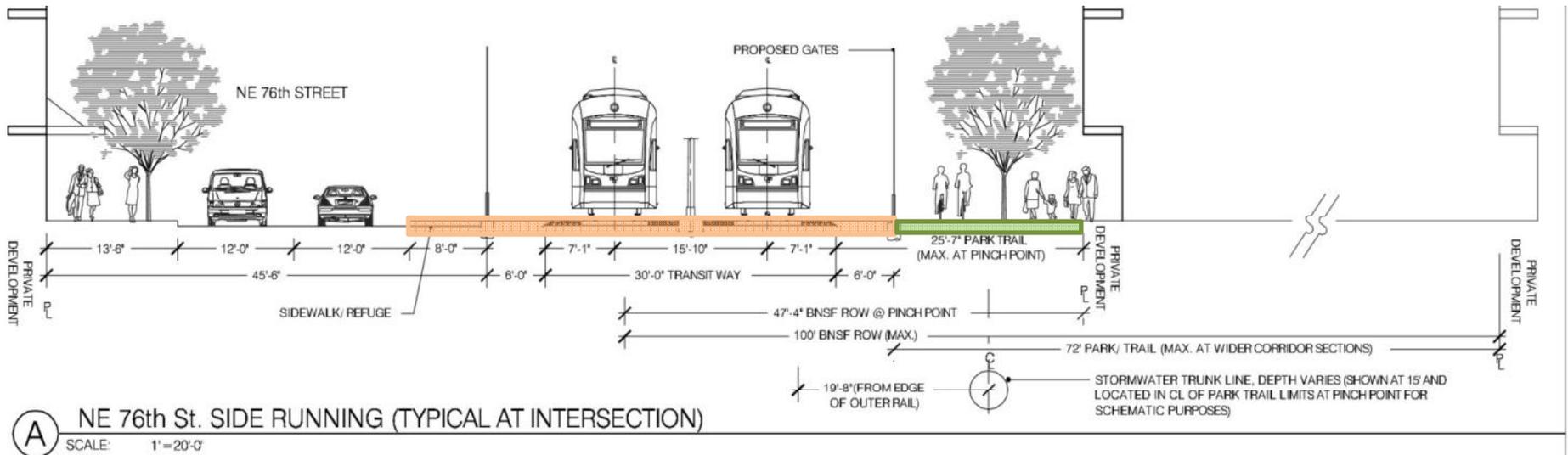
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Combined BNSF & Street Right of Way Corridor at Leary Way Pinch Point



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NE 76th St. Side Alignment



NE 76th St. Side Running Alignment Alternatives

Flare Tracks to South



Flare Tracks to North & South

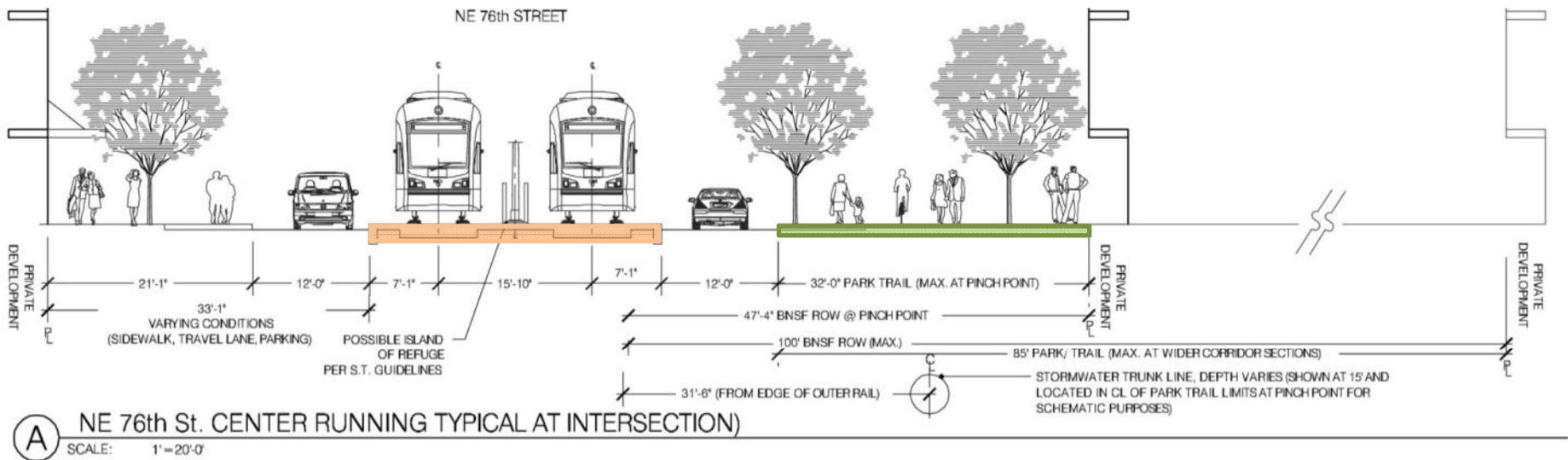


Flare Tracks to North

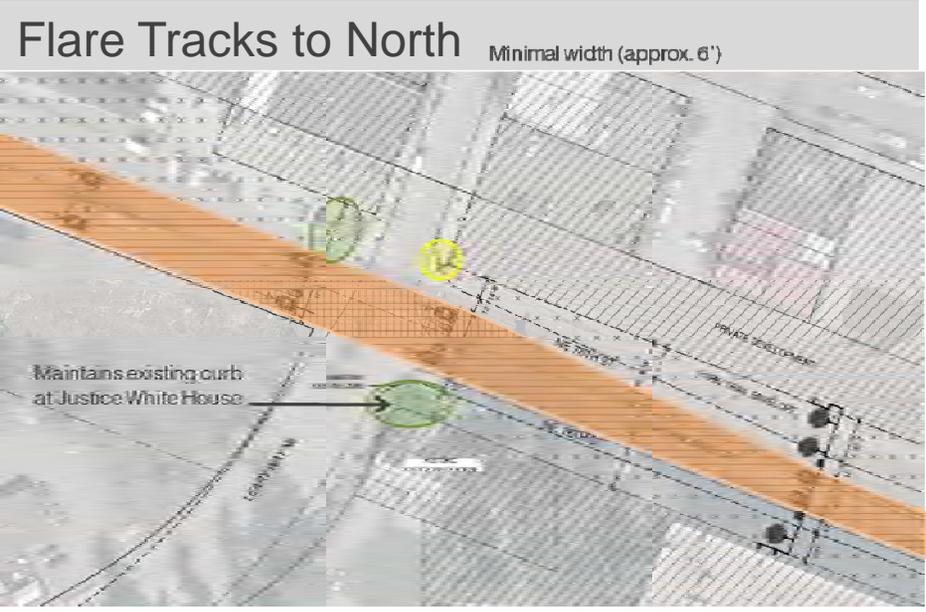
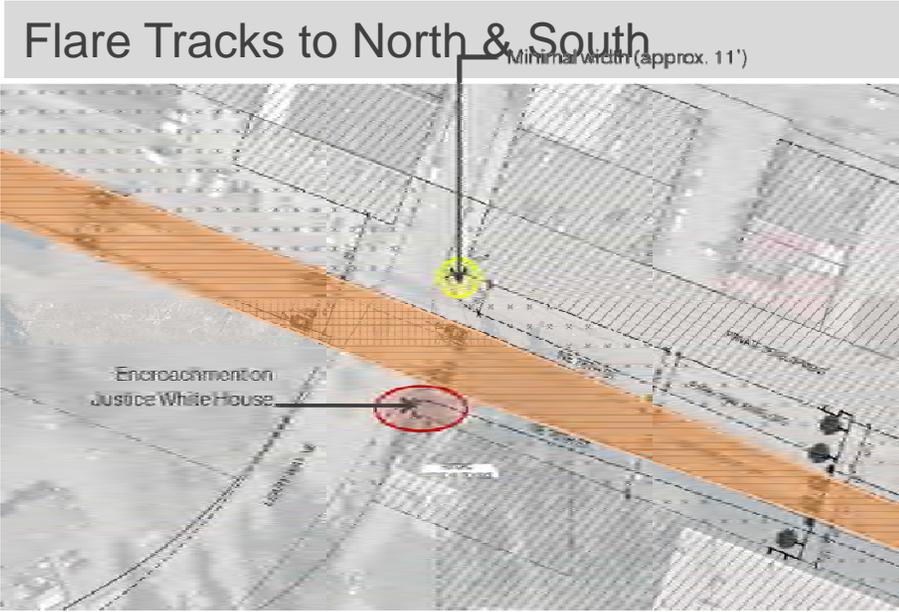
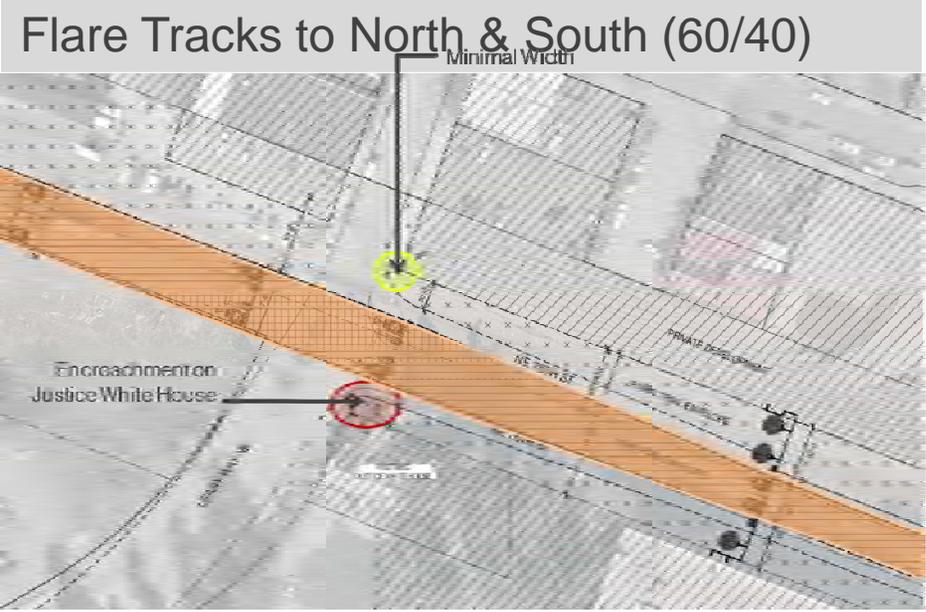
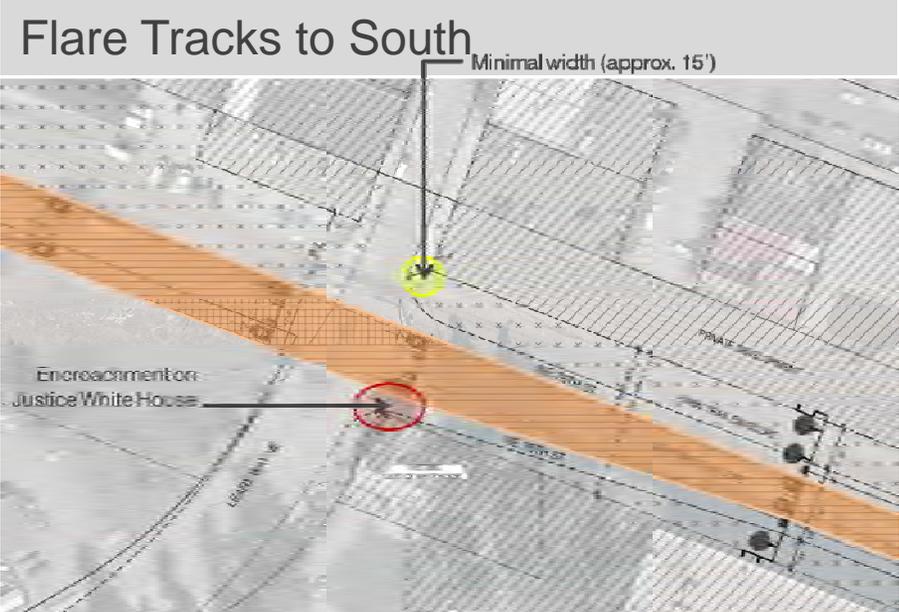


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NE 76th St. Center Alignment



NE 76th St. Center Running Alignment Alternatives



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Not all the pieces fit

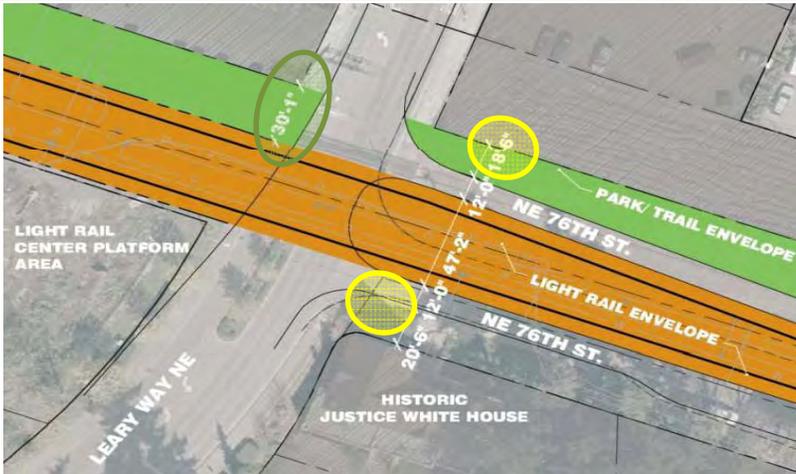
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Challenges Encountered with Alternatives Evaluated:

- Pinch Points
- Center Platform Station
- Intersection Safety
- Access to Redmond Town Center

Sound Transit: NE 76th St. Alternative Studies

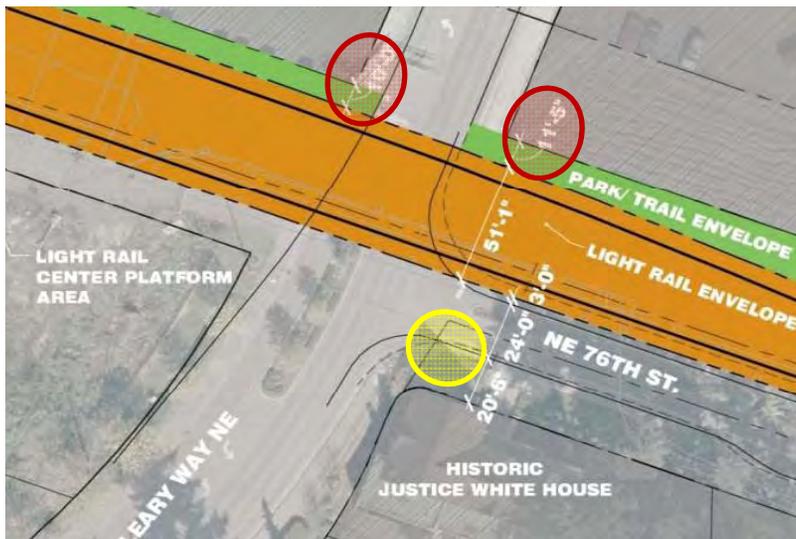
Center Platform - Center Running



Trail Width = 18'-6"

Minimal impact on curb at Justice White House

Center Platform - Side Running

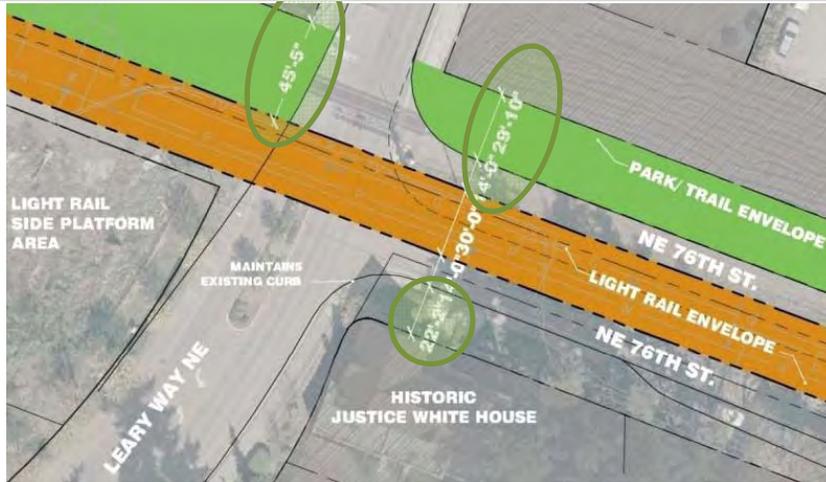


Trail Width = 10'-0"

Minimal impact on curb at Justice White House

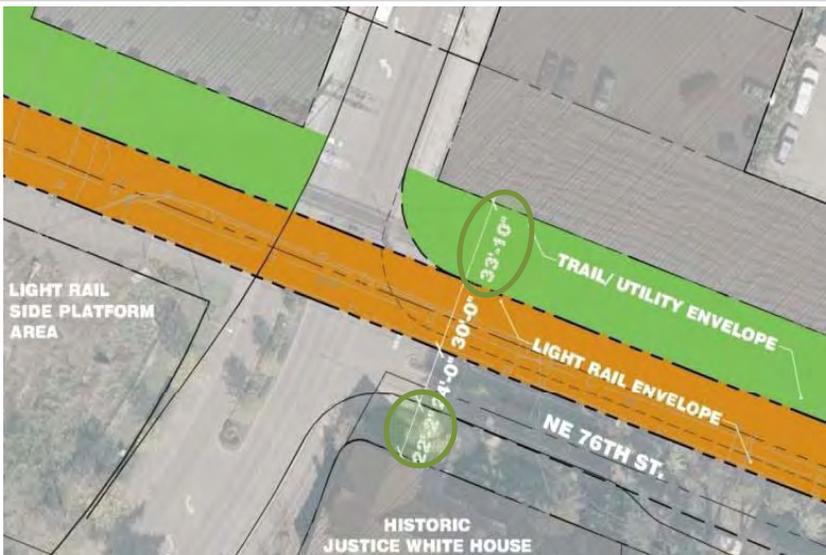
Redmond: NE 76th St. Alternative Studies

Side Platform - Center Running



Min. Trail Width = 29'-10"
Maintains Curb at Justice White House

Side Platform - Side Running



Min. Trail Width = 33'-10"
Maintains Curb at Justice White House

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Proposed Envelopes for Trail/Utility & Sound Transit



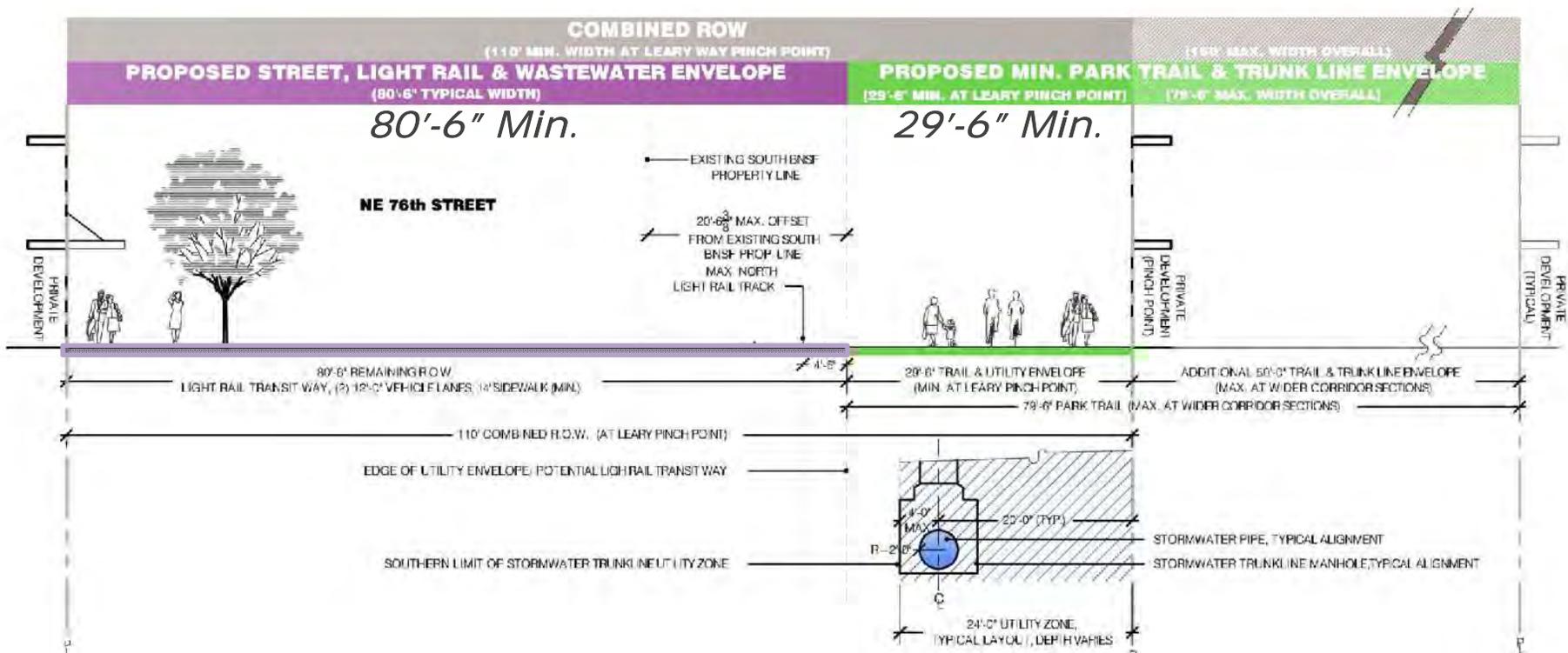
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Proposed Envelopes for Trail/Utility & Sound Transit



Park Trail + Streets + Light Rail + Infrastructure

Proposed Envelopes for Trail/Utility & Sound Transit



Trunk Line 20' off of North Prop. Line

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Other Rail Options

- Freight
- Commuter
- Excursion



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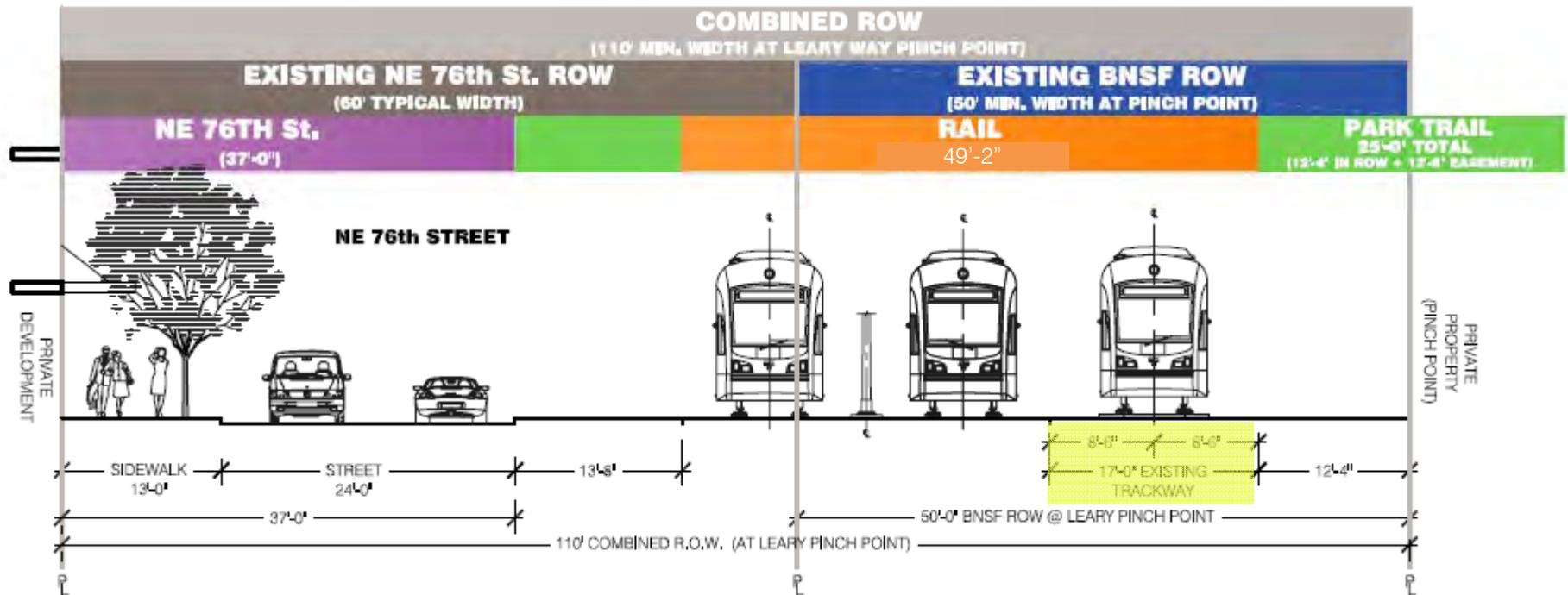
Other Rail – Design Criteria

- Single track – 17 feet wide
- 2 % maximum slope
- Rail stations must be located Downtown



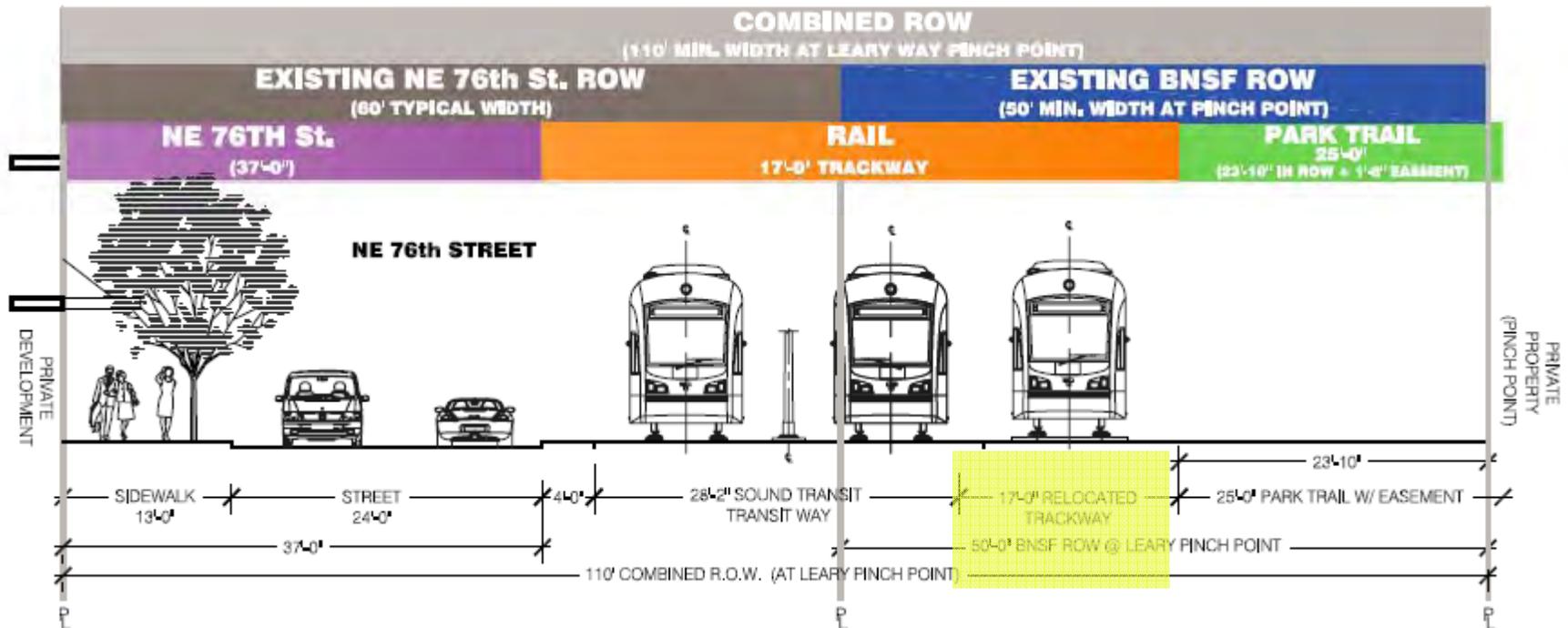
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Other Rail Alternative - Existing Tracks



Park Trail + Streets + Light Rail + Infrastructure

Other Rail Alternative – Relocating Tracks



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Other Rail - Evaluation of Alternatives

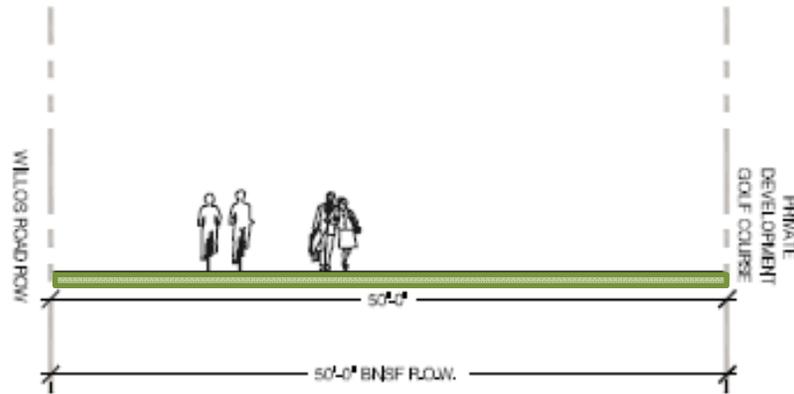
- Insufficient space in pinch points
- The stormwater trunk line might be moved further north or outside of the corridor
- Stormwater trunk line costs increase
- More gates and intersection safety complications
- Additional trestle width

Sammamish Valley Study Area



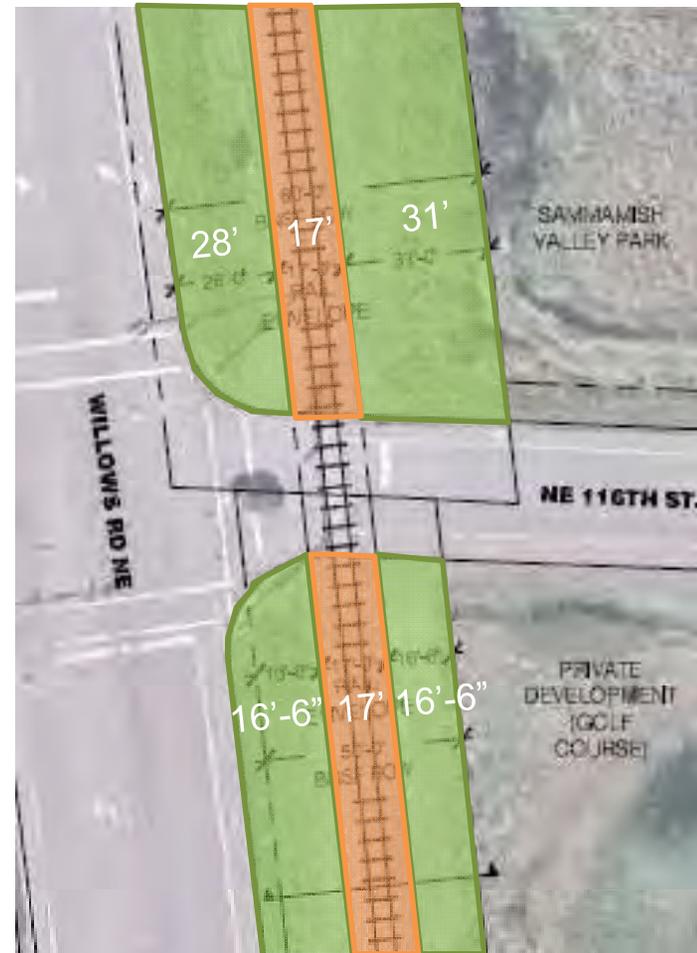
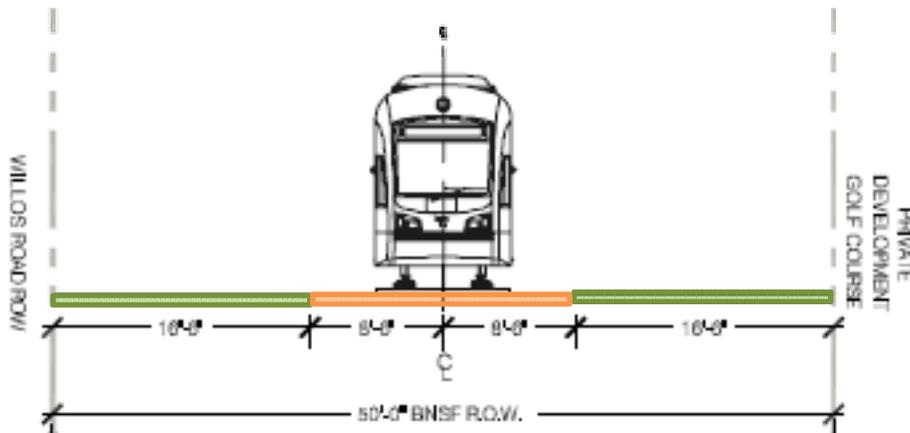
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Trail without Rail



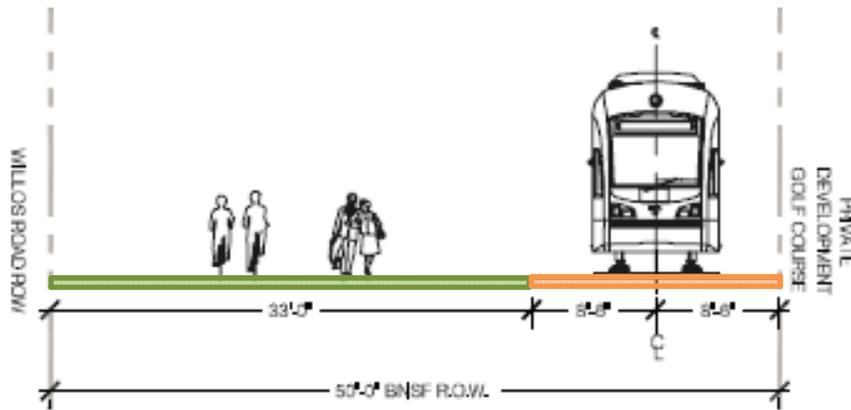
Park Trail + Streets + Other Rail + Infrastructure

Trail with existing Rail



Park Trail + Streets + Light Rail + Infrastructure

Trail with Reconstructed Rail

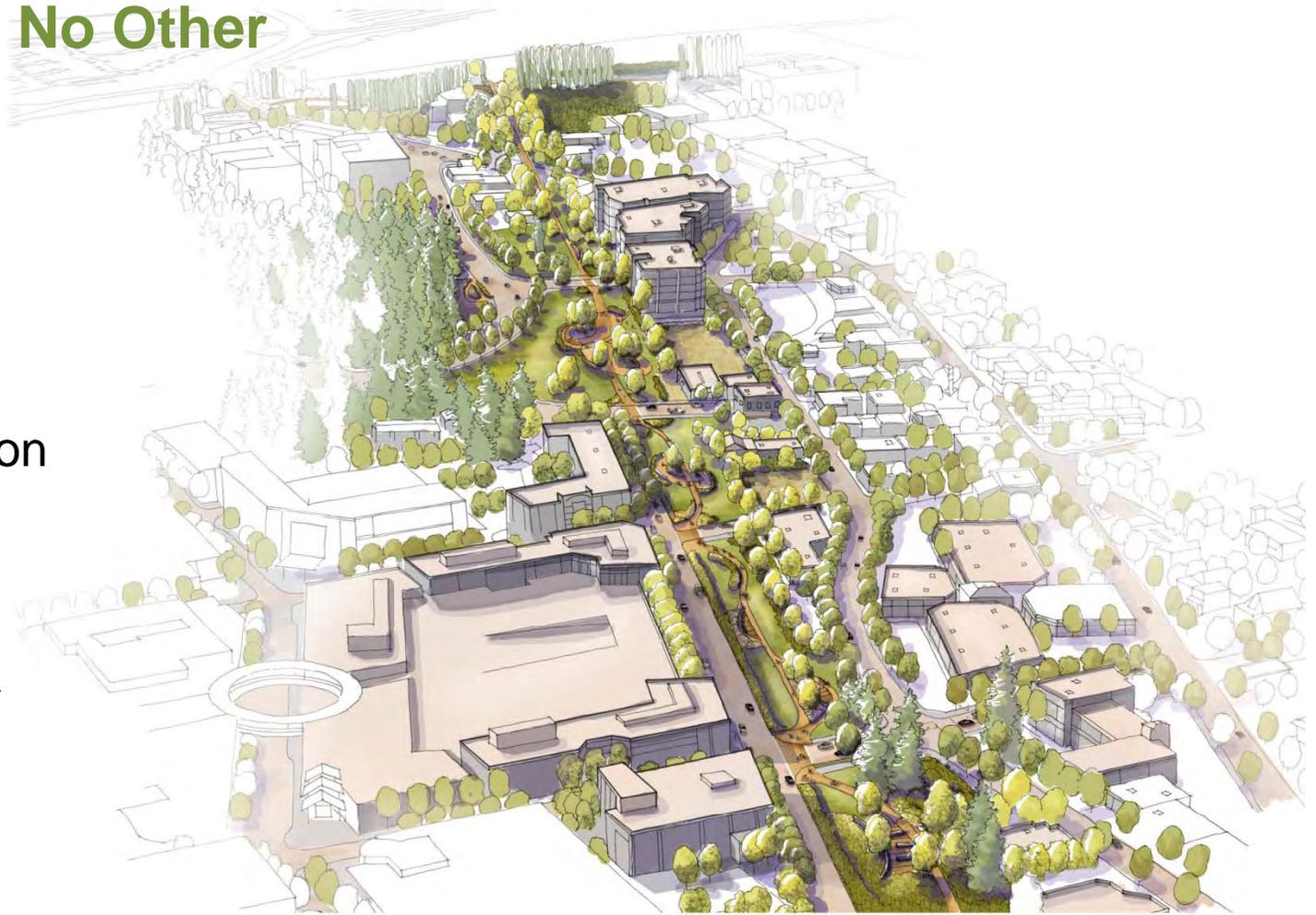


Park Trail + Streets + Light Rail + Infrastructure

Envisioning Redmond Central Connector

A Trail Like No Other

- Urban
- Rural
- Trail
- Park
- Transportation
- Expressive
 - *History*
 - *Ecology*
 - *Culture*
 - *Future*



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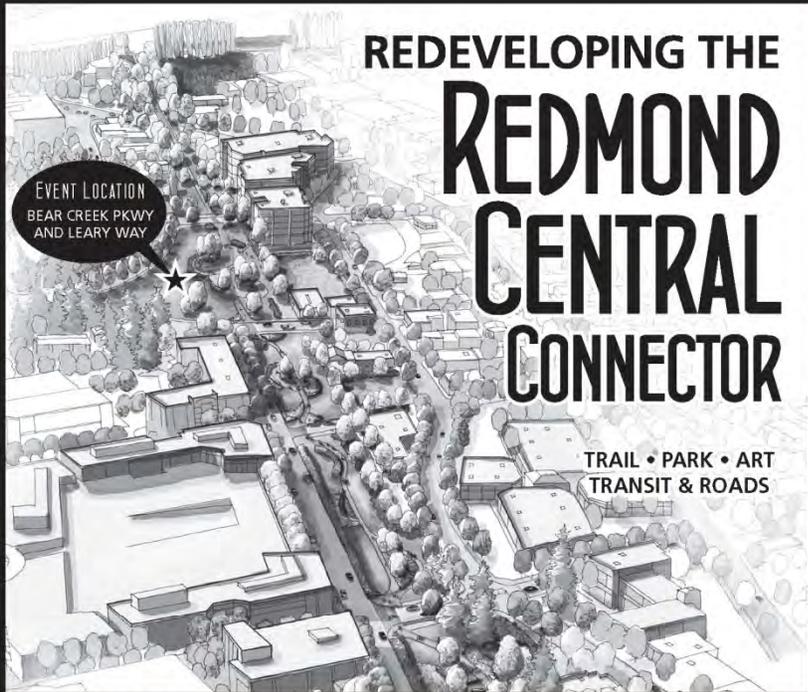
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**REDEVELOPING THE
REDMOND
CENTRAL
CONNECTOR**

EVENT LOCATION
BEAR CREEK PKWY
AND LEARY WAY

TRAIL • PARK • ART
TRANSIT & ROADS

SEPTEMBER 15, 2010 5:30 TO 7:30PM MUSIC • FUN • BIG IDEAS

PLEASE COME TO A VISIONING
EVENT FOR THE REDMOND CENTRAL
CONNECTOR IN DOWNTOWN
REDMOND. BRING YOUR BIG IDEAS
TO THE "PARK BENCH PROJECT"
WITH THEATRE SIMPLE. ENJOY LIGHT
REFRESHMENTS AND LIVE MUSIC BY
THE TOY BOATS.

SEPTEMBER 15
5:30PM TO 7:30PM
AT THE CORNER OF
BEAR CREEK PARKWAY
AND LEARY WAY
(ACROSS THE TRACKS FROM
HALF PRICE BOOKS)

For more information, please go to:
<http://www.redmond.gov/insidcityhall/parksrec/parksplanning/BNSF/BNSF.asp>
Or contact the project manager,
Carolyn Hope at 425.556.2313 or cjhope@redmond.gov

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Next Steps:

- **Redmond Council to Consider Approval of Plan 9/21/10 or October**
- Redmond Council study session on visioning process - October
- Investigate feasibility of a trolley line in Redmond
- Continue working with partners on Easement Agreements - Winter '10/11
- Build Stormwater Trunk Line June 2011
- Design/Build 1st mile regional trail 2011/2012