

TIP - Project Descriptions

BIKES AND PEDESTRIANS

- B19 Puget Sound Energy Trail, Rose Hill Extension
Extend paved Puget Sound Energy Trail from its terminus west of Willows Road to NE 93rd Ct, which connects to 132nd Ave NE.
- B37 SR 520 Trail Grade Separation at NE 40th St
Construct a grade-separated pedestrian and bike tunnel for the SR 520 regional shared use path under the NE 40th Street and SR 520 westbound ramp terminal intersection.
- B40 Overlake Village Pedestrian-Bicycle Bridge
Design and construct a new bicycle and pedestrian bridge over SR 520 locating the southern landing at the East Link Light Rail Overlake Village Station and Overlake Regional Growth Center with the north landing in the vicinity of the SR 520 Trail and NE 31st Street.
- B41 Overlake Transit Center Pedestrian & Bicycle Bridge
Design and construct a new pedestrian and bike connection over SR 520 between the Overlake Transit Center and west side of SR 520 and 520 Trail (in the vicinity of the NE 38th Street alignment) and the SR 520 Trail, integrating with the future light rail station.
- B42 Redmond Central Connector Phase 3
Complete the third phase of the Redmond Central Connector paved shared-use path up to 124th Street. Project may extend to Eastside Rail Corridor.
- B45 Red-Wood Sidewalk and Slope Stabilization (South of 109th)
[Pedestrian Program]
Fill sidewalk and bike lane gap on west side of Red-Wood Road from 109th Street south across Valley Estates Creek ravine.
- B46 134th Avenue NE Sidewalk
[Pedestrian Program]
Construct sidewalk on the east side 134th Avenue NE between NE 75th Street and NE 80th Street.
- B47 159th Pl NE Sidewalk
[Pedestrian Program]
Construct sidewalk on west side of 159th Place NE from Leary Way to Bear Creek Parkway where missing.
- B48 West Lake Sammamish Parkway Sidewalk
Complete sidewalk on west side of West Lake Sammamish Parkway between Bel-Red Road and south city limits where missing
- B49 NE 80th St Trail Connection
Construct new NE 80th St trail from 185th Ave NE to 188th Ave NE.
- B50 NE 40th Street Shared Use Path
[Bicycle Program]
Shared use path on south side of NE 40th St between 156th Ave NE and 163rd Ave NE. Would replace C59 "NE 40th St Reconfiguration" within this project's extent.
- B51 Avondale Road Buffered Bicycle Lanes - Avondale Way to Novelty Hill Rd
[Bicycle Program]
Add buffered bicycle lanes on Avondale Road between Avondale Way and Novelty Hill Road.
- B53 Redmond Central Connector Access Points at 8400 Block and NE 87th St
[Pedestrian Program]
Create pedestrian connection between Redmond Central Connector trail and Willows Road at approximately the 8400 block, and a pedestrian crossing across Willows Road between Redmond Central Connector and NE 87th St.
- B55 140th Ave NE Sidewalk - Redmond Way to NE 84th St
[Pedestrian Program]
Add sidewalk on west side of 140th Ave NE between Redmond Way and NE 84th St where missing.

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- B56 154th Ave NE Sidewalk
[Pedestrian Program]
Add sidewalk where missing on east side of 154th Ave NE between West Lake Sammamish Parkway and the 8300 block.
- B60 176th Ave NE Sidewalk
[Pedestrian Program]
Complete sidewalk on 176th Avenue between 65th and 70th streets. Sidewalk will typically be placed on west side of road.
- B61 NE 70th St Sidewalk
[Pedestrian Program]
Add sidewalks to the south side of NE 70th St where missing from 176th Ave NE to Redmond Way.
- B63 142nd Ave NE Sidewalk
[Pedestrian Program]
Add sidewalk on the west side of 142nd Ave NE between NE 82nd Ct and NE 84th Ct.
- B64 NE 100th St Sidewalk
[Pedestrian Program]
Add sidewalk on north side of NE 100th St between 132nd Ave NE and 138th Ave NE where missing.
- B68 Redmond Central Connector Access Point at 168th Ave NE
[Pedestrian Program]
Link 168th Avenue to the Redmond Central Connector, includes new crosswalk and connecting path.
- B74 SR 520 Trail Grade Separation at NE 51st St
Construct a grade-separated pedestrian and bike tunnel for the SR 520 regional shared use path under the NE 51st Street and SR 520 westbound ramp terminal intersection.
- B76 Old Redmond Road Buffered Bicycle Lanes
[Bicycle Program]
Add buffered bicycle lanes on Old Redmond Road between 152nd Ave NE and 132nd Ave NE.
- B77 Avondale Road Buffered Bicycle Lanes - Novelty Hill Rd to NE 116th St
Add buffered bicycle lanes on Avondale Road between Novelty Hill Road and NE 116th St.
- B78 NE 40th St Bicycle Lanes
[Bicycle Program]
Add bicycle lanes on NE 40th St between 163rd Ave NE and 172nd Ave NE.
- B79 Avondale Way Bicycle Lanes and Turning Improvements
Complete northbound bicycle lane to stop bar at intersection of Avondale Way and Avondale Road. In addition, revise median at intersection of Avondale Way and Union Hill Road to improve bicycle access from Avondale Way to Bear Creek Trail (including associated southbound Avondale Way bike ramp and bike push button) .
- B80 156th Ave NE Sidepath - NE 24th St to NE 40th St
Add multiuse trail along 156th Ave NE between NE 24th St and NE 40th St.
- B81 156th Ave NE Sidepath - NE 40th St to NE 51st St
Add multiuse path along 156th Ave NE between NE 40th St and NE 51st St.
- B82 148th Ave NE Multiuse Trail - NE 29th Pl to Old Redmond Road
Provide a wide (12-feet) multi-use trail on the east side of 148th Avenue NE from NE 29th Place to Old Redmond Road.
- B83 148th Ave NE Multiuse Trail and Roadway Improvements - SR 520 EB ramp to SR 520 WB ramp
Modify channelization and signals, and provide wide multi-use trail that is separated from the roadway on the east side of 148th Ave NE from the eastbound SR 520 on ramp to the SR 520 Trail at the westbound SR 520 off ramp at NE 29th Place (148th Ave NE bridge over SR 520). Design to accommodate future grade separation project at 148th Avenue NE and NE 29th Place.

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- B84 Bear Creek Trail - Union Hill to Avondale Road
Construct paved trail with undercrossing improvements at Union Hill Road and Avondale Road
- B85 Bear Creek Trail - Avondale Road to Evans Creek Trail
Construct paved trail including access paths to Union Hill Road.
- B86 East Lake Sammamish Trail/RCC Connection (SR 520 Undercrossing)
Provide grade separated trail through the SR 520/SR 202 Interchange area along the planned light rail alignment, connecting East Lake Sammamish Trail and Redmond Central Connector. Provide access to the planned Southeast Redmond light rail station. Project cost does not account for modification of SR 520 ramps.
- B87 Red-Wood Road Buffered Bicycle Lanes
[Bicycle Program]
Add buffered bicycle lanes to Red-Wood Road between NE 90th St to NE 109th St.

CITYWIDE PROGRAMS

- P2 Bridge Maintenance Program
The purpose of the Bridge Maintenance Program is to maintain the structural integrity and safety of all 18 of the City's bridges. Bridge inspections are performed every two years for most bridges, and yearly for bridges with scouring potential.
- S1 Neighborhood Traffic Calming Program
Program implements and fulfills safety policies specified in the Comp Plan and TMP. It investigates & evaluates neighborhood traffic safety problems using a 2-phase "3E's" (education, enforcement & engineering) approach; where needed, coordinates design, development & implementation of context sensitive mitigation solutions. Consults & advises on traffic calming as it relates to City standards, best-practices for transportation policy, neighborhood planning, Capital Investment Program and private development projects * investigates traffic safety issues re school walk routes, ped safety and crosswalk marking * Coordinates with: Redmond Police * Redmond Fire Department * Lake WA School Dist.
- S2 Channelization Program
The purpose of the Channelization Program is to 1) install new pavement markings where they are missing and where they are most needed to provide an acceptable level of guidance for pedestrians, bicyclists, and motorists and 2) to repair crosswalks and stop bars. New markings provided by this program include lane lines, edge lines, crosswalks, stop bars, legends, and raised/reflective markers and other channelization needed to safely direct traffic on public roadways.
- S5 Street Light Program
The Street Lighting Program is used to fund improvements to the City's street lighting system. The funds are used to design and construct new street lights at key locations where additional illumination would benefit safety and user accessibility. Funding from the program is also added to other CIP projects to help complete missing links in the street light system.
- S51 Transportation ADA Program
Provides a designated amount of funding to make improvements to the City's infrastructure such as the construction of curb ramps to accommodate people with disabilities under the Americans with Disabilities Act (ADA).

PRESERVATION

- P15 Willows Road Pavement Rehabilitation
This project repairs fatigued pavement areas, includes a two inch thick HMA overlay, and the replacement of all channelization and signal loops on Willows Road from NE 90th Street to NE 124th Street. In addition, examine restriping existing roadway to improve efficiency.

TIP - Project Descriptions

PRESERVATION

- P18 148th Avenue NE Pavement Rehabilitation
Reconstruct portions of and provide overlay of 148th Avenue NE from NE 36th St to Willows Road. Make drainage improvements where needed. Examine roadway channelization for improved efficiencies.
- P19 Avondale Road Pavement Rehabilitation
Reconstruct/overlay the roadway. Replace channelization and signal looks. Examine pavement markings for improved efficiency and safety.
- P20 NE 90th St Bridge Deck Rehabilitation
Reseal concrete bridge deck with epoxy overlay.
- P21 NE 51st St Preservation, 148th Ave NE to 156th Ave NE
Conduct pavement analysis; construct pavement overlay, spot repairs, and other related work per pavement analysis report.
- P22 Union Hill Bridge Deck Overlay
Bridge deck preventative maintenance study. Construct per study (anticipating overlay).
- P24 NE 116th St Pavement Rehabilitation
Rehabilitate and overlay pavement surface to extend useful life of roadway.
- P25 NE 24th St Pavement Rehabilitation
Rehabilitate and overlay pavement surface to extend useful life of roadway.
- P26 NE 104th St Pavement Rehabilitation
Rehabilitate and overlay pavement surface to extend useful life of roadway.
- P27 NE 76th St Pavement Rehabilitation
Rehabilitate and overlay pavement surface to extend useful life of roadway.
- P28 Avondale Way Sidewalk Preservation
[Pedestrian Program]
Replace existing sidewalk on southeast side that has been severely damaged by tree roots uplifting the sidewalk.
- P29 NE 95th St Bridge Replacement - Design
Preliminary design and construction drawings for eventual replacement of bridge.
- P30 166th Ave NE Pavement Rehabilitation
The yearly street repair and resurfacing project selects street segments that are most in need of resurfacing or reconstruction. This project will rehabilitate and overlay the pavement surface to extend the useful life of the roadway on 166th Ave NE from NE 85th Street to NE 102nd Street.
- P31 161st Ave NE Pavement Rehabilitation
Rehabilitate and overlay pavement surface to extend useful life of roadway.
- P32 NE 90th St Pavement Rehabilitation
Rehabilitate and overlay pavement surface to extend useful life of roadway.
- P33 NE 40th St Sidewalk Rehabilitation
[Pedestrian Program]
Replace existing sidewalk and adjacent walls that has been severely damaged by tree roots uplifting the curbs and sidewalk.
- P34 Cleveland Street Sidewalk Rehabilitation
[Pedestrian Program]
Replace broken and heaved sidewalk panels on Cleveland Street between 164th Avenue NE and 168th Avenue NE.

SAFETY AND SYSTEM MANAGEMENT

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SAFETY AND SYSTEM MANAGEMENT

- L14 Adaptive Signal Improvements - Phase I
Optimize signal timings automatically cycle to cycle within a network to make improvements to traffic flow in the order of 3% - 30% for a particular corridor or network of signals. Phase I is for approximately 40 signals in Downtown and will mitigate some of roadway efficiency lost by the Couplet Conversion project. Currently, signal timings are adjusted every 4 to 6 years, and are always the same for a given day of week and time of day. This system would optimize timings every 60 seconds.
- S53 Avondale Road Intersection Realignment at NE 95th St - Design
[Targeted Safety Improvement Program]
Begin design to realign the intersection to reduce the skew, adds a north leg crosswalk, eliminates split phasing and provides for southbound U turns. It also moves the signal pole off the island to the side of the road.
- S54 156th Ave NE Pedestrian Signal at NE 45th St
[Targeted Safety Improvement Program]
Provide a signalized pedestrian crossing of 156th Ave NE at approximately 4700 block.
- S55 161st Ave NE Pedestrian Crossing at NE 81st St
[Targeted Safety Improvement Program]
Provide rectangular rapid flashing beacon pedestrian crossing of 161st Ave NE at approximately 8100 block.
- S56 Bear Creek Parkway Pedestrian Crossing at 166th Ave NE
[Pedestrian Program]
Add rectangular rapid flashing beacon pedestrian crossing on Bear Creek Parkway at 166th Ave NE.
- S57 152nd Ave NE Pedestrian Crossing at NE 21st St
[Pedestrian Program]
Pedestrian crossing of 152nd Ave NE at NE 21st St.
- S58 160th Ave NE Pedestrian Crossing at 8200 Block
[Targeted Safety Improvement Program]
Add rectangular rapid flashing beacon pedestrian crossing on 160th Ave NE at approximately the 8200 block.
- S59 West Lake Sammamish Parkway Dynamic Curve Warning - Design
[Targeted Safety Improvement Program]
Evaluate the need for dynamic curve warning signs on West Lake Sammamish Parkway between NE 38th St and NE 40th St.
- S60 Willows Rd Midblock Crossing at 10600 Block
[Targeted Safety Improvement Program]
Provide a cross walk marking and HAWK pedestrian activated crossing at the 10300 Block near the Willows Run Gold course and the office buildings to the west coordinated with the bus stops.
- S61 NE 116th St Pedestrian Crossing at 159th Ave NE
[Targeted Safety Improvement Program]
Provide a mid block crossing for pedestrians near the path to Rockwell Elementary and coordinated with the bus stops.

STREETS

- B43 Cleveland Street East Main Street Improvements
Enhance pedestrian facilities and modify signals to complete buildout of Cleveland Street per the Downtown East West Corridor Study.
- B67 NE 51st St Multimodal Improvements
Improve NE 51st to add center turn lanes and bike facilities in both directions.
- C44 Redmond Way & 140th Ave NE Intersection Widening
Convert northbound lanes to one left turn lane and one left, through, right turn lane and add bike lane.

TIP - Project Descriptions

STREETS

- C45 156th Ave NE and Bel-Red Southbound Right Turn Lane
Construct a southbound right-turn lane. Construction planned to begin after the construction of at least 1,400,000 net new gross square feet on the Main campus, or sooner at Microsoft's option. Improvements could also be triggered by the Capstone development.
- C46 148th Ave NE and NE 51st Street Westbound Right-Turn Lane
Add a second right-turn lane from westbound NE 51st Street to northbound 148th Avenue NE.
- C47 NE 31st St Multimodal Improvements
Improve NE 31st Street between 152nd Ave NE and 156th Ave NE by building green bicycle lanes, a second westbound left-turn lane at 156th Ave NE and an eastbound right turn lane at 156th Ave NE.
- C48 West Lake Sammamish Parkway Widening & Roundabout Phase 3 (Part 1)
Project includes removing existing traffic signal at Bel-Red Road and West Lake Sammamish intersection. Install 2-lane roundabout at Bel-Red Road and West Lake Sammamish intersection and improve pedestrian facilities. Extend Sammamish River Trail from existing terminus at NE 51st Street down to the intersection of Bel-Red Road and West Lake Sammamish Parkway.
- C53 Redmond Way and Cleveland St. Couplet Conversion
Convert Redmond Way from 160th Ave NE to Avondale Way to one through lane in each direction and center turn lane. Convert Cleveland Street to one through lane in each direction. A realignment of the streets at eastern and western ends will improve traffic flow and include gateway treatments. Pedestrian improvements will be constructed on Redmond Way. A BAT lane will be completed from the Bear Creek Bridge near SR 520 to 168th Ave with a queue jump at Avondale Way.
- C56 Overlake Access Ramp
Construct eastbound access ramp from SR 520 to roundabout at 150th Ave NE and interim at-grade roadway connection between the roundabout and 152nd Ave NE. Ramp would diverge from eastbound 148th Ave NE off-ramp, be grade-separated from 148th Ave NE and connect with City streets at 150th Ave NE. The ramp would include 1 general purpose lane, and auxiliary lanes and HOV/Transit treatments as applicable.
- C57 152nd Avenue NE Improvements - NE 24th St to NE 31st St
152nd Ave NE will include one through lane in each direction, turn lanes, cycle tracks, on-street parking, sidewalks and additional pedestrian amenities, per the Overlake Village Street Design Guidelines. Developers will complete the improvements as required through frontage improvements and development agreements. The Group Health Development Agreement requires completion of improvements on 152nd Ave NE along the now-Capstone development frontage.
- C59 NE 40th Street Reconfiguration
Between 148th Ave NE and West Lake Sammamish Parkway, resize vehicular lane widths and add bicycle lanes on one or both sides per the Transportation Master Plan. Additional improvements include sidewalks, streetscape, stormwater treatments, street lights, and utilities.
- C63 SR 520 40th St and 51st St Eastbound Ramp Split
Split the eastbound SR 520 combined ramp at NE 40th and NE 51st streets into two separate off ramps. Includes associated pedestrian/bicycle safety improvements at ramp terminals.
- C64 Redmond Way Bridge Modifications at Bear Creek
Reconfigure bridge to add a second east-bound left turn lane by removing the sidewalk on the south side of bridge adding a separate pedestrian-bicycle bridge over Bear Creek. In addition, widen NE 76th Street to accept the dual left turns from Redmond Way. The ped/bike bridge will provide a dual function to both replace the existing narrow walkway and accommodate a future connection between Bear Creek Trail and East Lake Sammamish Trail on the south side of SR 520.

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STREETS

- C65 Redmond Way and ELSP Intersection Improvements
[Pedestrian Program]
At Redmond Way & East Lake Sammamish Parkway, increase capacity by physically separating eastbound right from westbound left and by converting northbound triple left turns (on East Lake Sammamish Parkway) to two left turns and one through lane to better spread traffic between the three lanes. Revise pedestrian crossing to provide one crossing at each leg of the intersection.
- C66 NE 116th St Widening Phase II
Complete three missing sections of multimodal street improvements on South side that development is unlikely to complete: 1) Church frontage east of Red-Wood Road, 2) frontage of existing Chardonnay Plat, and 3) wetland section between 176th and 178th.
- C67 Redmond Way Westbound Right Turn Lane
Construct second westbound lane on Redmond Way that transitions to right turn lane at 164th Ave NE where not completed by adjacent development.
- C68 NE 70th St Improvements
Construct improvements necessary to complete connection prior to construction of light rail station in SE Redmond. Developers will dedicate and build portions of the street connection.
- C69 152nd Avenue NE Improvements - NE 20th St to NE 24th St
Continues 152nd Ave NE Main Street improvements south from NE 24th St to NE 20th street. Half street improvements on west side will be completed through KCC Limited Edition development agreement.
- C70 148th Ave NE Corridor Improvements - NE 20th Street to SR 520
Improve intersections on 148th Avenue NE at NE 20th Street and NE 24th Street; Create third northbound through lane on 148th Ave NE from NE 22nd St to SR 520 eastbound on-ramp.
- C71 148th Ave NE Northbound Through Lane - Bel-Red Road to NE 22nd St
Create continuous northbound through lane on 148th Ave NE between Bel-Red Road and NE 22nd St.
- C72 Bel-Red Road Reconfiguration
Reconfigure Bel-Red Road to remove the uphill auxiliary lane, upgrade intersections, and add bicycle lanes in both directions, increasing safety for all roadway users.
- C73 Avondale Road School Bus Pullouts
Install school bus pullouts on Avondale Road including at Novelty Hill Road, NE 95th St, 188th Ave NE/182nd Ave NE, 180th Ave NE, and NE 90th St.
- C74 148th Ave NE Right Turn Lane at NE 20th St
Add northbound right turn lane at 14th Ave NE & NE 20th St.
- C75 Willows Rd and NE 91st St Intersection Realignment
Realign intersection of NE 91st Street and Willows Road.
- C76 NE 124th Street and 162nd Place NE Signal
Construct a new traffic signal at 124th Avenue NE and 162nd Place NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd Place for sight distance.
- S44 NE 76th St and 185th Ave NE Intersection Improvements
Improve traffic signal at intersection of NE 76th St and 185th Ave NE to meet City standards.
- S47 150th Ave NE and NE 51st Street Traffic Signal
Add north leg (on private property) to intersection of 150th Avenue NE and NE 51st Street and signalize this intersection. North leg improvements include two southbound left-turn lanes, one through lane in each direction, bike lanes, sidewalks, transit amenities, street lights, utilities, and stormwater drainage. Relocate eastbound transit stop to far side of new intersection.

TRANSIT AND HOV

TIP - Project Descriptions

TRANSIT AND HOV

L9 Sound Transit East Link - City ST3 Planning

Staff oversight & participation in implementing East Link light rail. ST is currently designing the extension of light rail from Downtown Seattle to the two stations (Overlake Village Station and the Redmond Technology Center Sta.) in Redmond's Overlake urban center. Process requires substantial City involvement to ensure system will be consistent with Redmond's interests. It requires experienced City staff time & consultants -- light rail design and operation & how light rail fits w/land use. City's key interest areas: station access (e.g. pedestrian and bike facilities, additional street and access connections, & transit), station design, integration w/future development & efforts to extend light rail to downtown Redmond.