

TIP - Project Descriptions

BIKES AND PEDESTRIANS

- 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 Redmond Technology Station Pedestrian & Bicycle Bridge
Design and construct a new pedestrian and bike connection over SR 520 between the Redmond Technology Station and west side of SR 520 and 520 Trail (in the vicinity of the NE 38th Street alignment) and the SR 520 Trail.
- B42 Redmond Central Connector Phase III
Complete the third phase of the Redmond Central Connector paved shared-use path up to 124th Street.
- B47 159th Pl NE Sidewalk - Bear Creek Parkway to Leary Way
Construct sidewalk on east 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 St Shared Use Path - 156th Ave NE to 163rd Ave NE
Shared use path on south side of NE 40th St between 156th Ave NE and 163rd Ave NE.
- B51 Avondale Road Buffered Bicycle Lanes - Avondale Way to Novelty Hill Rd
Add buffered bicycle lanes on both sides of Avondale Road between Avondale Way and Novelty Hill Road.
- B53 Redmond Central Connector Linkages
Create pedestrian connections between Redmond Central Connector trail and Willows Road at approximately the 8400 block, and between the RCC and 168th Ave NE. Add 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
Add sidewalk on west side of 140th Ave NE between Redmond Way and NE 84th St where missing.
- B60 176th Ave NE Sidewalk - NE 65th St to NE 70th St
Complete sidewalk on 176th Avenue between 65th and 70th streets. Sidewalk will typically be placed on west side of road.
- 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
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 both sides of Avondale Road between Novelty Hill Road and NE 116th St.
- B78 NE 40th St Bicycle Lanes
Add bicycle lanes on NE 40th St between 163rd Ave NE and 172nd Ave NE.
- B80 156th Ave NE Sidepath - NE 28th St to NE 40th St
Add multiuse trail along 156th Ave NE between NE 28th 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.

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- 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.
- B84 Bear Creek Trail - Union Hill to Avondale Road
Construct paved trail with undercrossing improvements at Union Hill Road and Avondale 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
Add buffered bicycle lanes to Red-Wood Road between NE 90th St to NE 109th St.
- B88 NE 80th Street Bicycle Facilities - Redmond Way to 172nd Avenue
Complete bicycle facilities on 80th Street with a combination of bicycle lanes and bicycle boulevard treatment as appropriate for each segment of corridor.
- B89 152nd Ave NE Cycle Track and Bus Bulbs - NE 26th St to NE 28th St
Demolish existing barriers to access 152nd Avenue cycle tracks, rechannelize roadway, and install bus bulbs at NE Hopper Street and NE Shen Street.
- B90 NE 28th St Bicycle Connection - 156th Ave NE to Bel-Red Road
Install bicycle connection on 28th Street from 156th Avenue to the planned HAWK signal at Bel-Red Road and the 2800 Block. Coordinate with Microsoft and Bellevue to determine facility type (one way operation preferred).
- B91 NE 31st St Light Rail Station Access - 148th Ave NE to Overlake Village Ped-Bike Bridge
Allow public access to future Overlake Village Light Rail Station and future pedestrian bridge across 520 by acquiring right-of-way or acquiring easement northwest of SR 520. Enhance pedestrian facilities.
- B92 150th Ave NE Bicycle Lane Completion
Fill in gaps in bicycle facility network on 150th Avenue NE from NE 51st Street to NE 40th Street in both directions, and improve curve radius to allow for truck movements through existing chokepoint. Widen roadway 6' to west and build retaining walls.
- B93 Bel-Red Rd Bicycle Lanes - NE 40th St to NE 28th St
Coordinate with Bellevue to rechannelize Bel-Red Road between the 2800 Block and 40th Street to add bicycle lanes and remove one general purpose lane.
- B94 Redmond Technology Station Ped-Bike Tunnel
Provide pedestrian/bicycle tunnel underneath 40th Street.
- B95 151st Ave NE Sidewalk - NE 64th St to Ben Rush Elementary
Sidewalk on 151st Avenue from 64th Street to the pedestrian pathway that links to Ben Rush.
- B96 151st Ave NE Sidewalk - Old Redmond Road to 7500 Block
Safe Routes to School Project. Sidewalk on 151st Avenue from Old Redmond Road to the 7500 Block. Connect 151st Avenue to 152nd Avenue at the 7500 Block
- B97 NE 88th St Sidewalk - 171st Ave NE to 172nd Ave NE
Safe Routes to School Project. Sidewalk on 88th Street from 171st Avenue to 172nd Avenue.
- B98 NE 89th St Sidewalk - 166th Ave NE to 168th Ave NE
Sidewalk on 89th Street from 166th Avenue to 168th Avenue.
- B100 SE Redmond Trail - ELST to Station to Marymoor Connector
Regional Paved Trail connecting the East Lake Sammamish Trail to the Southeast Redmond Light Rail Station to the Marymoor Park Trail. See Marymoor Infrastructure Report.
- B101 Bel-Red Rd Bicycle Lanes - West Lake Sammamish Parkway to NE 40th St
Rechannelize Bel-Red Road between 40th Street and WLSP to add bicycle lanes and remove the uphill auxiliary lane.

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- B102 164th Ave NE Sidewalk - NE 95th Street to NE 99th Street
 Sidewalk on 164th Avenue from 95th Street to 99th Street
- B103 NE 40th St Shared Use Path - 148th Ave NE to SR 520 Trail
 Shared side path on south side of 40th Street

CITYWIDE PROGRAMS

- P2 Bridge Structure and Repair Program
 Bridge structure and repair projects maintain the structural integrity and safety of all 18 of the City's bridges. Bridge records including construction, inspection, and maintenance are maintained in a filing system in accordance with State guidelines. These records are also included in a State of Washington database. Bridge inspections are done every two years for most bridges and yearly for bridges with scouring potential. These inspections inform specific bridge work projects. All work is then prioritized, scheduled and completed.
- S1 Neighborhood Traffic Calming Program
 Neighborhood traffic calming improvement projects implement safety policies specified in the Comprehensive Plan and Transportation Master Plan. Staff investigates and evaluates neighborhood traffic safety problems using a two-phase "3E's" (education, enforcement & engineering) approach; and where needed, coordinates design, development and implementation of context sensitive mitigation solutions. * consults and advises on traffic calming as it relates to City standards, best-practices for transportation policy, neighborhood planning, Capital Investment Program (CIP) and private development projects * investigates traffic safety issues pertaining to school walk routes, pedestrian safety and crosswalk marking * Coordinates with: Redmond Police (enforcement component); * Redmond Fire Department, * Lake WA School District
- S2 Street Channelization Improvement and Maintenance Program
 Street channelization projects install striping and signing and to enhance and maintain crosswalks and stop bars to improve safety. The channelization funding is shared between MOC and City Hall staff. A portion of the funds are used for new channelization improvements needed to enhance safety or operations. The remainder is used for the yearly maintenance of crosswalks and stop bars in the City.
- S5 Street Lighting Enhancement 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 Americans with Disabilities Act (ADA) Enhancement Program
 ADA enhancement projects make improvements to the City's transportation infrastructure (such as the construction of curb ramps) to accommodate people with disabilities.

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.
- P18 148th Avenue NE Pavement Rehabilitation - NE 36th St to Redmond Way
 Reconstruct portions of and provide overlay of 148th Avenue NE from Redmond Way to Willows Road. Make drainage improvements where needed. Examine roadway channelization for improved efficiencies.
- P19 Avondale Road Pavement Rehabilitation - Novelty Hill Rd to NE 116th St
 Reconstruct/overlay the roadway. Examine pavement markings for improved efficiency and safety.
- P20 NE 90th St Bridge Deck Overlay
 Reseal concrete bridge deck with epoxy overlay.

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PRESERVATION

- P25 NE 24th St Pavement Rehabilitation
Rehabilitate and overlay pavement surface to extend useful life of roadway.
- P26 NE 104th St Pavement Rehabilitation - 166th Ave NE to 184th Ave NE
Rehabilitate and overlay pavement surface to extend useful life of roadway.
- P28 Avondale Way Sidewalk Preservation - 170th Pl NE to Union Hill Rd
Replace existing sidewalk on southeast side that has been severely damaged by tree roots uplifting the sidewalk.
- P29 NE 95th St Bridge Replacement
Complete design and construction of NE 95th Street Bridge.
- P30 166th Ave NE Pavement Rehabilitation - NE 85th St to NE 102nd St
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 - NE 85th St to NE 90th St
Rehabilitate and overlay pavement surface to extend useful life of roadway.
- P32 NE 90th St Pavement Rehabilitation - Willows Rd to Red-Wood Rd
Rehabilitate and overlay pavement surface to extend useful life of roadway.
- P33 NE 40th St Sidewalk Rehabilitation - 163rd Ave NE to Bel-Red Rd
Replace existing sidewalk and adjacent walls that has been severely damaged by tree roots uplifting the curbs and sidewalk.
- P34 Cleveland Street Sidewalk Rehabilitation - 164th Ave NE to 168th Ave NE
Replace broken and heaved sidewalk panels on Cleveland Street between 164th Avenue NE and 168th Avenue NE. This project will not be necessary if B43--Cleveland Street East Main Street Improvements is constructed.
- P35 164th Ave NE Sidewalk Rehabilitation - Redmond Way to NE 90th St
Remove and replace sidewalk and street trees on both sides of 164th Ave NE between Redmond Way and NE 90th St
- P36 NE 85th Street Bridge Deck Overlay
Rehabilitate the concrete bridge deck on NE 85th Street over the Sammamish River.
- P37 156th Ave NE Pavement Rehabilitation - NE 36th St to NE 45th St
Overlay pavement surface to extend the useful life of 156th Avenue.
- P38 148th Ave NE Pavement Rehabilitation - Redmond Way to Willows Rd
Rehabilitate and overlay pavement surface to extend the useful life of 148th Ave NE from Redmond Way to Willows Road.
- P39 Bel-Red Preservation
Pavement overlay led by City of Bellevue which is to include Redmond-owned portions of Bel-Red Road between 20th Street and approximately 165th Place.
- P40 187th Avenue Preservation
Pavement overlay on 187th Avenue from East Lake Sammamish Parkway to Redmond Way.
- P41 Sidewalk Repair Project - Downtown Neighborhood
Remove and replace damaged sidewalks and impacted utilities as prioritized in the Comprehensive Right-of-Way Study, completed in 2016.
- P42 Sidewalk Repair Project - Overlake Neighborhood
Remove and replace damaged sidewalks and impacted utilities as prioritized in the Comprehensive Right-of-Way Study, Completed in 2016.
- P43 Sidewalk Repairs
Major maintenance and repairs for damaged sidewalks prioritized based on sidewalk conditions.

SAFETY AND SYSTEM MANAGEMENT

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SAFETY AND SYSTEM MANAGEMENT

- L14 Adaptive Signal System - Downtown
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 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
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 4700 Block
Targeted Safety Improvement Project. Provide a signalized pedestrian crossing of 156th Ave NE at approximately 4700 block.
- S55 161st Ave NE Pedestrian Crossing at NE 81st St
Provide rectangular rapid flashing beacon pedestrian crossing of 161st Ave NE at approximately 8100 block.
- S57 152nd Ave NE Pedestrian Crossing at NE 21st St
Pedestrian crossing with rectangular rapid flashing beacons at the intersection of 152nd Ave NE and NE 21st St.
- S59 West Lake Sammamish Parkway Dynamic Curve Warning - Design
Evaluate the need for dynamic curve warning signs on West Lake Sammamish Parkway between NE 38th St and NE 40th St.
- S60 Willows Run Golf Course Mid-Block Crossing
Targeted Safety Improvement Project. Provide a cross walk marking and HAWK pedestrian activated crossing near the Willows Road golf course and the office buildings to the west coordinated with the bus stops.
- S62 Adaptive Signal System - Overlake
Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals throughout Overlake.
- S63 Adaptive Signal System - Southeast Redmond
Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals in Southeast Redmond and on Avondale Road.
- S64 NE 116th St Pedestrian Crossing at 159th Ave NE
Install pedestrian crossing on NE 116th St at 159th Ave NE.
- S65 Adaptive Signal System - Neighborhood Arterials
Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time.
- S67 80th Street and 140th Avenue Flashing Beacon
Install flashing beacons to slow traffic and increase pedestrian safety.

STREETS

- B43 Cleveland Street East Main Street Improvements
Extend the streetscape improvements on Cleveland east to 168th Avenue.
- B67 NE 51st St Multimodal Improvements - CFD
Improve NE 51st to add center turn lanes and bike facilities in both directions.
- 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 Esterra Park 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.

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STREETS

- C47 NE 31st St Multimodal Improvements - CFD
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.
- 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.
- 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 and 76th Street Widening
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.
- C65 Redmond Way and ELSP Intersection Improvements
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
Complete the 70th Street Extension from Redmond Way to 180th Avenue per the Marymoor Subarea Plan (includes general purpose lanes, turn lanes, bicycle lanes, and sidewalks).
- 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 - Bel-Red Rd to SR 520
Improve intersections on 148th Avenue NE at NE 20th Street and NE 24th Street; Create third northbound through lane on 148th Avenue NE from Alhazen St/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 Alhazen/NE 22nd St.

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STREETS

- 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 148th 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.
- C77 DaVinci Ave Interim Overlake Access Ramp Connection - ROW
Connect the Overlake Access Ramp south to serve significant development south of 24th Street. Interim project provides vehicle access and basic pedestrian facilities - development to complete full buildout of street section.
- C78 173rd Ave NE Completion - NE 67th St to NE 70th St
Complete roadway section per the Marymoor Infrastructure Plan, including one general purpose lane in each direction, parallel parking on the east side of the road, cycle tracks, planter strip and sidewalk.
- C80 NE 24th Street Multimodal Improvements - 148th Ave NE to Bel-Red Road
Construct 6 foot cycle tracks on both sides of the street, separated from travel lanes by a continuous 6.5 foot planter strip. Sidewalk to be expanded to 9 feet starting from back of cycle track. See Overlake Village South Plan for Details.
- C81 West Lake Sammamish Parkway Improvements Design
Design of multi-modal transportation improvements including two additional general purpose lanes, bicycle lanes, sidewalks, trail, and proposed roundabout at Bel-Red Road.
- C82 160th Extension Design
Design to construct new 160th Avenue NE arterial from current terminus at approximately NE 99th Street north to the intersection with Red-Wood Road.
- C83 Alhazen Street - 148th Avenue to 152nd Avenue
Complete roadway per Seritage and Limited Edition Development Agreements including one general purpose lane in each direction, bicycle lanes, planter strips, and sidewalks.
- C84 Lumiere Avenue - 20th Street to 24th Street
Complete roadway per Seritage Development Agreement including one general purpose land in each direction, planter strip, and sidewalks.
- C85 DaVinci Avenue - 20th Street to 24th Street
Complete roadway per Seritage and Limited Edition Development Agreements including one general purpose lane in each direction, bike lanes, planter strips, and sidewalks.
- C86 70th Street Improvements - Redmond Way to 173rd Avenue
Construct new 70th Street from Redmond Way to Marymoor Light Rail Station and 173rd Avenue. Intersection improvements include Redmond Way and 70th Street for an additional northbound left turn lane on Redmond Way to 70th Street.
- 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.
- S66 NE 24th St and Bel-Red Road Southbound Right Turn Lane
Construct a southbound right turn lane at the intersection of Bel-Red Rd and NE 24th St. Funded through the Group Health development agreement

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 and constructing the extension of light rail from Downtown Seattle to Redmond. 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 with 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.

T14 Redmond Way and 132nd Westbound Queue Jump

Convert westbound right turn lane to a queue jump and revise northwest corner of intersection.