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I(A) — PROJECT RECOMMENDED TO MOVE TO THE SOUTHEAST REDMOND BUILDOUT PLAN

PROJECT ID	Order of Magnitude cost	PROJECT DESCRIPTION	BENEFITS/IMPACTS	COUNCIL DECISION/RESOLUTION (USE ANY ONE OF DECISION CATEGORIES I THROUGH IV AS SUGGESTED)
R3	$$	Provide improved vehicular connection to future light rail station at NE 70th Street, such as dual NB left turn lanes.	▲ Improve connectivity and access to future light rail station and P & R garage; ▲Benefit truck access to industrial area; ▲ Additional ROW required.	
R4	$	Short Term Rechanelization: Rechannelize the eastbound movement at the intersection of NE Union Hill Road and Avondale Road from L, T, T/R to T, T, T/R. Curb lane would drop at 178th.	▲ Reduce congestion; ▲More reasonably use available pavement; ▲ Low complexity.	
R5	$$	NE 95th St and Avondale Rd intersection: Realign east/west legs and remove split phasing.	▲ Improve Avondale Road traffic flow; ▲Reduce delay; ▲ Additional ROW needed.	
R6	$	Rechannelize Novelty Hill Road at northbound Avondale Road right-turn slip lane to address conflicts between NB right turn and SB left turn.	▲ Improve traffic flow; ▲Improve intersection safety; ▲ Potential environment impacts of the new road connection; ▲ Low complexity.	
R9	$$	Improve the intersection of 188th Ave NE at Union Hill Rd to encourage traffic to use 196th Ave NE (at signalized intersection, build northbound exclusive right-turn lane).	▲ Moderate benefit to traffic flow.	
R10	$$	Access Management: Provide new road to connect Avondale Green neighborhood with 180th Ave NE extension, or NE 95th St via Friendly Village.	▲ Provide convenient access for Avondale Green; ▲ Improve safety for Avondale Green; ▲ Require additonal ROW & coordination with neighborhoods; ▲ Potential environment impacts to Keller Farm.	
R16	$	Improve intersection of Redmond Way / 185th to better accommodate truck movement. The need of this project is to be evaluated in coordination with the improving the intersection of NE 76th Street and 178th Place NE.	▲ Improve truck turning movements at this intersection; ▲ May encourage trucks to use 185th Avenue NE; ▲ Require additonal ROW; ▲ Potentially impact steep slopes.	
R20	$	Access Management: Provide U-Turn opportunities along Avondale Rd, including at 180th Ave NE, and NE 95th St.	▲ Improve intersection and corridor safety; ▲ Improve connectivity/circulation to neighborhoods off Avondale Road; ▲ Moderate complexity with additional ROW required; ▲ Improve Avondale Road traffic flow.	
R21	$	At Redmond Way / E Lake Sammamish Pkwy, convert NB triple left turns (on ELSP) to 2 left turns and thru to better spread traffic between the three lanes; Construct 2nd SB thru lane from 180th to ELSP.	▲ Use available pavement more reasonably; ▲ Improve traffic flow; ▲ Reduce intersection congestion; ▲ Improve safety.	
R22	$$	Improve turning radii for trucks at intersection of NE 76th St / 178th Pl (especially SB to EB, and WB to NB). The need of this project is to be evaluated in coordination with improving the intersection of 185th Avenue NE and Redmond Way.	▲ Improve truck turning movements and safety at this intersection; ▲ Improve general traffic flow with better truck turning movements.	
R23	$$	Improve turning radii for trucks at NE 70th St / 176th Ave NE and signalize this intersection (Note: coordinate with Sound Transit because East Link Draft EIS has proposed signalizing this intersection).	▲ Improve truck turning movements and safety at this intersection; ▲ Improve general traffic flow with better truck turning movements; ▲ Improve intersection operations due to signalization;. ▲Improve pedestrian safety.	

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R24	$	Improve intersection operations and safety at the intersection of 188th Avenue NE and NE 65th Street including but not limited to sight distance and pedestrian crossing.	▲ Improve safety of vehicular and pedestrian traffic.	
R25	$$	Improve NE 84th Street and portions of 188th Avenue NE, and 192nd Avenue NE north of Union Hill Road to coordinate with a Natural Resources CIP project.	▲ Be coordinated with the Natural Resources CIP project.	
T4	$$	Provide auxiliary park and ride lot in the SE Redmond commercial area for transit patrons and poolers.	▲ Encourage transit use to future light rail station with more P & R capacity; ▲ Improve accessibility to future light rail station with shortened distance between P & R lots and future light rail station; ▲ Need coordination with property owners.	
T5	$	Add transit shelters where significant numbers of transit boardings occur.	▲ Encourage transit use through improved facilities; ▲ Improves safety and comfort of transit users.	
H1	$$$	Consider new HOV road or busway to connect future light rail station with downtown Redmond/Bear Creek Pkwy.	▲ Improve mobility by providing additional east/west connectivity; ▲ Helps reduce congestion on Redmond Way in Downtown; ▲ Significant improvement to connectivity across SR 520; ▲ High cost, complex, and additional ROW needed.	
H9	$$	Install vehicle detection improvements, esp. Avondale Rd at 95th, Novelty Hill & Avondale Way. Install traffic cameras at Avondale / 180th, 76th/178th & Redmond Way/70th.	▲ Improve traffic signal coordination and traffiv flow through advanced technology; ▲ Provide the capability to monitor traffic conditions.	
B1	$	Provide safe bike parking facilities at the future light rail station.	▲ Encourage biking to the future light rail station; ▲ Potentially reduce automobile parking at the P & R garage; ▲ Will coordinate with SoundTransit.	
B5	$$	Build extension of the SE Redmond Trail.	▲ Connect existing trails; ▲ Coordinate with Redmond Parks Department.	
B6	$$$	Build extension of the Bear and Evans Creek Trail system.	▲ Complete the trail network; ▲ Coordinate with Redmond Parks Department; ▲ Environment impacts to Keller Farm.	
B8	$	Add trail connections from Woodbridge neighborhood to the SE Redmond Trail (At approximately NE 76th Street).	▲ Connect residential areas with a planned trail (B5).	
B9	$	Add a trail from Woodbridge neighborhood to 196th Ave NE and the Evans Creek Natural Area.	▲ Connect residential areas with a planned trail (B5).	
B11	$$	Fill In Missing Bike Lane Link: Add bike lane along west side of Avondale Rd through Avondale Road Bridge over Bear Creek, between Avondale Way and Union Hill Rd.	▲ Improves bicycle connectivity to southeast Redmond, especially Bear Creek Park and Ride and future light rail station; ▲ Expensive on the Avondale bridge.	
B14	$$	Extend the Bear Creek Trail to connect grade separated to the future trail along south side of Redmond Way.	▲ Provide safe non-motorized connection between facilities in Downtown and SE Redmond; ▲ Requires further WSDOT and King County coordination.	
P5	$	Add pedestrian trail from south terminus of 185th Ave NE to E. Lake Sammamish Parkway and Trail.	▲ Provide improved pedestrian connectivity; ▲ Potential steep slope impacts; ▲ Additonal ROW needed.	
P6	$	Construct a "Pedestrian Spine" or corridor that conects the future light rail station and Southeast Redmond retail commercial area and other transit faciliites in the vicinity.	▲ Provide a safe pedestrian corridor for people to move in the SE Redmond commercial area; ▲ Encourage non-automobile travelers to use the future light rail; ▲ ROW or easement acquisition needed.	
P8	$	Add additional pedestrian connections from Avondale Road / residential areas west of Avondale Road to Education Hill, Nike Park, Hartman Park.	▲ Improve pedestrian access to parks. ▲ ROW acquisition likely needed.	
P13	$$	Fill In Missing Sidewalk: Complete missing sidewalk on west side of Avondale Rd, north of Union Hill Rd.	▲ Improves pedestrian connectivity to southeast Redmond, especially Bear Creek Park and Ride and future light rail station; ▲ Provide a missing link of sidewalk on a multimodal corridor; ▲ Expensive on the Avondale bridge.	

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I(B) — PROJECT RECOMMENDED TO MOVE TO THE BIKE PROGRAM

PROJECT ID	Order of Magnitude cost	PROJECT DESCRIPTION	BENEFITS/IMPACTS	COUNCIL DECISION/RESOLUTION (USE ANY ONE OF DECISION CATEGORIES I THROUGH IV AS SUGGESTED)
B10	$	Provide bike lanes by restriping Avondale Way south of Union Hill Road, widening Avondale Way north of Union Hill Road, and restriping Union Hill Road west of Avondale Road.	▲ Fill in a missing bicycle link between Downtown and SE Redmond; ▲ Improve regional bicycle connection between Redmond and the region; ▲ Improve safety for cyclists; ▲ Improve the efficiency of using existing ROW.	
B13	$	Provide a westbound bike lane on Union Hill Road between 178th Place NE and Avondale Road.	▲ Fill in a missing bicycle link, near Bear Creek Park and Ride.	
B16	$	Expand bicycle parking at Bear Creak Park & Ride lot.	▲ Encourage transit use without need to drive to bus.	
B17	$	Pave the soft surface path on NE 65th Street.	▲ Improve an existing link.	

I(C) — PROJECT RECOMMENDED TO MOVE TO THE PEDESTRIAN PROGRAM

PROJECT ID	Order of Magnitude cost	PROJECT DESCRIPTION	BENEFITS/IMPACTS	COUNCIL DECISION/RESOLUTION (USE ANY ONE OF DECISION CATEGORIES I THROUGH IV AS SUGGESTED)
P2	$	Develop wayfinding to direct pedestrians to various uses, including transit hubs.	▲ Promote pedestrian flows to destinations and transit stations.	
P7	$	Provide stair connection from Union Hill Road (at Avondale Way) to NE 80th Street.	▲ Improve pedestrian safety and create more direct route.	
P10	$	Add pedestrian facility along NE 95th Street, between Avondale Rd and 196th Ave NE.	▲ Provide missing pedestrian facility; ▲ Improve pedestrian safety; ▲ Improve pedestrian connection between residential areas and the Perrigo Park; ▲ Encourage pedestrians to use transit services on Avondale Road.	
P11	$	Complete missing sidewalk on east side of Avondale Way north of Union Hill Rd.	▲ Provide mssing pedestrian facility; ▲ Improve pedestrian safety.	
P12	$	To improve pedestrian access and circulation, improve or provide sidewalk (where missing) on NE 70th St and providing wayfinding.	▲ Provide mssing pedestrian facility near future light rail station; ▲ Improve pedestrian safety.	
P14	$$	Add pedestrian facility along NE 95th Street, between Avondale Rd and 196th Ave NE.	▲ Provide missing pedestrian facility; ▲ Improve pedestrian safety.	
P15	$	Complete missing sidewalk on south side of NE 76th St, east of 180th Ave NE.	▲ Provide missing pedestrian facility; ▲ Improve pedestrian safety.	
P16	$	Complete missing sidewalk on west side of 185th Ave NE near NE 68th St, and south of NE 65th St.	▲ Provide missing pedestrian facility; ▲ Improve pedestrian safety.	
P17	$	Complete missing sidewalk on both sides of NE 68th St.	▲ Provide mssing pedestrian facility; ▲Improve pedestrian safety.	
P18	$	Add sidewalk on 176th Ave NE between NE 65th St and NE 70th St, to serve industrial uses.	▲ Provide mssing pedestrian facility; ▲Improve pedestrian safety.	
P19	$	At Redmond Way/ East Lake Sammamish Pkwy, remove the diagonal crosswalk and move to the east/west legs; improve crosswalk on south leg with ped refuge.	▲ Improve pedestrian movements and safety at this intersection. ▲ Reduce pedestrian and motorist delay.	
P21	$	Provide improved lighting at all crosswalks to improve pedestrian safety.	▲ Improve pedestrian environment and safety.	
P22	$	Add pedestrian crossing at NE 76th Street & NB ramp to Union Hill Rd, to connect trails to the north and south of NE 76th St.	▲ Provide missing pedestrian facility; ▲ Improve pedestrian safety.	
P24	$	Evaluate a grade separated pedestrian/bike crossing across Avondale Road between Avondale Way and 180th Avenue NE.	▲ Provide a crossing facility for transit users and bicyclists; ▲ Improve pedestrian safety.	

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II — GENERAL SCHEMATICS RECOMMENDED FOR BUILDOUT PLAN. DETAILS TO BE PROVIDED WITH FURTHER WORK.

PROJECT ID	Order of Magnitude cost	PROJECT DESCRIPTION	BENEFITS/IMPACTS	COUNCIL DECISION/RESOLUTION (USE ANY ONE OF DECISION CATEGORIES I THROUGH IV AS SUGGESTED)
R2	$$$	Grid system around future Sound Transit light rail station and Park & Ride.	▲ Connect light rail, commercial/industrial, and recreation opportunities; ▲ Improve connectivity and circulation in the vicinity of light rail station; ▲ Significant ROW needed.	
R27	$$	Create a new road connection linking Avondale Road and Novelty Hill Road. This new connection is north of Novelty Hill Road.	▲ Provide a better connection for southbound left-turn traffic from Avondale Road to Novelty Hill Road; ▲ Additional ROW needed.	
H4	$$$	The End of SR 520: the intersection of NE Union Hill Road and Avondale Road HOV alternatives (could also accommodate trucks) - H4: a) Provide an Avondale Rd flyover over Union Hill Rd with ramps to UHR to improve HOV connectivity to SR 520; b) Consider queue jumps as a near term solution; H5: flyover ramp from westbound Union Hill Road to Southbound SR 520.	▲ Improve traffic flow connection between the end of SR 520 and City arterials; ▲ Improve person throughput capacity; ▲ Promote non-SOV travel; ▲ Improve freight mobility and support SE Redmond business; ▲ Relieve congestion; ▲ Expensive; ▲ Need interagency coordination.	
H5	$$$			
T1	$$	Avondale Road corridor transit, HOV, and nonmotorized improvements - T1: In order to improve transit reliability, provide bus queue jumps in combination with right turn lanes and transit signal priority along Avondale Rd; H3: Extend HOV treatment from SR520 to Avondale Road between NE Union Hill Road and 180th Ave. NE; and B7: Create a Friendly Nonmotorized Environment: Build nonmotorized trail parallel to Avondale Rd on the east side of Avondale Road, and add nonmotorized linkages to Avondale R; Also adds nonmotorized linkages between future Bear Creek trail extensions and adjacent surrounding uses.	▲ Improve traffic flow connection between SR 520 and City arterials; ▲ Improve person throughput capacity; ▲ Promote non-SOV travel; ▲ Relieve congestion; ▲ Promote transit service reliability; ▲ Improve environment for pedestrians and bicyclists; ▲ Expensive; ▲ Need interagency coordination.	
H3	$$$			
B7	$$			
P1	$	Improve pedestrian crossings across arterials, such as Redmond Way (near Whole Foods, the future light rail stop, and the commercial area). Consider pedestrian refuges or bridges to improve pedestrian safety.	▲ Improve pedestrian safety; ▲ Improve pedestrian connections and circulations between commercial area on the east of Redmond Way and future light rail station.	
P23	$	Complete pedestrian crosswalks at the intersection of intersection of Avondale Rd / Avondale Way.	▲ Provide safe pedestrian crossings at this intersection; ▲ Improve pedestrian safety. ▲ Possible ROW acquisition.	

III — NOT TO MOVE TO THE BUILDOUT PLAN; NEED MORE WORK FOR FURTHER CONSIDERATION

PROJECT ID		PROJECT DESCRIPTION	BENEFITS/IMPACTS	COUNCIL DECISION/RESOLUTION (USE ANY ONE OF DECISION CATEGORIES ONE THROUGH 4 AS SUGGESTED)
R7	$$$	Add a new east/west connection from 180th Avenue NE to 192nd Avenue NE in the vicinity of NE 70th St.	▲ Improve the grid in the area; ▲ Support freight mobility; ▲ Improve mobility for both business and residents; ▲ Support multimodal access to and freom the future Sound Transit light rail station; ▲ Reduce congestion at Redmond Way/East Lake Sammamish Parkway, and on NE 76th Street; ▲ Additonal ROW needed.	
B2	$$	Improve bicycle connectivity between the Woodbridge neighborhood / SE Redmond industrial area and the future light rail station west of Redmond Way.		

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IV — NOT TO MOVE TO THE BUILDOUT PLAN; DROP FROM FURTHER CONSIDERATION

PROJECT ID		PROJECT DESCRIPTION	BENEFITS/IMPACTS	COUNCIL DECISION/RESOLUTION (USE ANY ONE OF DECISION CATEGORIES ONE THROUGH 4 AS SUGGESTED)
R1	$	Add signal with a NB left turn phase at Union Hill Rd and the entry to Bear Creek P&R.	▲ Very limited benefit to transit; ▲ will not meet signal warrants.	
R8	$$$	Improve north-south mobility through either - a) Extending 185th Ave NE between Union Hill Road and Avondale Road, connecting at 180th Ave NE; b) Extending 178th Place NE between Union Hill Rd and Avondale Rd.	▲ Significant environment impacts to Keller Farm; ▲ Expensive; ▲ Limited traffic benefit.	
R11	$$$	Construct new road to connect NE 76th Street to Avondale Way.	▲ Significant environment impacts to Bear Creek; ▲ Expensive; ▲ Limited traffic benefit.	
R17	$	Evaluate intersection of Novelty Hill Rd at NE Redmond Rd to determine if turn lanes needed (KC TNR Project).	▲ Moderate benefit to general traffic flow; ▲ A King County project.	
R18	$$	Provide SB right turn lane at Union Hill Rd / 208th (KC TNR Project).	▲ Moderate benefit to general traffic flow.	
R26	$$	Along Redmond Way, between E Lake Sammamish Pkwy and 185th Ave NE, provide unsignalized U-turns.	▲ Create conflicts between U-turns and high speed traffic flow; ▲ Limited traffic benefit.	
T2	$$	Add more capacity to the Bear Creek Park and Ride.	▲ May only have short-term transit benefits; ▲ Additional ROW would be needed.	
T3	$$	Consider park & ride lot along Novelty Hill Rd or Union Hill Rd to intercept traffic before entering Redmond.	▲ Benefits are very limited based on King County Metro's experience.	
H2	$$$	Provide direct HOV connections from SR 520 to future light rail station (Could be tied to new road/busway from station to downtown Redmond).	▲ Limited use for this connection; ▲ Extremely expensive and complex.	
H6	$$	Provide a westbound HOV lane on Union Hill Rd between SR 520 and the Bear Creek Park and Ride lot.	▲ Very limited benefit to transit; ▲ Expensive and complex.	
B3	$$	Add bicycle facility along both sides of 204th Pl NE between SR 202 and Evergreen Jr. H.S. (King County Project).	▲ Steep slope is challenging for a safe bike route.	
B12	$	Add bike facility along both sides of NE 95th Street.	▲ Would provide a missing link; ▲ Partially redudant with a proposed pedestian project (P10); ▲ Medium complexity with additonal ROW likely needed; ▲ Bear Creek Bridge impacts.	
P3	$	Add a marked crosswalk across ELSP near Jefferson at Marymoor residential bldg. to connect to E. Lake Samm. Trail.	▲Expected to decrease safety due to high traffic speeds.	
P4	$$	Construct grade-separated pedestrian/bike crossing across Redmond Way at Bear Creek Trail (as part of Redmond Way bridge widening project).	▲ Expensive and complex.	
P9	$	Add pedestrian facility (sidewalk or wide shoulder) along both sides of Union Hill Rd east of 196th Ave NE (King County Project).	▲ Improve pedestrian connection between residential area and parks; ▲ Steep slope impacts.	

SUGGEST TO KING COUNTY

PROJECT ID		PROJECT DESCRIPTION	BENEFITS/IMPACTS	COUNCIL DECISION/RESOLUTION (USE ANY ONE OF DECISION CATEGORIES ONE THROUGH 4 AS SUGGESTED)
H8	$$	On Novelty Hill Rd, from 208th to W Snoqualmie Rd, provide ITS improvements (KC TNR Project).	▲ Improve traffic flow with advanced technology.	
B4	$$$	Add bike facility along both sides of Union Hill Rd east of Evans Creek, to 208th Ave NE (Could be wide shoulder; King County project).	▲ Provide a missing bicycle link.	