

NE 40th Street Corridor Study FAQ Sheet

What are the project goals?

- Improve the corridor for non-motorized modes (pedestrian and bicycle) by identifying non-motorized enhancements, particularly at the SR 520 interchange and between Bel-Red Road and West Lake Sammamish Parkway.
- Identify preliminary solutions to improve the function and safety for all modes of travel at the SR 520/ NE 40th Street interchange.
- Identify activity node treatments to enhance corridor aesthetics and coordinate with identified key node treatments at Microsoft campus entrances as well as City design concepts for established gateway locations.
- Evaluate the intersection of NE 40th Street and 172nd Avenue NE and identify preliminary recommendations to improve the function and safety of this intersection for all modes.

What are the project principles?

The City will create multimodal corridors that accommodate auto/truck, bus, bicycles and pedestrian travel per the Transportation Master Plan per section 5E. NE 40th Street is project number 12.

What is the anticipated project schedule?

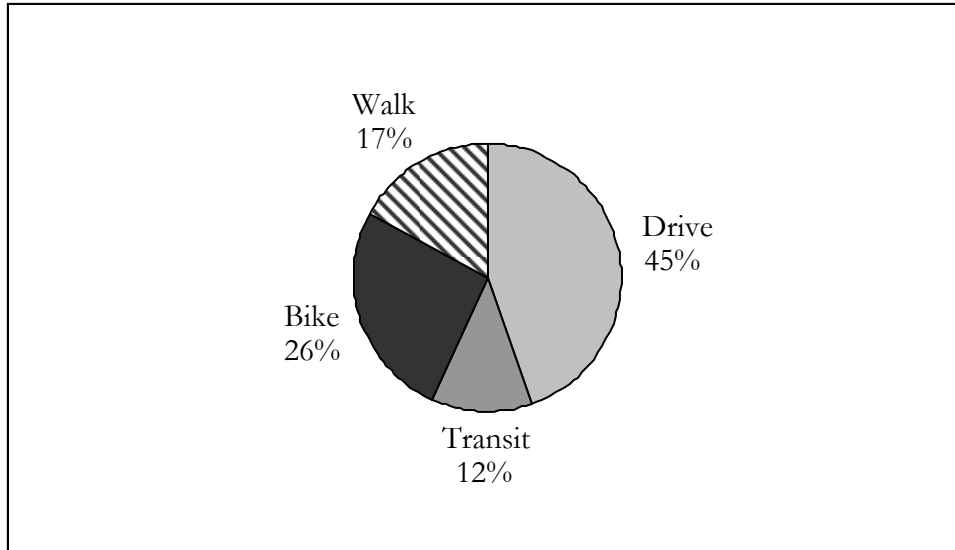
Milestones	Date
Draft Alternative Plans	June 15 (week of)
Agency Stakeholder Meeting	June 29 (week of)
Planning/Public Works Committee	July 16
Planning Commission	July 15
City Council	July 21
Public Open House	July 30
Agency Stakeholder Meeting	August 6
Select Preferred Alternative	August 10 (week of)
Planning Commission	August 26
City Council Study Session	September 8
Draft Corridor Report	September 21 (week of)
Final Corridor Report	October 19 (week of)
City Council	November 17

What are the existing conditions in the area?

Location	148 th to 150 th	150 th to SR 520	SR 520 to 156 th	156 th to 163 rd	163 rd to Bel-Red	Bel-Red to WLSP
Vehicles	12,900	20,200	32,800	23,000	9,300	4,800

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Mode Split based on Survey Results¹



What improvements are under consideration?

All improvements described below improve the corridor for non-motorized modes. Those improvements located near the SR 520 / NE 40th Street interchange address safety concerns as well.

Corridor Wide Non-Motorized Improvements

- Sidewalk Improvements: Replace sidewalk and street trees on north side to address safety and maintenance concerns
 - Roots of existing street trees on the north side of the corridor are causing the sidewalk to heave and buckle in various locations. The trees and sidewalk must be replaced to improve safety for pedestrians
- Bike Lane Addition: Add bike lanes to corridor east of SR 520 Interchange – in some sections, will require moving curb on south side
 - A very high percentage of NE 40th Street corridor users are bicyclists but there are no official facilities for these users
 - The Overlake Neighborhood Plan identified a multi-use pathway on the south side to provide facilities for pedestrians and bicyclists, however, due to the traffic volumes and number of intersections/driveways, this corridor is not ideal for this type of facility
 - When asked to identify improvements for bicycles along the corridor, a high percentage of survey respondents (55%) requested bike lanes

SR 520 Bike Trail Grade Separation (preliminary estimated cost: \$4.5M)

- Grade separate the SR 520 Bike Trail by providing a below-grade crossing under NE 40th Street while maintaining existing access to NE 40th Street

¹ The City of Redmond created an online survey for users of NE 40th Street that was available from May 6 to May 27, 2009. The survey was advertised on the City of Redmond website (in two locations), a link was sent to an email list of over 100 Overlake stakeholders, and Microsoft included a link on its internal website. Over 400 individuals responded to the survey.

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- 45% of survey respondents report using the SR 520 Bike Trail; 13% of those who use the trail report using it daily
- Approximately one-third of survey respondents who report using the SR 520 Bike Trail continue north or south on the trail past NE 40th Street²
- A below-grade trail crossing would allow trail users to get to the north or south side of NE 40th Street without crossing vehicle traffic
- Conflicts between non-motorized users and vehicles are frequent at this trail crossing, particularly given its proximity to the SR 520 off- and on-ramps

SR 520 Crossing: Pedestrian Improvements

- Transit Stop Relocation on West-Bound On-Ramp: Move transit “flyer” stop north towards traffic signal and increase curb radius
 - Increasing the curb radius would shorten the intersection crossing for pedestrians
 - Moving the transit stop north would reduce diagonal jaywalking from the southeast corner of the intersection by those attempting to catch a bus, a common occurrence today
 - Could be an interim improvement before additional changes are made
- Improvements to Existing Pedestrian Crossing: replace “jersey” barriers on north and south sides, add shelter to south side
 - Current barriers reduce visibility for both drivers and pedestrians; replacing with a more transparent alternative would reduce conflicts
 - Weather protection is desired by pedestrians; existing bridge was built to accommodate this improvement
 - Could be interim improvements before additional changes are made

Longer-Term Alternatives for Improving the Safety of Crossing SR 520

- Grade Separate Pedestrians on Existing Crossing: provide an above-grade pedestrian bridge above the existing crossing (preliminary estimated cost \$7.4 M)
 - When asked to identify improvements for pedestrians along the corridor, 20% of survey respondents requested grade separation for pedestrians
 - Removes pedestrians from on- and off-ramp intersections, thereby reducing conflicts
 - Ramps required for ADA accessibility reduce the convenience of this facility for pedestrians by introducing “switchbacks” to access the bridge
- Pedestrian Bridge South of NE 40th Street: provide a pedestrian bridge south of NE 40th Street (3800 block) connecting Overlake Transit Center with Microsoft West Campus (preliminary estimated cost \$5.8M)
 - 72% of survey respondents reported that a pedestrian bridge in this location would be convenient for them to use; the three most common reasons cited by survey respondents for why they would use this facility were:
 - It would provide more direct access between Microsoft Main and West Campuses
 - It would provide more direct access to Overlake Transit Center from west of SR 520

² Because the survey was directed at NE 40th Street users, there is likely a larger population of SR 520 Bike Trail users who continue north or south past NE 40th Street on the trail who did not respond to the survey

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- It would be safer or more pedestrian friendly than the existing bridge
- 25% of survey respondents who reported using transit on NE 40th Street use transit daily; 65% of transit users board or alight a bus at the Overlake Transit Center; 29% of transit users are going to locations on the west side of SR 520