

ID	Name	Type	Description	Status
1	CFD #2 Authorization	Council Actions	Approve formation of Community Facilities District (CFD) #2 with Microsoft to fund projects on NE 31st St and NE 51st St in the Overlake Area that will improve mobility for pedestrians, bicyclists and drivers.	Complete
2	Impact Fees & Concurrency Major Update	Council Actions	Update impact fees and concurrency as required by the Redmond Municipal Code following the update of the Transportation Facilities Plan (see "Transportation Facilities Plan Update").	Complete
3	Project Cost Estimate Updates	Council Actions	Perform new cost estimates for projects in the Transportation Facilities Plan and the Unfunded Buildout Plan. The last comprehensive round of project cost estimates was conducted in 2011.	In Progress
4	Transportation Facilities Plan Update	Council Actions	<p>Revise the 18-Year Transportation Facilities Plan (TFP) to include new needed system improvements. The TFP is the resource-constrained transportation planning document that defines which projects the City is committed to delivering over the next 18 years. This revision to the TFP will add several system improvements to the list that are anticipated to be constructed by developers.</p> <p>An update to the TFP necessitates a recalculation of transportation impact fees and the City's transportation concurrency system (see "Impact Fees & Concurrency Major Update").</p>	Complete
5	Bicycle Strategic Plan	Studies & Plans	Develop a project list and funding plan to install bicycle facilities in advance and in coordination with light rail. The Bicycle Strategic Plan will include two main deliverables: 1) a project list and revenue scenario (subject to adoption by Council), and 2) an update of the Bicycle Facility Design Manual to reflect new best practices in the industry. Current Bicycle Program projects are selected every two years, and while the selection process is thorough, it was not designed to yield a network that is integrated with the future light rail system and other major transportation investments that will be in place by 2024. This plan will ensure that Redmond's bicycle program investments are contributing to that integrated system.	In Progress

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6	Downtown Bus-Rail Integration Study	Studies & Plans	Create a plan for integrating bus and rail operations in Downtown including conceptual design for any necessary capital facilities. The effort will address unresolved questions about the logistics of transfers between buses and light rail and will yield a recommended operational and capital plan for transit in Downtown. This will allow Redmond to work proactively with Sound Transit and Metro and ensure that when light rail arrives in Downtown it is in alignment with Redmond's transit and land use goals.	Complete
7	Leary Way Corridor Design Phase I	Studies & Plans	Draft flexible, performance-based standards for building frontage design and sidewalk with for Leary Way between NE 76th St and NE 80th St. The goal of these standards is to create a quality pedestrian environment, manage transitions between building frontages, and to preserve the economic viability of adjacent parcels.	Complete
8	Leary Way Corridor Design Phase II	Studies & Plans	Create a streetscape master plan for Leary Way between NE 76th St and NE 80th St. This plan would specify design details and locations for all streetscape elements.	Deferred
9	Marymoor Subarea Infrastructure Planning Study	Studies & Plans	Develop street design guidelines and conduct additional infrastructure planning for Marymoor subarea of the SE Redmond neighborhood.	Complete
10	Marymoor Subarea Infrastructure Planning Study Phase II	Studies & Plans	Continue Marymoor Subarea infrastructure study, focusing on transportation issues at the major intersections of Redmond Way, East Lake Sammamish Parkway, NE 70th St, and 180th Ave NE.	Complete
11	North-South Corridors Study	Studies & Plans	Study travel patterns on Redmond's major north-south corridors (including Red-Wood Road, Willows Road, and Avondale) and explore ways the City could better meet current and future demand. North-south travelers today experience delays during peak periods, and there are limited alternatives to the private auto. This study would identify capital projects and programmatic activities that have the potential to improve mobility and access. Study will include the Willows Road Corridor Study. Providing recommended short-term and long-term solutions to address access, congestion, and safety issues for all modes of travel on the Willows Road Corridor.	In Progress
12	Pedestrian Strategic Plan	Studies & Plans	Analyze pedestrian infrastructure needs in Redmond and develop a set of budget scenarios and recommended policy to meet those needs.	In Progress

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13	Sidewalk Maintenance Policy	Studies & Plans	Develop alternatives and recommended policy for maintenance of sidewalks and public paths. Currently the City has no long-term strategy for maintaining and repairing public sidewalks, many of which have reached the end of their useful lives. A sidewalk maintenance policy would ensure that broken, unsafe sidewalks are repaired in a timely manner.	In Progress
14	South Overlake Village Infrastructure Planning Study	Studies & Plans	Develop street design guidelines and conduct additional infrastructure planning for Overlake Village from NE 24th St south. This portion of Overlake was not included in the original Overlake Village street design standards. Included in Overlake Neighborhood plan update.	In Progress
15	Speed Limit Revision Study	Studies & Plans	Review speed limits on Avondale Road and 164th Ave NE to consider the interests of all street users.	In Progress
16	Transit Strategic Plan	Studies & Plans	Define City's preferred transit networks over three time periods and identify needed transit capital improvements. The Transit Strategic Plan will serve as a roadmap for Redmond as it works with partner agencies, improving the likelihood that the transit network will support Redmond's land use and transportation vision.	In Progress
17	Transportation Funding Options	Studies & Plans	Continue exploring options for funding transportation safety, maintenance and capacity needs consistent with the Transportation Master Plan and Capital Investment Strategy.	In Progress
18	Transportation Master Plan Update	Studies & Plans	Complete regular 5-year update to the Redmond Transportation Master Plan (TMP). Periodic TMP updates ensure that the City's transportation investments are responsive to local conditions and trends, and that local transportation planning, engineering, and operations keep pace with evolving industry best practices. Work requires consultant assistance with traffic forecast modeling, travel diary survey, cost estimation updates, and revision to impact fees.	In Progress
19	Urban Street Design Standards	Studies & Plans	Revise development regulations to address common issues of conflict and to support the City vision for the urban centers.	In Progress

ID	Name	Type	Description	Status
21	152nd Ave NE Main Street Improvements	Major Capital Projects (City)	Build the public portion of the 152nd Ave NE Main Street from NE 24th St to NE 26th St. 152nd Ave NE is the main street in the Overlake Village and plays an important role in attracting both the scale and aesthetic of development that the City envisions. This public investment in the corridor from NE 24th Street to NE 26th Street is intended to complete the portion of the corridor least likely to be completed by private developers in the near term and to complete required public investments such as the intersection of 152nd Ave NE and NE 24th Street. This investment will complete the 152nd Ave NE improvements in a timely manner, helping to avoid an extended, piecemeal implementation.	In Progress
22	CFD #2 Implementation	Major Capital Projects (City)	Design and construct projects in CFD #2. Formed with Microsoft to fund projects on NE 31st St and NE 51st St in the Overlake Area that will improve mobility for pedestrians, bicyclists and drivers. NE51st St. is currently in design. NE31st St is currently in construction. NE40th St. 520 Trail undercrossing is currently funded.	In Progress
23	Downtown Couplet Conversion	Major Capital Projects (City)	Convert Redmond Way/Cleveland Street from one-way to two-way operation. Includes reconstruction of all intersections and traffic signals to provide for an enhanced pedestrian environment. It also includes a westbound Business Access and Transit (BAT) lane from Avondale Way about 1,000 feet to the east.	Complete
24	Eastbound SR 520 Ramp Improvements at NE 40th & NE 51st	Major Capital Projects (City)	Design and coordinate construction with WSDOT to separate the eastbound SR 520 ramps at NE 40th St and NE 51st St into two separate ramps and make pedestrian safety improvements at the ramp terminals to NE 40th St and NE 51st St.	Complete
25	Redmond Central Connector Phase II	Major Capital Projects (City)	<p>Complete the Redmond Central Connector between the Sammamish River Trail and NE 100th Ct. This extension will provide a safe, comfortable pedestrian and bicycle connection to the many businesses on the Willows corridor, including the DigiPen Institute of Technology where over half of the 1,000 students walk or bicycle to class. This project is particularly important given the history of bicycle-involved collisions along the corridor.</p> <p>A future Phase III will continue to connector from the Phase II terminus at NE 100th Ct north to the Eastside Rail Corridor, which will provide a high quality connection to Kirkland and other destinations on the Eastside.</p>	Complete

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26	Red-Wood Rd Slope Stabilization and Sidewalk (South of 109th)	Major Capital Projects (City)	<p>Construct a sidewalk and bicycle lane on the west side of Red-Wood Road near 109th Street. Residents have been requesting this sidewalk improvement for many years because there is no way to walk on Red-Wood Road near 109th today due to the steep ravine and the speed and volume of traffic on Red-Wood Road. This connection will enable neighbors to walk to Norman Rockwell Elementary, Meadow Park, and is the last connection needed to walk from Downtown Redmond to 109th Street via Red-Wood Road.</p> <p>This project has been awarded a federal Safe Routes to School grant. Redmond was also awarded a Safe Routes to School grant for the 134th Avenue Sidewalk project. These two projects could potentially be designed under one contract.</p>	Complete
27	SR 520 Trail Grade Separation at NE 40th St	Major Capital Projects (City)	Construct a grade-separated pedestrian and bike tunnel for the SR 520 regional shared use path under the west leg of the NE 40th Street and SR 520 Westbound ramp terminal intersection. A grade-separated connection will improve safety by reducing conflicts between vehicles, pedestrians, and bicyclists at this high volume intersection. The project will also allow pedestrians and bicyclists to cross under NE 40th St without stopping for a signal.	Complete

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28	Sound Transit E360 Construction (148th Ave NE to NE 40th St) (ST2)	Major Capital Projects (Other Agencies)	<p>City staff will support Sound Transit construction of East Link light rail along SR 520 from 148th Ave NE to the Overlake Transit Center. This segment will include two station, Overlake Village and Redmond Technology Center. Construction will also include two ped-bike bridges, one at each station, that span the SR 520 and provide better connections from parts of Redmond and Bellevue to the stations. The project also includes construction of the second of three regional stormwater vaults for Overlake Village. The ped-bike bridges and stormwater vault will be built by Sound Transit but will ultimately be City of Redmond infrastructure.</p> <p>Sound Transit and the City have entered into an Expedited Permitting Agreement by which Sound Transit pays the City for expedited permit review in order to support the design-build delivery method which Sound Transit is using to build the E360 segment of East Link. Staff will dedicate significant time in order to participate in over-the-shoulder review of the design so that design can rapidly progress towards construction. Staff will also be closely engaged in supporting construction in the field and community outreach.</p>	In Progress
29	ST3: E. Link Extension from Red. Tech. Center to Downtown	Major Capital Projects (Other Agencies)	<p>The East Link extension will travel parallel to SR 520 to the Southeast Redmond Station and then extends along the Redmond Central Connector Corridor to the Downtown Redmond station located between Leary Way and 161st Ave NE. Redmond will work with Sound Transit as they move forward with design and construction, and will work to partner with Sound Transit, King County and WSDOT to construct the East Lake Sammamish Trail through the SR 520/SR 202 interchange as part of the project.</p> <p>Along with East Link light rail there will likely be a number of other projects on the Eastside and regionally that have an impact on travel to and from Redmond. Redmond staff will remain engaged in working groups and regional forums to ensure that Redmond's interests are heard.</p>	In Progress
30	WSDOT Overlake Access Ramp - Right-of-Way Acquisition	Major Capital Projects (Other Agencies)	Acquire right-of-way for the WSDOT Overlake Access Ramp project.	Complete

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31	NE 26th Street	Major Capital Projects (Developers)	The City will work with King County to acquire right-of-way and developer will design and construct NE 26th St from 152nd Ave NE into the Capstone/Esterra Park development.	Deferred
32	NE 27th / NE 28th Street	Major Capital Projects (Developers)	The developer will construct a new three lane east-west street between 152nd Avenue NE and 156th Avenue NE, including parking and bicycle lanes on both sides of the street. Also includes intersection improvements at 152nd Ave NE and 156th Ave NE.	Complete
33	BKR Model Upgrade	Plans and Projects by Other Agencies	<p>Upgrade the Bellevue-Kirkland-Redmond travel demand model to better predict the effects of nonmotorized travel, tolling, land use characteristics, and other variables that are not currently reflected in BKR model results. The BKR model is a longstanding and cost-effective collaboration between the three cities to jointly maintain a model that would be prohibitively expensive for any individual city.</p> <p>This upgrade will improve the model's ability to predict the effects of changes to land use and transportation policies such as mixed use development and parking requirements.</p>	Complete
34	Metro 245 Speed and Reliability Grant	Plans and Projects by Other Agencies	<p>King County Metro has received a Regional Mobility Grant to improve the speed and reliability of the Metro route 245. Metro will coordinate with Redmond, Kirkland, and Bellevue (the jurisdictions where the 245 operates) to create a list of projects that will improve the speed and reliability of the route. Given that roadway capital improvements are probably beyond the budget for this project, Redmond staff are advocating for an investment in adaptive signals on the corridor. Metro is open to the concept and working to study the potential benefits of adaptive signals. After evaluation of adaptive signals and all other potential projects on the route then Metro will select which projects to fund. Metro will construct the identified improvements.</p> <p>Coordinate with the Adaptive Signal Improvements – Phase I. The City will gain experience with the adaptive signal vendors through this 245 grant work, which will increase staff capacity to select and effective adaptive signal vendor for Downtown Redmond via the Adaptive Signal Improvements – Phase I project.</p>	Complete

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35	Metro Long Range Plan	Plans and Projects by Other Agencies	The King County Metro Long Range Plan will establish Metro's vision for how to grow the transit network and will include route-level maps with target service frequencies for the years 2025 and 2040.	Complete
36	PSRC Access Report	Plans and Projects by Other Agencies	The PSRC Access Report will identify transit access needs, barriers, and opportunities. The report is being developed by a working group consisting of jurisdiction staff, transit agencies and county agencies throughout the PSRC region.	In Progress
37	PSRC T2040 Update	Plans and Projects by Other Agencies	Major update of Transportation 2040, the Puget Sound Regional Council's long-range transportation plan and funding strategy.	Complete
39	ST3 Package Development	Plans and Projects by Other Agencies	Staff will work with City Council and our community to help shape the development of the ST3 System Plan in preparation for a November 2016 ballot measure. Activities will include reviewing and commenting on the Candidate Project list, draft System Plan, input by the community and Expert Review Panel, and final System Plan. Additionally, staff will participate in the public review process during development of the system plan development. Staff will also support the Mayor in his role as a Sound Transit Board member during this process.	Complete
40	Adaptive Signal Improvements - Phase I	Other Related Activities	Provide adaptive traffic signal system that automatically adjusts signal timings and operations due to real-time traffic fluctuations. This system can substantially reduce delay for all users. This will mitigate some of efficiency lost by the Couplet Conversion project. Currently, signal timings are adjusted every four to six years, and are always the same for a given day of week and time of day. This system would adjust timings every minute.	In Progress

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41	Bike Share Implementation	Other Related Activities	Complete the Bike Share Feasibility Study in early 2016, which includes a business plan and system plan. If the determination is that bike share should move forward with implementation, staff will work in partnership with the community and our regional partners at Microsoft, King County, Seattle, Bellevue, Kirkland and Issaquah to identify the technology, as well as exact number of stations and their locations so that equipment procurement can be completed to be ready in advance of a 2017 system launch. Additionally, the partners will need to work closely to develop an organizational model to ensure ongoing systems operation of a regionally integrated system. Subsequently staff and Council will need to develop and approve all the necessary agreements to support the agreed to organizational model.	Complete
42	Central Signal System Implementation	Other Related Activities	Replace traffic signal controllers and central system to maintain compatibility with the current, modern software system. Other benefits include the possibility of dynamic signal timing and more efficient data analysis, signal control, and troubleshooting.	Complete
43	Fiber Optic Network Upgrades	Other Related Activities	Upgrade the Redmond Intelligent Transportation System (RITS) fiber optic network to enhance several performance characteristics, including eliminating "broadcast floods" that can shut down parts of the network and replacing obsolete equipment.	Complete
44	Idylwood Alternative Transit Service	Other Related Activities	Evaluate alternative transit service options for the Idylwood neighborhood. Initial work will be to identify current transit barriers, key destinations and primary travel needs for Idylwood residents. Coordinate with Metro's alternative service program.	Deferred
45	Maintenance and Street Asset Management Software Launch	Other Related Activities	Go-live of maintenance and street asset tracking software system.	Complete
46	Redmond Neighborhood Shuttle Launch	Other Related Activities	Finalize and launch shuttle service connecting Education Hill, Avondale, SE Redmond and Downtown Redmond. Small pilot project using Metro's "Community Vans", service intended to follow a single loop between 9am and 3pm.	Complete
47	Stormwater/Transportation Integration Plan	Other Related Activities	Identify and institutionalize best practices for better integrating stormwater and transportation infrastructure.	Not Started
48	Redmond Public Art Plan	Other Related Activities	Develop a policy for including art in transportation capital projects (the City 1% for Arts policy does not currently apply to transportation projects).	In Progress

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49	Transportation/Utility Cost Sharing Policy	Other Related Activities	Develop a policy for distributing the costs of utilities that are constructed or modified as part of transportation projects. Currently utility costs are assigned on a case-by-case basis and can, for example, be determined by the size of the transportation project budget. A consistent policy will improve the clarity and transparency of the budget.	Complete