DOWNTOWN URBAN CENTER

B43 Cleveland Street East

Enhance pedestrian facilities to complete buildout of Cleveland Street for two-way operation.

B44 Gilman Street to Central Connector Completion

Connect the existing terminus of Gilman Street to the Central Connector for bicycles and pedestrians

C53 Redmond Way and Cleveland Street Couplet Conversion

Convert Redmond Way from 160th Ave NE to Avondale Way to 1 through lane in each direction and center turn lane. Convert Cleveland St to 1 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.

C58 <u>Cleveland Streetscape</u>

In advance of the conversion of Redmond Way/Cleveland St Couplet Conversion back to two-way operation. Construct curb extensions, wide sidewalks, pedestrian amenities and gateway treatments.

M16 Redmond Central Connector Parking Lot

Shared parking facility for the Downtown neighborhood, at the intersection of Bear Creek Parkway and Leary Way. Implemented in coordination with the Redmond Central Connector to support the transportation system and enable users to park once and walk multiple destinations in Downtown.

P14 Redmond Way Overlay Phase 2

This project repairs fatigued pavement areas, includes a two inch thick asphalt overlay, and the replacement of all channelization and signal loops on Redmond Way and Cleveland Street from Bear Creek Parkway to 164th Avenue NE. This work may be done in conjunction with other resurfacing work as part of the Couplet Conversion.

OVERLAKE URBAN CENTER

B37 520 Trail Grade-Separation at NE 40th St

Grade separate 520 Trail at NE 40th St to improve bicycle and pedestrian access along the 520 Trail, reduce conflicts between vehicles and nonmotorized users and improve vehicle operations at the intersection.

B40 Overlake Village Bicycle-Pedestrian 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 Regional Trail and NE 31st Street.

B41 Overlake Transit Center Bicycle-Pedestrian Bridge

Design and construct a new bicycle and pedestrian bridge over SR 520 locating the eastern landing at the Overlake Transit Center with the west landing in the vicinity of the SR 520 Regional Trail and the 3800 block.

C45 Bellevue-Redmond Rd & 156th Ave NE Intersection Widening

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 Group Health development.

C46 NE 51st St & 148th Ave NE Intersection Improvements

Improve traffic flow through intersection modifications and widening as part of redevelopment.

C47 NE 31st St Improvements

Improve 31st Street between 152nd Avenue and 156th Avenue, including the addition of green bicycle lanes. Construction additional westbound left-turn lane at the intersection with 156th Avenue.

APPROVED 14-19

OVERLAKE URBAN CENTER

C48 West Lake Sammamish Parkway Widening & Roundabout Phase 3 (Part 1)

Project includes removing exiting 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 51st Street down to the intersection of Bel-Red Road and West Lake Sammamish Parkway.

C56 Overlake Access Ramp

Construct eastbound access ramp from SR 520 to roundabout terminus at 150th 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 <u>152nd Avenue NE Improvements</u>

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 Group Health's frontage.

C59 NE 40th Street Rechannelization

Between 520 to 156th Avenue NE and 163rd Avenue NE and Bel-Red Road, resize vehicular lane width to 10 feet and add a 5 foot bike lane in the westbound direction. Improvements include sidewalks in both directions, a 5 foot bike lane in the westbound direction, one 10 foot vehicular lane in both directions, an 11 foot turn lane, streetscape, stormwater treatments, street lights, and utilities.

C60 NE 40th Street Reconstruction

Add bike lanes on both sides. Improvements include two vehicular lanes in each direction, one turn lane, bike lanes and sidewalks on both sides, streetscape including gateway wayfinding and art elements, stormwater treatment, utilities, street lights, right-of-way and easement acquisition.

C61 27th Street/28th Street

Construct a new east west street between 152nd Avenue NE and 156th Avenue NE with a 3-lane public roadway (narrowing to 2 lanes adjacent to the future park) with parking and bike lanes along both sides of the street.

C62 Overlake Access Ramp Local Connection

Construct local street connections from the roundabout terminus of the Overlake Access Ramp to 152nd Avenue via the proposed 26th Street alignment and the proposed 28th Street alignment.

L8 <u>148th Avenue NE Corridor Master Plan</u>

In a partnership with the City of Bellevue develop a corridor master plan for 148th Ave NE. The corridor master plan will complete a preliminary design for the corridor, which will add vehicle capacity to accommodate anticipated future growth in the corridor. The corridor master plan would include sidewalk and landscaping improvements; low impact development techniques, including ways to accommodate stormwater; and take into consideration existing and planned land uses along the corridor. It would also be developed in coordination with Sound Transit's future light rail alignment.

P16 <u>156 Avenue NE Street Preservation Overlay</u>

Preliminary Engineering / Design, and Construction: Overlay pavement (spot repairs, adjust utility lids, signal loops, channelization, ADA upgrades).

P18 <u>148th Avenue Rehabilitation</u>

Repair and overlay roadway. Replace pavement markings and signal lopps and install ADA compliant curb ramps.

S47 NE 51st Street at 150th Avenue NE Traffic Signal

Install traffic signal at the intersection of NE 51st St and 150th Ave NE.

PLANNING AND PROGRAMS

APPROVED 14-19

PLANNING AND PROGRAMS

B1 <u>Bicycle Facilities Improvement Program</u>

Improve and complete the City's bicycle plan in accordance with the plan and priorities in the TMP. This program provides new bike connections, improves transit access by bike and enhances energy efficiency.

B2 <u>Sidewalk Improvement Program</u>

Complete the missing links in the sidewalk system in accordance with the TMP to provide new pedestrian connections in and between neighborhoods, improve transit access, improve pedestrian safety and enhance an energy efficient transportation alternative to driving.

L9 Sound Transit East Link

Sound Transit is rapidly designing East Link light rail into Overlake and then into Downtown. This effort requires substantial City attention to Sound Transit's design to achieve a light rail system that is consistent with Redmond's interests. Consultants and City staff will focus on: station access (e.g. pedestrian and bike facilities, additional street and access connections, and transit), station design, transit oriented development feasibility, how the system will fit with future development, and efforts to extend light rail to Downtown Redmond.

M1 Redmond Trip Resource and Incentive Program (R-TRIP)

The Redmond Trip Resource and Incentive Program (R-TRIP) provides grant funding and staff assistance to Redmond businesses to implement or enhance employee commute trip reduction programs. Direct to commuter incentives, small business assistance, employee recognition, residential programs, and new TDM initiatives are included.

M6 Parking Management Program

The Parking Management Program implements various parking management and monitoring programs and forms parking partnerships to better manage parking supply. Downtown and Overlake are the emphasis areas.

M7 Transportation Management Programs (TMP's), Administration and Maintenance

Provide annual program review and notifications, and negotiate updates to development required TMP's when initiated by building owner.

M13 <u>Citywide Commute Trip Reduction (CTR) Program</u>

Administers and implements the Citywide commute trip reduction (CTR) program (state mandate)

M14 Growth and Transportation Efficiency Center Implementation

Implements Growth and Transportation Efficiency Center (G-TEC) program as an enhancement to CTR and R-TRIP(M1 and M13) that leverages additional State and local funding to provide enhanced commute trip reduction infrastructure, marketing and implementation support and increased incentives for reducing commute trips and improving alternative transportation and mobility in urban centers.

P1 <u>Pavement Management Program</u>

Addresses routine pavement needs, including an annual inventory, outreach, street overlays, and major maintenance for the 130 + miles of pavement throughout the City. Rehabilitation of principal arterials is addressed through specific project allocations.

P2 <u>Bridge Repair Program</u>

Annual inspection and minor maintenance required to keep the city's bridges operating without disruptions.

S1 <u>Neighborhood Traffic Calming Program</u>

Annual investment to improve safety in residential areas through community meetings, enforcement, and physical devices (i.e. speed humps) to address issues of excessive speeding, high volumes, and concerns for children and pedestrians.

S2 <u>Channelization Improvement Program</u>

Upgrading and replacing existing markings, and adding new markings at intersections using long lasting materials to improve safety and durability.

S4 <u>Engineering Contingency Program</u>

Provides funding for miscellaneous engineering and construction tasks at various sites to ensure the City is prepared for emergency situations and can maintain system efficiency.

APPROVED 14-19 3

PLANNING AND PROGRAMS

S5 <u>Street Lighting Improvement Program</u>

Improve street lighting throughout the City to maintain a safe nighttime environment for walking, biking, and driving.

S7 <u>Utility Undergrounding Program</u>

Helps implement a code requirement to underground selected overhead utilities, such as power, telephone, and television cable to improve reliability and aesthetics of utilities.

S29 <u>Transportation Concurrency Management Program</u>

Ensures that data and analysis tools are up-to-date and coordinated with regional partners to reduce cost and increase efficiency.

S38 <u>Targeted Safety Improvement Program</u>

Annual construction of improvements to ensure the highest priority safety needs are regularly met for all travel choices.

T12 <u>Transit Service Program</u>

Expand local transit service, extending to areas outside Willows and SE Redmond, with an emphasis on Overlake. Continue to work with King County Metro to identify potential new routes and partnership opportunities to add new service.

REDMOND NEIGHBORHOODS

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.

B23 Redmond Way Sidewalk

Construct new sidewalk on north side of Redmond Way from 142nd Ave NE to 148th Ave NE.

B38 Redmond Central Connector Phase 2

Extend the Redmond Central Connector to 100th Street. Rebuild or replace the old rail trestle over the Sammamish River to meet current standards.

B42 Redmond Central Connector Phase 3

Complete the third phase of the Redmond Central Connector paved shared-use path up to 124th Street.

B45 Red-Wood Road Sidewalk

Construct sidewalk (may need to be cantilevered) on the west side of Red-Wood Road from NE 109th Street to existing sidewalk at approximately 10800 Block.

B46 134th Avenue NE Sidewalk

Construct sidewalk on 134th Avenue NE between NE 75th Street and NE 80th Street.

C18 <u>116th Street Widening</u>

Based on the design report for this section of roadway, construct the portions of this roadway not completed by the subdivision developers.

C43 <u>Union Hill Road Widening, Phase 3</u>

This project constructs a five-lane roadway section including bike lanes and sidewalks between 188th Ave. NE and the east city limits. It is the final phase of the project and will fix bottleneck being created by Union Rd Widening being done as part of the 196th Ave NE Extension project.

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.

C51 NE 73rd Street Extension

Construct new NE 73rd St for neighborhood access and circulation from 185th Ave NE to 188th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, sidewalks, streets lights, traffic control, storm drainage, right-of-way and easements.

P6 <u>Avondale Road Bridge Rehabilitation at Bear Creek</u>

The yearly inspection of this bridge in conjunction with the bridge inventory process determines the need for bridge repair. The bridge will eventually need pile reinforcement and bank stabilization.

APPROVED 14-19

REDMOND NEIGHBORHOODS

P12 <u>NE 95th Street Bridge Replacement</u>

The NE 95th Street Bridge over Bear Creek is a 20 foot span wooden bridge that needs to be replaced because of deteriorating wood and the short span is constricting a major salmon stream and does not meet State Requirements. The replacement will be a 40 foot span concrete structure.

P15 Willows Road 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.

P17 148th Avenue NE Bridge Seismic Retrofit

Seismically retrofit the structure of the 148th Avenue NE Bridge (Bridge No. 70) to reduce the risk of bridge collapse from earthquakes.

P19 <u>Avondale Road Rehabilitation</u>

Reconstruct/overlay the roadway. Replace channelization and signal looks. Examine pavement markings for improved efficiency and safety.

S40 NE 124th Street at 162nd Place NE Intersection Improvements

Install traffic signal and add left turn lanes on 124th Ave NE at 162nd PI NE.

S41 <u>166th Avenue NE Rechannelization</u>

Rechannelize to a cross section that includes 1 through lane in each direction, a center two-way left-turn lane and bike lanes.

S44 NE 76th St and 185th Ave NE Intersection Improvements

Install new traffic signal or roundabout at intersection of NE 76th St and 185th Ave NE.

S48 <u>116th Street and 172nd Avenue Roundabou</u>t

Construct roundabout to improve safety and access. Complete trail, sidewalk, bicycle lanes, and utility improvements from 167th Avenue to 174th Avenue

S49 87th Street and 148th Avenue Pedestrian Improvements

Install intersection improvements that facilitate safe crossing of 148th Avenue for pedestrians and bicycles.

S50 <u>116th Street and 162nd Avenue Roundabout</u>

Construct a roundabout at 162nd Avenue per developer requirements. Improvements include bicycle lanes and sidewalks (including completion on north side of 116th Street from 159th Avenue to 162nd Avenue).

APPROVED 14-19 5