



Public Open House

For The Greater SE Redmond Area Transportation Study

September 16, 2009

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EXECUTIVE SUMMARY

The City of Redmond held its second public open house for the Greater Southeast Redmond Area Transportation Study on September 16, 2009 at Redmond City Hall.

The purpose of the open house was to provide an overview of the projects identified to date, including their recommended priorities made by the study team, and to receive feedback for identified projects and their priorities.

The format of the open house included the following:

- Study Open House (Self review of public display boards) – 5:30pm to 6:00pm
- Presentation followed by Question and Answer – 6:00pm to 6:45pm
- Voting of Priority Projects – 6:45pm to 7:30pm

A total of 16 participants (not including staff and consultants) signed in at the open house. In addition, eight participants filled out a survey questionnaire that solicited feedback on the overall process of the study.

VOTING OF PROJECTS

At the open house, identified projects were separated into high, medium and low priorities based on evaluation criteria tied with study principles. Open house participants were asked to vote their priorities on identified projects for all traveling modes. The purpose of the voting exercise was to determine if the recommendations made by the study team were consistent with the community's priorities. For each mode, participants were to identify project priorities using dots in two colors: green and red, which represent "high priority" and "low priority" separately. The following provides a brief summary of the voting exercise.

Roadway Projects

A total of 24 roadway projects were presented. The voting exercise resulted in the following projects as having the highest "high priority".

- R7 – Extend NE 70th Street from 180th Avenue NE to 192nd Avenue NE to improve east-west connectivity between Woodbridge and Redmond Way.
- R16 - Evaluate and improve intersection of Redmond Way / 185th Avenue NE to accommodate truck movements.

Pedestrian Projects

A total of 23 pedestrian projects were presented. The voting exercise resulted in the following projects as having the highest “high priority”.

- P20 – Improve pedestrian safety at 188th Ave NE / NE 65th St; consider pedestrian crossing flags.
- P6 - Construct a "Pedestrian Spine" or corridor between the future light rail station and the Bear Creek Park and Ride, with access to the commercial area.

Bicycle Projects

A total of 15 bicycle projects were presented. The voting exercise resulted in the following projects as having the highest “high priority”.

- B7 – Build nonmotorized trail parallel to Avondale Rd, and add nonmotorized linkages to Avondale Rd; also adds nonmotorized linkages between future Bear Creek/Evans Creek trail extensions and adjacent surrounding uses.
- B2 - Improve bicycle connectivity between the Woodbridge neighborhood / SE Redmond industrial area and the future light rail station west of Redmond Way.

Transit Projects

A total of 5 transit projects were presented. The voting exercise resulted in the following projects as having the highest “high priority”.

- T1 – Provide bus pull out areas / queue jumps in combination with right turn lanes and transit signal priority along Avondale Rd.
- T3 - Consider park & ride lot along Novelty Hill Rd or Union Hill Rd to intercept traffic before entering Redmond.

High Occupancy Vehicle (HOV) Projects

A total of 9 HOV projects were presented. The voting exercise resulted in the following projects as having the highest “high priority” scores.

- H5 – Provide a flyover ramp (possibly HOV) from westbound Union Hill Rd to southbound SR 520 (could also serve the northbound to eastbound direction of travel).
- H4 - Provide an Avondale Rd flyover of Union Hill Rd with ramps to UHR to improve HOV connectivity to SR 520. Consider queue jumps as a near term solution.

SURVEY QUESTIONNAIRE

A survey questionnaire was provided to all of the participants that attended the open house. The survey asked this question:

“Based on what you’ve heard and seen at the open house tonight, please tell us: Are we headed in the right direction?” (Yes, Maybe, No)

A total of eight surveys were returned. All of the filled out surveys responded “yes” to the above question. The survey also provided space for participants to provide written comments on the reason for their response. Respondents generally appreciated the opportunity to provide input, and the City’s efforts to communicate the project to citizens.

Participants felt that the study recommendations benefit traffic (especially at Avondale Road/Union Hill Road), help to improve access to light trail, and keep traffic from SR 202 and Avondale Road from entering downtown Redmond. One participant felt that the study needs to identify improved access from Avondale Road to the future light rail station.

INTRODUCTION

The City of Redmond's Greater Southeast Redmond Area Transportation Study (study area is shown in **Figure 1**) includes three elements:

- Citywide Freight Mobility Study with the emphasis in the southeast Redmond area
- SE Redmond Area Transportation Study
- NE 76th Street Preliminary Corridor Design

The Greater SE Redmond Area Transportation Study will examine issues and needs, and identify multi-modal transportation improvements to help improve mobility and safety, serve future land uses, and provide connectivity for vehicles, freight, pedestrians, bicyclists and transit. Specifically, the project's principles include:

- Provide multi-modal transportation solutions for the SE Redmond area.
- Support the City's adopted land use vision for SE Redmond.
- Promote environmental sustainability.
- Support non-Single Occupant Vehicle (non-SOV) solutions for regional through traffic.
- Connect places and people through the development of an integrated transportation grid system.
- Support movement of freight, goods and services.
- Provide connectivity with the rest of the City and with regional facilities and services.

The study team organized a public open house to engage citizens on the project's purpose and principles, to review the issues and suggestions identified to date, to obtain additional feedback and suggestions, and to identify priorities for suggested improvements. Representatives from King County and Sound Transit were also present. The open house agenda is described below.

Public Open House Agenda

The public open house was held on September 16, 2009 between 5:30pm and 7:30pm at Redmond City Hall. The meeting included the following components:

2. Project Open House (City Hall Lobby, 5:30pm to 6:00pm)
 - Self review of project display boards
3. Project Summary Presentation (Council Conference Room, 6:00pm to 6:45pm)
 - Welcome
 - Purpose of Open House
 - Project Purpose and Principles
 - Project Status
 - Overview of projects by mode
 - Schedule and Next Steps

- Questions and Answers
- 4. Voting of Priority Projects (6:45pm to 7:30pm)
 - Roadway Projects
 - Pedestrian Projects
 - Bicycle Projects
 - Transit Projects
 - HOV Projects

Public Open House Participants

A total of 16 participants (not including staff and consultants) attended the public open house.

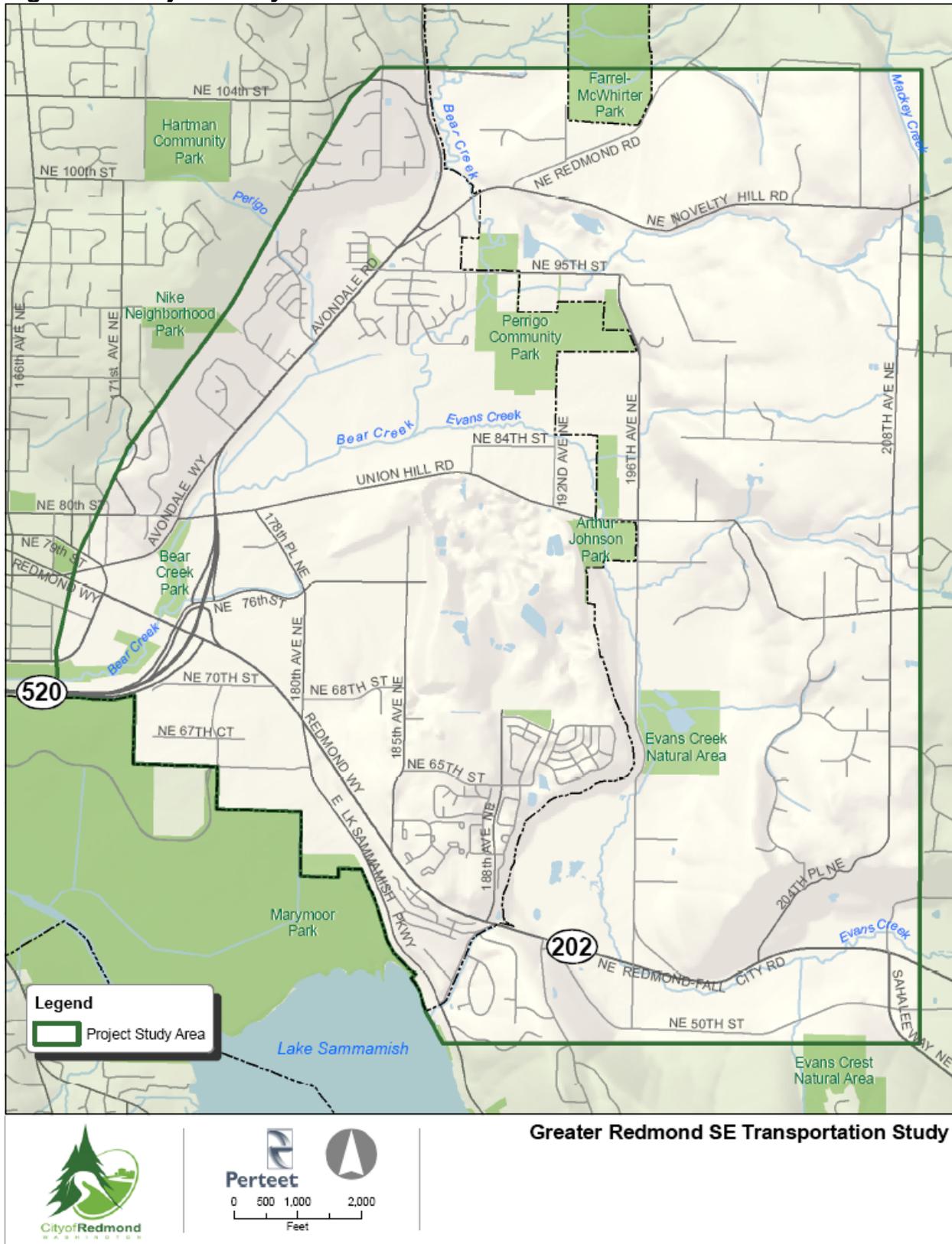
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- Don Cairns, Transportation Service Manager
- Bill Campbell, Public Works Director
- Jeff Churchill, Senior Planner
- Patty Estes, Administrative Specialist
- Chester Knapp, Program Coordinator
- Bruce Newman, Traffic Signal Engineer
- Lei Wu, Senior Transportation Engineer

Consultant Team

- Kris Liljeblad, Perteet, Inc.
- Steve Sindiong, Perteet, Inc.
- Jesse Thomsen, Perteet, Inc.
- Michael Minor, Michael Minor and Associates

Figure 1 – Project Study Area



PROJECT SUMMARY PRESENTATION

After the study team presented a powerpoint presentation of the project purpose, principles and suggestions heard to date, participants were given the opportunity to ask questions. Participants raised the following questions and comments:

- *To what extent has King County Metro participated in identifying transit issues?* King County has been involved in the project through participation in the Stakeholder Charrette held early in the project schedule, and attended the first open house held in May, 2009. King County Metro provided input toward transit needs, and King County has also provided input related to the Novelty Hill / 196th Avenue projects. The City will coordinate with King County on project recommendations.
- *There is an assumption that light rail will reach SE Redmond by 2022. Will the high priority projects identified through this planning effort be funded by 2022?* Sound Transit has a voter approved, funded program, and the City has an adopted preferred route and station locations. While the implementation and schedule remain uncertain, it is the City and Sound Transit's policy intent to build the light rail system. Therefore, for this study, our emphasis is on determining the other parts of the future vision for this area which are less certain. For example, how local bus service and pedestrian and bike routes should feed the identified East LINK light rail station. The plan is a long range, 30 year plan. Once project recommendations are made, staff will identify near term or high priority projects, and then begin to identify which projects should be added to the City's Capital Investment Plan, or Transportation Facilities Plan.
- *Will projects be funded by Redmond only, or will there be joint funding? Will projects that help improve "through traffic" have partial funding from other agencies?* It is anticipated that there will be some projects that may require joint funding, especially those related to transit, whereby Sound Transit or King County would participate. King County is currently implementing improvements along Novelty Hill Road and 196th Avenue NE to respond to "through traffic" needs. As the project moves forward, we will identify where other joint funding may be required, including potential partnerships with WSDOT and Sound Transit. Major projects such as new ramps to SR 520 would likely require joint funding or federal grants.
- *While the light rail station proposed at NE 70th Street serves the SR 202 corridor well, it doesn't serve the Avondale corridor very well. Is there any plan to improve access from Avondale?* A number of projects have been identified that help to improve vehicular and nonmotorized mobility throughout Southeast Redmond, including new roadway links, that would help to improve connectivity from the Avondale corridor to other parts of Southeast Redmond including the future light rail station.
- *What does "High Priority Project" mean?* High Priority projects best aligned with evaluation criteria tied to project principles. In the final transportation plan, high priority projects will be those that are most likely to be implemented in the near term. This open house provides an opportunity for citizens to weigh in on the projects and let us know if we have identified the

right high priority projects, or if there are others that are important.

- *Bear Creek¹ is planned to be rerouted. Is that assumption part of this project?* The Bear Creek rerouting is a project being implemented through Natural Resources, and not part of this study.

VOTING OF PROJECTS

After the general presentation, participants were directed to the main lobby to vote on the projects identified to date. For each mode, participants were given colored dots, and asked to identify projects that should be considered “high priority”, and projects that should be considered “low priority”. The projects were already separated into high, medium and low priority based on the project team (consultant and staff) review. Participants were asked to at a minimum, identify high priority projects. They were given the choice of using their “low priority” dot, but were not required to identify a low priority project if they did not choose to. The purpose of the voting exercise was to determine if the recommendations made by the project team were consistent with the community’s priorities. Participants were also given the opportunity to ask more questions or provide additional feedback. The five modes that participants voted on included:

- Roadway Projects
- Pedestrian Projects
- Bicycle Projects
- Transit Projects
- HOV Projects

Roadway Projects

A total of 24 roadway projects were presented to the public, already broken into high, medium and low priorities based on a preliminary evaluation by the project team. Participants were given two green dots (for high priority projects), and two red dots (for low priority projects). The results of the voting determined that the most favored roadway projects included:

- R7 – Extend NE 70th Street from 180th Avenue NE to 192nd Avenue NE to improve east-west connectivity between Woodbridge and Redmond Way.
- R16 - Evaluate and improve intersection of Redmond Way / 185th Avenue NE to accommodate truck movements.
- R10 - Provide a new road to connect the Avondale Green neighborhood with a 185th Avenue extension, or connection to Friendly Village.

¹ the question asker may be referring to Bear Creek restoration along the SR 520 corridor near Town Center, or may be referring to the re-routing of Evans Creek around the industrial area north of Union Hill Road between 188th and 192nd

- R12 – Construct new 192nd Avenue NE for local access and circulation. NE 68th St to Union Hill Rd: 1 through lane in each direction, left turn lanes, sidewalks.

The results of the voting determined that the least favored roadway projects included:

- R10 - Provide a new road to connect the Avondale Green neighborhood with a 185th Avenue extension, or connection to Friendly Village.
- R20 – Provide U-Turn opportunities along Avondale Road, including at 180th Avenue NE and at NE 95th Street.

In addition to the voting scores, the following comments were made by participants relative to roadway projects:

- Woodbridge residents were initially convinced that Redmond Way at 185th Avenue NE (Project R16) needs better turning radii to accommodate trucks but could not identify the problem. They prefer that 185th Avenue be used as a truck route instead of 188th Avenue NE, due to noise impacts to residents. They conceded that the problem for trucks on 185th is the grade just north of Redmond Way.
- Project R7 (NE 70th Street extension) was generally well supported by participants. Both this project, and project R16 (improvement at Redmond Way / 185th Avenue NE) were seen to reduce truck traffic on 188th Avenue NE.
- Project R5 (Intersection improvement at Avondale Road / NE 95th Street) were supported, especially if the westbound approach is rechannelized to allow for a northbound right turn. It was also suggested a near term improvement could rechannelize the road to separate the EB right turn traffic, so that EB left turn traffic can get to the signal.
- While the voting exercise did not result in high priority scores for project R20 (U-turns along Avondale Road), it was generally well supported.
- Project R22 (Intersection improvements at NE 76th Street / 178th Place) was generally supported after clarification was given on the freight turning radius issues at that location.
- Project R10 (improved access for Avondale Green) had mixed support. The option with access to Friendly Village resulted in concerns from Friendly Village residents that there may be impacts to existing buildings.

Pedestrian Projects

A total of 23 pedestrian projects were presented to the public, already broken into high, medium and low priorities based on a preliminary evaluation by the project team. Participants were given two green dots (for high priority projects), and two red dots (for low priority projects). The results of the voting determined that the most favored pedestrian projects included:

- P20 – Improve pedestrian safety at 188th Ave NE / NE 65th St; consider pedestrian crossing flags.
- P6 - Construct a "Pedestrian Spine" or corridor between the future light rail station and the Bear Creek Park and Ride, with access to the commercial area.
- 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.
- P11 – Complete missing sidewalk on east side of Avondale Way north of Union Hill Rd.
- P10 - Add pedestrian facility along NE 95th Street, between Avondale Rd and 196th Ave NE

The results of the voting determined that the least favored pedestrian projects included:

- P6 - Construct a "Pedestrian Spine" or corridor between the future light rail station and the Bear Creek Park and Ride, with access to the commercial area.
- P5 - Add pedestrian trail from south terminus of 185th Ave NE to E. Lake Sammamish Parkway and Trail.
- P9 - Add pedestrian facility (sidewalk or wide shoulder) along both sides of Union Hill Rd east of 196th Ave.
- P20 - Improve pedestrian safety at 188th Ave NE / NE 65th St; consider pedestrian crossing flags.

In addition to the voting scores, the following comments were made by participants relative to pedestrian projects:

- Provide a crosswalk or other way for pedestrians to cross Avondale Road for accessing transit services between Union Hill Road and 180th Ave. NE. This is a long stretch for pedestrians.

Table 1 – Roadway Projects Voting Results

| 2030 Roadway Projects | | | | |
|---|--|---|---------------------|--------------------|
| <i>Pedestrian projects include new travel lanes or roadways, turn lanes, intersection improvements, U-turns, and roadway realignments. Project priorities are based on how well the project improves general traffic circulation and/or connectivity, safety, and benefits freight and transit.</i> | | | High Priority Votes | Low Priority Votes |
| HIGH PRIORITY PROJECTS | | | | |
| R3 | Provide improved vehicular connection to future light rail station at NE 70th Street, such as dual NB left turn lanes. | 1 | 0 | |
| R4 | Union Hill and Avondale Rd intersection: Rechannelize the eastbound movement from L, T, T/R to T, T, T/R. Curb lane would drop at 178th | 2 | 0 | |
| R5 | NE 95th St and Avondale Rd intersection: Realign east/west legs and remove split phasing | 2 | 0 | |
| R7 | Extend NE 70th St from 180th to 192nd to improve east-west connectivity between Woodbridge and Redmond Way. | 9 | 0 | |
| R15 | Union Hill Rd / 178th Pl NE Intersection modification – Add 2nd NB left turn lane (for general purpose traffic) on 178th Place NE (TFP Project) | 0 | 0 | |
| R16 | Evaluate and Improve intersection of Redmond Way / 185th to better accommodate truck movement | 6 | 0 | |
| R19 | Rebuild Redmond Way bridge over Bear Creek and include second EB left turn lane to NE 76th St, 1 EB right turn lane to WB SR 520 ramp (May not be needed given new flyover ramp); sidewalks (TFP Project) | 0 | 0 | |
| 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 | 2 | 0 | |
| R22 | Improve turning radii for trucks at intersection of NE 76th St / 178th Pl (especially SB to EB, and WB to NB) | 0 | 0 | |
| MEDIUM PRIORITY PROJECTS | | | | |
| R1 | Add signal with a NB left turn phase at Union Hill Rd and the entry to Bear Creek P&R | 0 | 0 | |
| R2 | Provide a grid transportation network in area where future light rail station is located (west of Redmond Way and north of NE 65th Street). | 0 | 0 | |
| R6 | Avondale Rd at Novelty Hill Rd intersection: Rechannelize to address conflicts between NB right turn and SB left turn, and evaluate new road connection north of existing intersection | 0 | 0 | |
| R10 | Provide new road to connect Avondale Green neighborhood with 185th Ave NE extension, or NE 95th St via Friendly Village. | 3 | 3 | |
| R12 | Construct new 192nd Ave NE for local access and circulation, NE 68th St to Union Hill Rd: 1 through lane in each direction, left turn lanes, sidewalks. | 3 | 0 | |
| R13 | Construct new NE 76th St, 188th to 192nd Ave NE: 1 thru lane each direction, left turn lanes, bike lanes, sidewalk (TFP Project). | 0 | 0 | |
| R14 | Extend NE 73rd St, 188th to 192nd Ave NE: 1 thru lane ea direction, left turn lanes, sidewalks (TFP Project) | 0 | 1 | |
| R20 | Provide U-Turn opportunities along Avondale Rd, including at 180th Ave NE, and NE 95th St | 0 | 2 | |
| R23 | Improve turning radii for trucks at NE 70th St / 176th Ave NE | 0 | 0 | |
| LOW PRIORITY PROJECTS | | | | |
| 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 | 2 | 1 | |
| R9 | Improve the intersection of 188th Ave NE at Union Hill Rd to encourage traffic to use 196th Ave NE (ie, free NB right turn or roundabout) | 0 | 0 | |
| R11 | Construct new road to connect NE 76th Street to Avondale Way . | 0 | 0 | |
| R17 | Evaluate intersection of Novelty Hill Rd at NE Redmond Rd to determine if turn lanes needed (KC TNR Project) | 0 | 0 | |
| R18 | Provide SB right turn lane at Union Hill Rd / 208th (KC TNR Project) | 0 | 0 | |
| R24 | Along Redmond Way, between E Lake Sammamish Pkwy and 185th Ave NE, provide unsignalized U-turns | 0 | 1 | |

Table 2 – Pedestrian Projects Voting Results

| 2030 Pedestrian Projects | | | | |
|--|--|---|---------------------|--------------------|
| <i>Pedestrian projects include trails, sidewalks, stairwells, crosswalks, and grade separated walkways to separate pedestrians from traffic. Project priorities are based on how well the project improves pedestrian safety, connectivity, connects to transit, overall impact to the environment and project complexity.</i> | | | High Priority Votes | Low Priority Votes |
| HIGH PRIORITY PROJECTS | | | | |
| 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. | 3 | 0 | |
| P2 | Develop wayfinding to direct pedestrians to various uses, including transit hubs. | 0 | 0 | |
| P6 | Construct a "Pedestrian Spine" or corridor between the future light rail station and the Bear Creek Park and Ride, with access to the commercial area. | 4 | 2 | |
| P8 | Add additional pedestrian connections from Avondale Road / residential areas west of Avondale Road to Education Hill, Nike Park, Hartman Park. | 1 | 0 | |
| P11 | Complete missing sidewalk on east side of Avondale Way north of Union Hill Rd. | 3 | 0 | |
| P12 | Improve pedestrian access to future LT LRT station and P&R by improving or providing sidewalk (where missing) on NE 70th St and providing wayfinding | 0 | 0 | |
| P13 | Complete missing sidewalk on west side of Avondale Rd, north of Union Hill Rd | 2 | 0 | |
| P15 | Complete missing sidewalk on south side of NE 76th St, east of 180th Ave NE | 0 | 0 | |
| P16 | Complete missing sidewalk on west side of 185th Ave NE near NE 68th St, and south of NE 65th St. | 0 | 0 | |
| P17 | Complete missing sidewalk on both sides of NE 68th St where missing. | 0 | 0 | |
| P18 | Add sidewalk on 176th Ave NE between NE 65th St and NE 70th St, to serve industrial uses. | 0 | 0 | |
| MEDIUM PRIORITY PROJECTS | | | | |
| P7 | Provide stair connection from Union Hill Road (at Avondale Way) to NE 80th Street. | 1 | 0 | |
| P10 | Add pedestrian facility along NE 95th Street, between Avondale Rd and 196th Ave NE | 3 | 0 | |
| P14 | Add pedestrian facility on NE Novelty Hill Rd from Avondale Rd to 196th Ave NE | 0 | 0 | |
| P19 | At Redmond Way/ 180th Ave NE, remove the diagonal crosswalk and move to the east/west legs; improve crosswalk on south leg with ped refuge | 0 | 0 | |
| P21 | Provide proper lighting at all crosswalks to improve pedestrian safety | 0 | 0 | |
| 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 | 0 | 0 | |
| P23 | Add crosswalk across south leg of intersection of Avondale Rd / Avondale Way | 1 | 0 | |
| LOW PRIORITY PROJECTS | | | | |
| P3 | Add a marked crosswalk across ELSP near Jefferson at Marymoor residential bldg. to connect to E. Lake Samm. Trail | 0 | 0 | |
| P4 | Construct grade separated pedestrian/bike crossing across Redmond Way where Bear Creek Trail intersects road (as part of Redmond Way bridge widening project). | 0 | 0 | |
| P5 | Add pedestrian trail from south terminus of 185th Ave NE to E. Lake Sammamish Parkway and Trail. | 0 | 1 | |
| P9 | Add pedestrian facility (sidewalk or wide shoulder) along both sides of Union Hill Rd east of 196th Ave NE | 1 | 1 | |
| P20 | Improve pedestrian safety at 188th Ave NE / NE 65th St; Consider pedestrian crossing flags | 7 | 1 | |

- Add a four-way stop or traffic signal to the intersection of 188th Avenue NE at NE 65th Street.
- A noise abatement project should be added for the section of 188th Avenue NE, north of NE 65th Street.
- Support from Woodbridge residents for crosswalk improvements (crossing flags, traffic signal) at NE 65th Street at 188th Avenue NE
- Support the pedestrian spine, but make sure there are no conflicts between pedestrians and vehicles, especially in parking areas.
- At NE 65th Street / 188th Avenue NE (Project P20), the sight distance triangles are potentially impacted by parking or the road geometry.
- Parking on both sides of NE 65th Street, west of 188th Avenue NE is a problem for trucks. Parking should be eliminated from one side.

Bicycle Projects

A total of 15 bicycle projects were presented to the public, already broken into high, medium and low priorities based on a preliminary evaluation by the project team. Participants were given two green dots (for high priority projects), and two red dots (for low priority projects). The results of the voting determined that the most favored bicycle projects included:

- B7 – Build nonmotorized trail parallel to Avondale Rd, and add nonmotorized linkages to Avondale Rd; also adds nonmotorized linkages between future Bear Creek/Evans Creek trail extensions and adjacent surrounding uses.
- B2 - Improve bicycle connectivity between the Woodbridge neighborhood / SE Redmond industrial area and the future light rail station west of Redmond Way.
- B12 - Add bike facility along both sides of NE 95th Street.
- B1 - Provide a bike station at the future light rail station west of Redmond Way.
- B5 - Build extension of the SE Redmond Trail.
- B6 - Build extension of the Bear and Evans Creek Trail system.
- B9 - Add a trail from Woodbridge neighborhood to 196th Ave NE and the Evans Creek Natural Area.

The results of the voting determined that the least favored bicycle projects included:

- B7 - Build nonmotorized trail parallel to Avondale Rd, and add nonmotorized linkages to Avondale Rd; also adds nonmotorized linkages between future Bear Creek/Evans Creek trail extensions and adjacent surrounding uses.
- B12 - Add bike facility along both sides of NE 95th Street.

Table 3 – Bicycle Projects Voting Results

| 2030 Bicycle Projects | | | High Priority Votes | Low Priority Votes |
|--|--|--|---------------------|--------------------|
| <i>Pedestrian projects include bike lanes, shared roads, trails, and bike parking facilities. Project priorities are based on how well the project improves bicycle safety, connectivity, connects to transit, overall impact to the environment and project complexity.</i> | | | | |
| HIGH PRIORITY PROJECTS | | | | |
| B7 | Build nonmotorized trail parallel to Avondale Rd, and add nonmotorized linkages to Avondale R; Also adds nonmotorized linkages between future Bear Creek/Evans Creek trail extensions and adjacent surrounding uses. | | 7 | 2 |
| B10 | On Avondale Way south of Union Hill Rd, restripe to convert one southwest-bound travel lane to bike lane. | | 1 | 0 |
| B12 | Add bike facility along both sides of NE 95th Street. | | 2 | 1 |
| MEDIUM PRIORITY PROJECTS | | | | |
| B1 | Provide a bike station at the future light rail station west of Redmond Way | | 2 | 0 |
| B2 | Improve bicycle connectivity between the Woodbridge neighborhood / SE Redmond industrial area and the future light rail station west of Redmond Way. | | 4 | 0 |
| B4 | Add bike facility along both sides of Union Hill Rd east of Evans Creek, to 208th Ave NE (Could be wide shoulder) | | 0 | 1 |
| B11 | Add bike lane along west side of Avondale Rd, between Avondale Way and Union Hill Rd | | 0 | 0 |
| B13 | Add bike lane both sides of Union Hill Rd from Avondale Way to Avondale Rd, and on north side of Union Hill Rd from Avondale Rd to 178th PINE | | 0 | 0 |
| B14 | Extend the Bear Creek Trail under SR 520 (using BNSF ROW) to connect to the future trail along south side of Redmond Way. | | 1 | 0 |
| B15 | Pave the East Lake Sammamish Trail | | 1 | 0 |
| LOW PRIORITY PROJECTS | | | | |
| B3 | Add bicycle facility along both sides of 204th PI NE between SR 202 and Evergreen Jr. H.S. | | 0 | 0 |
| B5 | Build extension of the SE Redmond Trail | | 2 | 0 |
| B6 | Build extension of the Bear and Evans Creek Trail system | | 2 | 0 |
| B8 | Add trail connections from Woodbridge neighborhood to the SE Redmond Trail (At approximately NE 76th Street) | | 1 | 0 |
| B9 | Add a trail from Woodbridge neighborhood to 196th Ave NE and the Evans Creek Natural Area | | 2 | 0 |

- B4 - Add bike facility along both sides of Union Hill Rd east of Evans Creek, to 208th Ave NE (Could be wide shoulder).

In addition to the voting scores, the following comments were made by participants relative to bicycle projects:

- Part of project B7 parallels with Avondale Road. This part seems redundant with the bike lane and sidewalk on Avondale Road. Therefore, its priority seems low.
- Project B2 (NE 70th Street bike connection between Woodbridge and ST P&R station) provides a good connection for non-motorized users to future light rail. The priority should be high.

Transit Projects

A total of 5 transit projects were presented to the public, already broken into high, medium and low priorities based on a preliminary evaluation by the project team. Participants were given one green dot (for high priority projects), and one red dot (for low priority projects). The results of the voting determined that the most favored transit projects included:

- T1 – Provide bus pull out areas / queue jumps in combination with right turn lanes and transit signal priority along Avondale Rd.
- T3 - Consider park & ride lot along Novelty Hill Rd or Union Hill Rd to intercept traffic before entering Redmond.

The results of the voting determined that the least favored transit projects included:

- T4 - Provide auxiliary park and ride lot in the SE Redmond commercial area for transit patrons and poolers.
- T5 - Add transit shelters where significant numbers of transit boardings occur.

In addition to the voting scores, the following comments were made by participants relative to transit projects:

- A representative of King County Metro noted that while Transit Signal Priority (TSP) and queue jumps along Avondale Road (Project T1) would benefit transit, pull out lanes would hinder transit, because it makes pulling back into traffic more difficult for bus drivers. The representative also noted that bus pullouts need to be twice the length of the bus it serves.
- Other participants favored the use of bus pullouts along Avondale Road, combined with the TSP and queue jump improvements, because they felt it would help improve traffic flow for general purpose traffic.
- There is a need for a pedestrian crosswalk or facility across Avondale Road between Avondale Way and 180th Avenue NE. This is a fairly long distance and the lack of a crossing hinders access to transit stops along Avondale Road.
- It was suggested that better offpeak transit service is needed between the Woodbridge neighborhood and either the Bear Creek Park and Ride, or Redmond Park and Ride.
- Need to provide more transit service on weekends.

Table 4 – Transit Projects Voting Results

| 2030 Transit Projects | | | High Priority Votes | Low Priority Votes |
|--|---|--|---------------------|--------------------|
| <i>Transit projects are those that include improvements such as transit signal priority, bus shelters, and park and ride lots. Project priorities are based on how well the project benefits transit ridership, helps to reduce roadway congestion, improves connectivity, overall impact to the environment and project complexity.</i> | | | | |
| HIGH PRIORITY PROJECTS | | | | |
| T1 | Provide bus pull out areas / queue jumps in combination with right turn lanes and transit signal priority along Avondale Rd | | 6 | 0 |
| T3 | Consider park & ride lot along Novelty Hill Rd or Union Hill Rd to intercept traffic before entering Redmond | | 5 | 0 |
| MEDIUM PRIORITY PROJECTS | | | | |
| T4 | Provide auxiliary park and ride lot in the SE Redmond commercial area for transit patrons and poolers | | 0 | 1 |
| T5 | Add transit shelters where significant numbers of transit boardings occur. | | 0 | 1 |
| LOW PRIORITY PROJECTS | | | | |
| T2 | Add more capacity to the Bear Creek Park and Ride | | 0 | 0 |

High Occupancy Vehicle (HOV) Projects

A total of 9 HOV projects were presented to the public, already broken into high and medium priorities based on a preliminary evaluation by the project team (the preliminary screening analysis resulted in no projects scoring low enough to be categorized as a low priority project). Participants were given one green dot (for high priority projects), and one red dot (for low priority projects). The results of the voting determined that the most favored HOV projects included:

- H5 – Provide a flyover ramp (possibly HOV) from westbound Union Hill Rd to southbound SR 520 (could also serve the northbound to eastbound direction of travel).
- H4 - Provide an Avondale Rd flyover of Union Hill Rd with ramps to UHR to improve HOV connectivity to SR 520. Consider queue jumps as a near term solution.
- H1 - Consider new HOV road or busway to connect future light rail station with downtown Redmond/Bear Creek Pkwy.

The results of the voting determined that the least favored HOV projects included:

- H5 – Provide a flyover ramp (possibly HOV) from westbound Union Hill Rd to southbound SR 520 (could also serve the northbound to eastbound direction of travel).
- 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).

In addition to the voting scores, the following comments were made by participants relative to HOV projects:

- In general, there was strong support for the need to improve the intersection of Avondale Road at Union Hill Road. There was a fairly even split among participants that supported the Avondale Road flyover (Project H4) versus the westbound to southbound ramp (Project H5).
- There was some concern that extending HOV lanes north on Avondale Road (Project H3), especially using a reversible lane, would impact the planted median.
- There was support for the future light rail line, and a new roadway connection to Bear Creek Parkway (Project H1). It was noted that the improvement benefits all modes, including pedestrians, transit, bicycles, HOV's, and indirectly benefits general purpose traffic and freight.

Table 5 – HOV Projects Voting Results

| 2030 High Occupancy Vehicle (HOV) Projects | | High Priority Votes | Low Priority Votes |
|--|--|----------------------------|---------------------------|
| <i>High Occupancy Vehicle (HOV) projects are those that include improvements such as HOV lanes, that provide priority treatment for buses, vanpools and carpools. These improvements are often tied to transit facilities, such as park and ride lots, and freeways. Project priorities are based on how well the project improves general traffic circulation and/or connectivity, benefits transit or HOVs, improves safety, and benefits freight.</i> | | | |
| HIGH PRIORITY PROJECTS | | | |
| H3 | Provide a reversible lane on Avondale Rd between NE Union Hill Road and 180th Ave. NE | 0 | 0 |
| H4 | Provide an Avondale Rd flyover of Union Hill Rd with ramps to UHR to improve HOV connectivity to SR 520. Consider queue jumps as a near term solution | 4 | 0 |
| H5 | Provide a flyover ramp (possibly HOV) from westbound Union Hill Rd to southbound SR 520 (could also serve the northbound to eastbound direction of travel) | 7 | 1 |
| H6 | Provide a westbound HOV lane on Union Hill Rd between SR 520 and the Bear Creek Park and Ride lot | 0 | 0 |
| H8 | On Novelty Hill Rd, from 208th to W Snoqualmie Rd, provide ITS improvements (KC TNR Project) | 0 | 0 |
| 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. | 0 | 0 |
| MEDIUM PRIORITY PROJECTS | | | |
| H1 | Consider new HOV road or busway to connect future light rail station with downtown Redmond/Bear Creek Pkwy. | 3 | 0 |
| 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) | 0 | 1 |
| H7 | Union Hill Rd / 178th Pl NE Intersection modification: Add 2nd NB left turn lane (HOV only) on 178th Place NE (TFP Project) | 0 | 0 |

QUESTIONNAIRE

A survey questionnaire was provided to all of the participants that attended the open house. The survey included the following question:

“Based on what you’ve heard and seen at the open house tonight, please tell us: Are we headed in the right direction?” (Yes, Maybe, No)

A total of eight surveys were returned. All of the filled out surveys responded “yes” to the above question. The survey also provided space for participants to provide written comments on the reason for their response. The following comments were provided:

- *The study recommendations support traffic from Avondale Road / Union Hill better.*
- *The study recommendations plan for light rail.*
- *The study recommendations keep traffic from SR 202 and Avondale Road out of downtown.*
- *Poor access remains from Avondale Road to the future light rail station – Need improvements in this area.*
- *The study recommendations increase capacity with minimal impact to green space.*
- *I’ve been listening to the input – great! It makes one feel as if the public has an input – because we do.*
- *Great job City of Redmond and partners.*
- *Really appreciate the time in patiently listening and explaining. Already seen some of the early suggestions going forward. Hope it remains the same.*
- *Pedestrian project P6 (Pedestrian spine) – Good idea, but please do not add pedestrian traffic in front of Target and Fred Meyer stores!*
- *I’ve lived in Redmond 25 years, and have been impressed with the City of Redmond’s efforts to communicate with its citizens.*