	Attachment 4 - Screened Out Projects			
ID	Name	Description	Reason	
16	Ped access to SR 520 bus service		The project needs to be studied in futher detail to create a distinct definable project that addresses the connection between buses and light rail.	
17	NE 40th St and SR 520 HOV access	Provide a direct transit access connection on SR 520 at NE 40th Street. Improvement options include: a) modify the NE 40th Street Bridge to provide direct HOV access ramp(s); b) modify the collector distributor (CD) ramp to incorporate a transit lane and provide pedestrian access to the CD; and c) Improve the inside HOV lane to accommodate a transit station and provide pedestrian access to the transit station	Geometric constraints, high costs. Consider in 520 planning study	
18	NE 40th St and SR 520 HOV Bypass Ramps	Provide HOV and transit bypass ramps	Geometric constraints, high costs. Consider in 520 planning study	
19	NE 51st St and SR 520 HOV bypass ramps	Provide HOV and transit bypass ramps	High cost, little benefit. Transit delays are relatively low.	
20	NE 51st St and SR 520 HOV Improvements	Provide a direct transit access connection on SR 520 at NE 51st Street. Improvement options include: a) modify the NE 51st Street Bridge to provide direct HOV access ramp(s); b) modify the collector distributor (CD) ramp to incorporate a transit lane and provide pedestrian access to the CD; and c) Improve the inside HOV lane to accommodate a transit station and provide pedestrian access to the transit station.	high costs. Consider in 520 planning study	
21	520 HOV lanes	Transit lanes/shoulders in both directions of SR 520 from 148th Avenue NE to NE 51st Street. This concept would be considered if the HOV lanes on SR 520 are moved to the inside lane. This improvement works with using the CD to accommodate transit stations	Geometric constraints, high costs. Consider in 520 planning study	
22	SR 520 & SR 202 HOV bypass	SR 202 HOV bypass, providing flyover direct access to center lane	High cost, limited benefit. Not clear what scope would be feasible or geometrically possible	

	Attachment 4 - Screened Out Projects			
ID	Name	Description	Reason	
23	SR 520	Provide direct access interchange at NE 78th Street and connect to the east at 178th Place and feed into the Bear Creek Park and Ride Lot. This will allow HOV use from SR 202 in the east and NE Union Hill Road via 180th Avenue NE.	High cost, limited benefit	
24	SR 202	Extend the existing HOV bypass lane and add additional HOV lanes. Coordinate with the SR 202 HOV bypass project	High cost, limited benefit	
25	180th Avenue NE	Provide HOV lanes accessing SR 520 through a direct access interchange. Coordinate with direct access ramp project between SR 520 and 178th Place	High cost, limited benefit	
	Avondale HOV and	Avondale Road corridor transit, HOV, and non-motorized 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 Non-motorized Environment: Build non-motorized trail parallel to Avondale Rd on the east side of Avondale Road, and add non-motorized linkages to Avondale R; Also adds non-		
	Nonmotorized	motorized linkages between future Bear Creek trail extensions and adjacent surrounding	Broken out into several	
28	Improvements	uses.	projects with ID 400, 401, 402	
32	148th Ave NE & NE 40th St Transit Lane 148th Ave NE & Old	Widen intersection to add northbound transit queue bypass lane.	Cost too high per benefit	
33	Red. Rd Transit Lane	Widen intersection to add southbound transit queue bypass lane.	Cost too high per benefit	
	148th Ave NE & NE 36th St Transit Lane	Widen intersection to add northbound transit queue bypass lane.	Cost too high per benefit	
	148th Ave NE & NE	Provide dual southbound left-turn lanes and widen the westbound approach to accommodate		
35	36th St Turn Lanes	a left, shared left-turn, through, and right-turn lanes.	Complete	
	148th Ave NE & NE			
36	31st St Transit Lane	Widen intersection to add northbound transit queue bypass lane.	Cost too high per benefit	
37	Transit Signal Priority treatments	Transit signal priority at Redmond Way, Old Redmond Road, NE 51st Street, and NE 40th Street on 148th Avenue NE; NE 40th Street, NE 36th Street, and NE 31st Street; and 152nd Avenue NE at NE 24th Street.	Complete with RITS	
38	148th Ave NE BAT Lane	Convert the outside lane to a business access and transit (BAT) lane and provide transit signal priority on the corridor	Traffic impacts are too great.	
45	150th Ave NE & NE 51st St Signal	Install new traffic signal at intersection of NE 51st St and 150th Ave NE	Consolidate with 46.	

	Attachment 4 - Screened Out Projects			
ID	Name	Description	Reason	
52	NE 40th St Nonmotorized Improvements	Provide bicycle lanes/multi-use trail on NE 40th Street from 156th Avenue NE to West Lake Sammamish Pkwy. Work with Microsoft to design NE 40th Street as a gateway with multi-modal design features. This should include bicycle lanes on both sides of the street and/or wide (12-feet) multi-use trail on one side to accommodate both pedestrians and bicyclists. In addition, provide a bicycle connection with the existing bicycle lane on NE 40th Street east of 172nd Avenue NE.	Replaced with more specific projects	
53	NE 40th St Multimodal Improvemenst West	Provide bicycle lanes/multi-use trail on NE 40th Street from 148th Avenue NE to 156th Avenue NE. Work with Microsoft to design NE 40th Street as a gateway with multi-modal design features. This should include bicycle lanes on both sides of the street and/or wide (12-feet) multi-use trail on one side to accommodate both pedestrians and bicyclists.	Broken out into multiple projects.	
54	Wayfinding/Gateway Treatments	Wayfing, gateway, and public art elements that reinforce the character and identity of the corridor as being part of Redmond and its unique high-tech business environment in the vicinity of the street. Coordinate with street improvements.	Incorporated into project 57	
55	NE 40th St Pedestrian Signal Heads	Replace existing pedestrian signal heads with countdown pedestrian signal heads.	Completed	
63	NE 40th St Midblock Crossing	A mid-block crossing across NE 40th Street. Improvements include a median-refuge area and high level pedestrian warning devices that will be activiated by a pedestrian to cross the street.	Complete	
69	Bel-Red Road	Provide continuous bike lanes in both directions along the Bel-Red Road Corridor. Extend the existing southbound bicycle lane on Bel-Red Road north to West Lake Sammamish Parkway. Provide a northbound bicycle lane on Bel-Red Road from NE 30th Street to West Lake Sammamish Parkway. Bellevue has identified adding northbound bicycle lane on Bel-Red Road from 156th Avenue NE to NE 30th Street.	Consolidated with 68	
70	WLSP & NE 51st St Intersection Modifications	Add southbound lane from NE 51st St to NE 50th St and then taper two southbound through lanes to one. Convert existing southbound right-turn only lane at NE 51st St to right/through lane. Improvements would include bike lanes, curb, gutter, planter strip, sidewalks, retaining walls, street lights, storm drainage, underground power, right-of-way and easement acquisition.	Consolidate into 157.	
	Neighborhood Traffic	Identify locations within the City, and install physical control devices in neighborhood		
80	Calming Program	corridors to slow and control speeding traffic (\$150,000 annually).	Rolled up into new programs	

	Attachment 4 - Screened Out Projects			
ID	Name	Description	Reason	
86	Red Way / NE 76th St Turn Lanes	Modify intersection. Add a southbound right turn lane on NE 76th St and add dual lefts on eastbound Redmond Way.	Modified by 76th Corridor Study, which is implemented through other projects.	
93	Treatments	Improve NE 76th Street between Redmond Way and 192nd Avenue NE for sustainable stormwater treatments and all traveling modes including pedestrians, bicyclists, transit, cars, and trucks.	Project is refined by 76th Corridor Study	
94	NE 76th St / 520 EB Onramp Crosswalk	Add crosswalk to west leg of intersection	High cost per little benefit.	
100	Bicycle Facilities Improvement Program	Improve bicycle facilities throughout the City (\$450,000 annually)	Rolled up into new programs	
101	Sidewalk Improvement Program	Improve sidewalk facilities throughout the City (\$1,000,000 annually)	Rolled up into new programs	
103	Bridge Repair Program	Provide repair and maintenance of the roadway bridges in the City (\$50,000 annually).	Rolled up into new programs	
104	Channelization Improvement Program Engineering	Provide street marking projects throughout the City (\$50,000 annually). Provides for unplanned minor projects, emergency projects or added scope changes in larger	rolled up into new programs	
106	Contigency Program	transportation projects (\$100,000 annually).	Rolled up into new programs	
		Maintain a state of good repair for the transportation infrastructure. Elements include: 1. Preserve and maintain the City's pavement infrastructure in a good condition (\$1,000,000 annually); 2.Provide street marking projects throughout the City (\$50,000 annually); 3. Provide repair and maintenance of the roadway bridges in the City (\$50,000 annually); 4. Identify, inventory, prioritize and schedule undergrounding of overhead utilities such as power, telephone, and television cable (\$50,000 annually); 5. Maintain street lighting in the		
107	Capital Maintenance Program	City; 6. Maintain curb and gutter throughout the City; and 7. Maintain sidewalks throughout the City.	Rolled up into new programs.	
	Street Lighting Program	Identify, inventory, prioritize and schedule street lighting enhancements. Manage the installation of both Puget Sound Energy owned and City of Redmond owned street lighting locations within the City (\$50,000 annually).	Rolled up into new programs.	

	Attachment 4 - Screened Out Projects			
ID	Name	Description	Reason	
	Transportation			
	Concurrency	Support ongoing efforts to monitor the City's transportation system, identify problem areas,		
109	Management	and develop and evaluate potential solutions to ensure concurrency (\$100,000 annually).	Rolled up into new programs	
	Undergrounding	Identify, inventory, prioritize and schedule undergrounding of overhead utilities such as		
110	Program	power, telephone, and television cable (\$50,000 annually)	Rolled up into new programs.	
	Redmond Way and	Complete improvements consistent with Downtown East- West Corridor Master Plan. Improvements would include widening Redmond Way to accommodate on-street parking on		
	Cleveland	both sides, completing intersection improvements and sidewalk widening along both	Replaced by more detailed	
117	Street	corridors, and realigning NE 79th and NE 80th Street connections to Redmond Way.	DEWCS projects	
	159th Avenue NE	Construct a new north/south connection between the south end of 159th Avenue NE and Redmond Way at Bear Creek Parkway. Improvements include one lane in each direction, sidewalks, bicycle lanes, utilities, street lights, trees, signs, stormwater treatments, and		
118	Extension	eastment or right-of-way acquisition.	Duplicate of 170	
	NE 70th St &	castilient of right-of-way acquisition.	Duplicate of 170	
	Redmond Way	Based on the findings of the SouthEast Redmond Light Rail Station Areas Study, provide	Need more definition.	
	Intersection	improved vehicular connection to future light rail station at NE 70th Street, such as dual NB	Consolidate into the SE LR	
125	Improvements	left turn lanes.	Station Area Study	
120	Union Hill &	Short Term Rechannelization: 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	Station i nou stati	
126	Rechannelization	at 178th.	High cost per little benefit.	
	Novelty Hill Rd &			
	Avondale Intersection	Rechannelize Novelty Hill Road at northbound Avondale Road right- turn slip lane to	No collission history to	
128	Enhancement	address conflicts between NB right turn and SB left turn.	support the need of the project.	
			WSDOT determined that	
			project is cost prohibitive	
			while designing SR 202	
		Improve intersection of Redmond Way / 185th to better accommodate truck movement. The	enhancement. Topography	
	NE Intersection	need of this project is to be evaluated in coordination with the improving the intersection of	would require massive regrade	
131	Improvement	NE 76th Street and 178th Place NE.	to implement project.	

	Attachment 4 - Screened Out Projects			
ID	Name	Description	Reason	
132	On Avondale Road at 180th Avenue NE and NE 95th street	Access Management: Provide U-Turn opportunities along Avondale Rd, including at 180th Ave NE, and NE 95th St.	Included into 127 and 130	
137	NE 76th St Park and Ride	Provide auxiliary park and ride lot in the SE Redmond commercial area for transit patrons and poolers.	Study as part of the SouthEast Redmond Light Rail Station Area Plan	
138	No specific location	Add transit shelters where significant numbers of transit boardings occur. Work with other agencies.	Need more project definition. Study as part of the SouthEast Redmond Light Rail Station Area Plan	
139	Downtown/SE Redmond Street Connection	Consider new arterial HOV road or busway facility to connect future SE Redmond light rail station with downtown Redmond/Bear Creek Pkwy. The likely location is along the Sound Transit light rail alignment. Coordinate with SouthEast Redmond Light Rail Station Area Plan	Need more definition. Consolidate into the SE LR Station Area Study	
141	SE Redmond LRT Bike Parking	Provide safe bike parking facilities at the future light rail station. Work with Sound Transit.	Need more project definition. Consolidate into the SE LR Station Area Planning Study.	
146	On Avondale Road between Avondale Way and NE Union Hill Road	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.	Would require new bicycle bridge - with little benefit. Incorporated into 15, which would make project feasible.	
149	West of Avondale Road	Add additional pedestrian connections from Avondale Road / residential areas west of Avondale Road to Education Hill, Nike Park, Hartman Park.	Elements removed to point that it is duplicate of 233	
150	On west side of Avondale Road north of NE Union Hill Road	Fill In missing Sidewalk: Complete missing sidewalk on west side of Avondale Rd, north of Union Hill Rd.	Cost is too high, would require a pedestrian bridge which is not appropriate per the benefit. Included into project 15.	
151	South of NE 70th Street	Based on the SouthEast Redmond Light Rail Station Area Plan, complete a grid system around future Sound Transit light rail station and Park & Ride.	Need more project definition. Consolidate into the SE LR Station	

	Attachment 4 - Screened Out Projects			
ID	Name	Description	Reason	
152	Avondale-to-Novelty Hill Rd Connection	Create a new road connection linking Avondale Road and Novelty Hill Road. This new connection is north of Novelty Hill Road and has an intersection at 187th Court	Environmental impacts including shoreline and stream buffer. Cost prohibitive.	
153	Redmond Way and/or other major arterials	commercial area). Consider pedestrian refuges or bridges to improve pedestrian safety.	Need more definition. Consolidate into the SE LR Station Area Study	
159	Bear Creek Parkway Widening	Widen Bear Creek Parkway from Leary Way to BNSF railroad tracks. Improvements include 2 through lanes in each direction, left turn lanes, curb, gutter, sidewalks, street lights and storm drainage.	Complete	
160	168th Ave NE Widening Red-Wood Rd & NE	Widen 168th Ave NE from NE 80th St to Redmond Way. Improvements include 1 through lane in each direction, left turn lanes, parking, curb, gutter, sidewalks, street lights, storm drainage and underground power.	Not necessary.	
163	124th St Turn Lanes	Add northbound dual left-turn lanes while minimizing impacts to the farmland areas.	Complete.	
164	Ne 79th St Widening	Widen NE 79th St from Redmond Way to Avondale Way. Improvements include 1 through lane in each direction, left turn lanes, parking, curb, gutter, sidewalks, street lights, storm drainage and underground power.	Complete	
165	Union Hill Rd & 178th Pl NE Turn Lane	Intersection modification. Add 2nd NB left turn lane on 178th Place NE	Not necessary with 185th extension.	
166	168th Ave NE Extension	Construct new 168th Ave NE from NE 76th St to NE 79th St. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, storm drainage, right-of-way and easement acquisition.	Existing cross section meets demand and needs	
169	Redmond Way HOV Treatments	Construct HOV treatments from SR 520 to East Lake Sammamish Pkwy.	Cost too high per benefit.	
	150th Ave NE 150th Ave NE & NE	Construct new 150th Ave NE from NE 51st St to 148th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, street lights, storm drainage, right-of-way and easements. Construct a northbound right-turn lane and combined two 150th Avenue NE intersections at	Consolidate with 46.	
173	40th St Turn Lane	west intersection.	Complete.	

	Attachment 4 - Screened Out Projects			
ID	Name	Description	Reason	
	Overlake	Construct new streets in Overlake Center vicinity. Improvements include 1 through lane in	Broken out into individual	
	Center/Overlake	each direction, parking, sidewalks, street lights, pedestrian amenities, storm drainage, right-	projects based on Overlake	
174	Village Street Grid	of-way and easement acquisition.	Village Design Guidelines.	
		Construct additional collector streets to serve area traffic and future high capacity transit	Study in SouthEast Redmond	
177	Southeast Redmond	station.	Light Rail Station Area Plan.	
		Construct a hard-surface trail linking the existing PSE trail with 93rd Court and northern		
		terminus of 142nd Avenue adjacent to Willows Creek Park. Add regional bicycle		
	Trail through Willows	wayfinding and shared lane markings from the end of the trail at 93rd Court to 132nd		
212	Creek Park	Avenue	Consolidated with 211.	
		Construct sidewalk to provide access to signal at Redmond Way. Ensure sidewalk facilitates		
	140th Ave NE	safe pedestrian movements to and from intersection. Include curb, gutter, and storm		
230	Sidewalk	treatments.	Consolidate with 72.	
		Provide outreach teaching pedestrians, bicyclists, and drivers how to safely interact on		
231	Citywide	Redmond's multimodal transportation network. Promote walking and bicycling.	To program.	
235	NE 76th St Sidewalk	Complete missing sidewalk on south side of NE 76th St, east of 180th Ave NE.	Consolidated into project 90	
		Add pedestrian crossing at NE 76th Street & NB ramp to Union Hill Rd, to connect trails to	Added into 76th Street	
239	NE 76th St	the north and south of NE 76th St.	Projects	
		Evaluate a grade separated pedestrian/bike crossing across Avondale Road between		
240	176th Avenue	Avondale Way and 180th Avenue NE.	Not necessary	
		Add pedestrian trail from south terminus of 185th Ave NE to E. Lake Sammamish Parkway		
	185th Avenue	and Trail.	Duplicate of 147	
243	Lighting program	Provide improved lighting at all crosswalks to improve pedestrian safety.	Move to a program	
	ELSP & NE 65th St	Add a marked crosswalk across ELSP near Jefferson at Marymoor residential bldg. to	Tech recommended not	
245	Crosswalk	connect to E. Lake Samm. Trail.	including this project	
246	Redmond Way	Improve pedestrian safety at 188th Ave NE / NE 65th St; Consider pedestrian crossing flags.	Duplicate of 135	
	Redmond Way, 140th	Construct 600 ' of missing sidewalk; solutions include extensive retaining walls or structured		
251	to 148th North Side	steel walkway w/railing	Consolidate with 179.	
	Overlake and	Identify and provide short-term pick-up and drop-off areas at Redmond's transit centers and	To be further defined in	
255	Downtown	park and rides.	Transit Plan	

	Attachment 4 - Screened Out Projects			
ID	Name	Description	Reason	
256	SE Redmond Commuter Parking Facility	Current commuter parking facilities are at or near capacity. Demand expected to increase over time, especially with 520 tolling. Project will expand commuter parking in SE Redmond. Concept is to support the construction of Southeast Redmond East LInk parking facility early, before the arrival of East Link light rail. Would require reconfiguration of existing bus service. Partner with planned ST funding.	Parking program/SouthEast Light Rail Station Area Plan.	
257	Transit speed, reliability and access improvements	Work with Metro and Sound Transit to identify traffic operation improvements reducing transit travel time through Redmond, work to identify or relocate additional transit stops in the two urban centers.	Transit Program	
258	Downtown Transit Corridor	Implement Street design and roadway improvements to improve the environment for transit operations and facilities for transit riders through Downtown between Redmond Transit Center and SE Redmond transit facilities. Work with Metro and ST to identify appropriate transit technology/vehicles. Potentially to include upgraded and branded shelters, amenities, wayfinding signage, lighting. To coordinate with Urban Centers placemaking project within the Urban Centers Acces Programs	Transit Program	
261	North Seattle Peak Period Commuter Bus	Work with Sound Transit and King County Metro to provide improved peak period express services between NE 40th Street Transit Center and North Seattle.	To transit program	
263	NE 28th St, West	Construct new NE 28th Street between Overlake Access Ramp and 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be singulized	Duplicate of 315	
265	Avondale Rd Transit Improvements	In order to improve transit reliability, provide bus queue jumps in combination with right turn lanes and transit signal priority along Avondale Rd	Leave as 28	
266	Avondale Rd HOV Improvements	Extend HOV treatment from SR520 to Avondale Road between NE Union Hill Road and 180th Ave. NE	Leave as 28	
		Create a Friendly Non-motorized Environment: Build non- motorized trail parallel to Avondale Rd on the east side of Avondale Road, and add non-motorized linkages to Avondale R; Also adds non- motorized linkages between future Bear Creek trail extensions		
267	Avondale Road Trail	and adjacent surrounding uses. Coordinate with Avondale Road Study	Leave as 28	
272	Avondale Road at Avondale Way	Intersection re-alignment and addition of pedestrian crosswalks	Consolidate into 154 - same project location	
281	Avondale Road at NE 95th Street	Intersection re-alignment reduces skew, adds a north leg crosswalk, eliminates split-phasing and provides for north to south U-turns.	Consolidated with 127.	

	Attachment 4 - Screened Out Projects			
ID	Name	Description	Reason	
	166th Avenue NE			
283	(85th to 100th)	Reduce existing four travel lanes to three lanes with bike lanes in each direction	Consolidate with 95.	
298	70th Street	Construct roadway with sidewalks, street lighting, utilities, and stormwater	Is project 99 duplicate	
			Steep slopes, neighborhood	
299	NE 100th St Extension	Construct roadway with sidewalks, bike lanes, street lighting, utilities, and stormwater	opposition	
301	116th Street	Construct roadway with sidewalks, street lighting, utilities, and stormwater	High cost per little benefit.	
	154th Ave NE &			
	Redmond Way	Construct overpass connecting 154th Avenue to Redmond Way. Consider configuration of		
306	Overpass	ramps.	High cost with limited benefit	
			City does not own property,	
			potential environmental	
307	87th Street	Construct hard surface trail.	impacts.	
317	RedWood Rd	Add northbound right turn lane	Is duplicate of 162	
	Redmond CC Interim		May be built as piece of Phase	
323	Connection	Complete Redmond Central Connector to 95th Street	II and Phase III of RCC	