

City of Redmond
2014-2019 Transportation Improvement Program
Adopted: October 1, 2013

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Six-Year Transportation Improvement Program (TIP) Overview

1. What is the Six-Year Transportation Improvement Program (TIP)?

The Six-Year Transportation Improvement Program, or TIP, is a short-range planning document that is annually updated based on needs and policies identified in the Redmond Comprehensive Plan and Transportation Facility Plan. It represents Redmond's current complete list of needed projects and programs for the next six years. The document also identifies secured or reasonably expected revenues and expenditures for each of the projects included in the TIP. Typically, projects listed in the first three years of the document are shown as having secured funding while projects in the last three years can be partially or completely unfunded.

2. What is included in the TIP?

The central part of the TIP is Appendix A – Project List, sorting projects into seven categories and detailing estimated project expenditures. All other portions of this document are meant to support and further clarify the Project List, especially Appendix C – Project Descriptions, providing the planned scope of the project.

A. Project Categories

Projects contained in Redmond's TIP are organized based on geography, consistent with the vision for the City – Redmond is a vibrant complete city: two urban centers and connected neighborhoods with high quality services for an engaged citizenry. The categories include the *Downtown Urban Center*, the *Overlake Urban Center*, *Planning and Programs*, and the *Redmond Neighborhoods*. The vision for each is described below.

Downtown Urban Center

Downtown Redmond is a vibrant mix of businesses, residences, and open spaces. It is a destination where residents meet in their favorite bakery or take in an open-air concert at the Downtown Park. Residents and visitors walk along the tree-lined streets from shop to shop, or along the Sammamish River Trail, or Central Connector Trail, for exercise and relaxation. The Downtown Neighborhood is an urban village with a sense of its own history. The one square mile neighborhood houses approximately 13,000 residents and 12,400 jobs, providing support to the neighborhood's restaurants, shops, services, and cultural/entertainment venues. Downtown residents and workers rarely use their cars to get around the neighborhood, as light rail, convenient bus service, and friendly walking and bicycling environments provide fun, interesting, and healthy transit options within the neighborhood, as well as to Bellevue and downtown Seattle.

Overlake Urban Center

Redmond's adopted vision for Overlake in 2030 is a thriving neighborhood where 16,000 people live and 70,000 people work. In 2030, thousands of new residents walk from their homes to their jobs or to patronize neighborhood shops and services. Many stroll along a

redesigned 152 Avenue Northeast, the neighborhood's main street. Others use new streets and urban pathways established as the neighborhood redeveloped.

Light rail quickly and conveniently transports residents, employees, and visitors between two Overlake stations and regional destinations. For those preferring bicycles to trains, regional trails have been improved, reducing congestion at street crossings. Complete streets and new non-motorized crossings of State Route (SR) 520 make transit convenient for more people and provide new connections between Overlake Village and the Employment Area to the north. The Overlake of 2030 succeeds as a regional hub of activity because the community at large, together with private property owners and developers, established a vision and followed through on a strategy to achieve it.

Planning and Programs

Programs and planning efforts help achieve the City vision by meeting a particular transportation need (such as a mode or safety) in a systematic way, completing smaller scale projects and planning for the need over a long period of time.

Plans help determine the future transportation network through citywide and corridor long studies.

Redmond Neighborhoods

As neighborhoods outside of Redmond's urban centers continue to mature, they build on assets such as natural beauty and diversity, maintain a welcoming atmosphere through gathering places, and continue improving public aspects such as safety and transportation.

Redmond is known as the bicycle capital of the Northwest and throughout its neighborhoods, the City has developed an extensive system of bike paths and trails that are used for recreation, commuting and riding to schools, parks, and other destinations. Basic maintenance (including streets, utilities and improvements to all modes of transportation) provides needed services and mobility options for people, whether walking safely down the street or moving efficiently across town.

B. Project Funding and Project Cost

The TIP Project List not only identifies the projects planned over the next six years, but it also reports the amount of funds currently allocated for each project during the years covered by the TIP. The estimated total project cost is also reported on the TIP Project List. To reduce confusion the total project cost for each project is included in the TIP even if the project was started prior to the first year covered in the TIP or the project is planned to continue beyond the final year covered in the TIP.

Planned expenditures for each project are summarized into four funding categories in Appendix A. These four funding categories represent the following revenue sources used to fund projects:

1. **Unfunded** - The portion of the project cost planned for the six-years included in the TIP currently without approved funding.
2. **Local Funding** – This includes the following funding categories:
 - a. **Funded by Other Local Jurisdictions** – Funds that come from partnerships with other jurisdictions and organizations.
 - b. **Capital Investment Program (CIP)** – The transportation portion of the CIP includes a variety of funding sources, including transfers from the City general fund, real estate excise tax, motor vehicle excise tax, motor vehicle fuel tax, sales tax on construction, and investment interest.
 - c. **Developer** – Currently, the largest source of developer contribution is in frontage improvements, although supplemental mitigation has also been significant in recent years.
 - d. **Business Transportation Tax (Business License Surcharge)** – \$56 per employee limited duration surcharge on Redmond's business license fees is earmarked for transportation projects.
 - e. **Impact Fees** – Impact fees are assessed against building developments and improvements as they occur throughout the City.
 - f. **Other** – Miscellaneous funding sources that do not fit into the categories above.
3. **Federal Funding** - Federal grant funding is available through many competitive processes included in Federal transportation legislation.
4. **State Funding** - State grant funding is available through a variety of competitive programs. The Transportation Improvement Board (TIB) administers many of these programs.

The Total Project Cost column included in Appendix A is based on varying levels of cost estimating. As the project moves from the planning level to a more detailed level of design, cost estimates are refined based on the more detailed information. The following defines the cost estimate types in order of increasing detail and certainty:

1. **Pre-Project Planning Estimate:** These project placeholders are allocations of funds used where a significant need has been identified, but planning efforts to develop a project scope are not yet significantly underway. Without some type of project scope it is very difficult to develop a detailed cost estimate. These cost estimates have the potential to change significantly as the project scope becomes more defined.
2. **Planning Level Estimate / Engineer Estimate:** These cost estimates are based on a generally defined scope that may include multiple alternatives. Cost estimates are usually based on limited fieldwork and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins but should be more reliable than the Pre-Project Planning Estimates.
3. **Preliminary Design Report:** These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are not further additions to the project scope, these project estimates should represent a fairly dependable estimate of the total cost of the project.

Cost estimates are updated as part of the TIP update.

3. Developing the TIP

The annual TIP update starts with the previously adopted TIP. Projects in the previously adopted TIP are reviewed and projects that have been completed, or because of changing conditions, are no longer needed are removed from the TIP. The remaining projects carried over from the previous TIP are reviewed for changes to cost estimates, project funding, schedule, or scope during the update process to ensure that the best information is represented in the TIP.

New projects are generated from many sources, including appointed commissions and committees representing bicycles and pedestrians, parks, traffic safety, and trails; elected officials; City of Redmond staff; and other interested individuals and groups. In many cases, City of Redmond staff use tools such as the Pavement Management Program, analysis of accident data, and transportation modeling to help identify potential new projects. Potential new projects undergo a review of scope, priority, schedule, financing concepts, and compatibility with the Redmond Comprehensive Plan and Transportation Master Plan.

Updated projects from the previous TIP and new projects are then used to create a draft TIP project list. The phasing and funding of these projects in the draft TIP is based on an evaluation of project priority compared with priorities laid out in the Redmond Transportation Facility Plan, commitments to projects and programs that are already underway, partnerships the City has entered into with other jurisdictions and agencies, and new opportunities that arise to leverage local transportation funding in combination with other funding sources.

Once the draft TIP has been developed, a public hearing is held to provide an opportunity for the community comment. Based on the results of the public hearing and comments from the Redmond City Council a final version of the TIP is developed. This final version is then adopted by the City Council.

4. Relationship of the TIP to other Transportation Documents

A. Six-Year Capital Investment Program

Once adopted, the TIP helps to guide funding and implementation priorities during the development of the transportation portion of the 6-Year Capital Investment Program (CIP). The CIP is a six-year financial plan addressing capital needs and is updated along with the development of Redmond's biennial operating budget. The CIP can be considered a subset of the TIP. The CIP shows the City-funded portion of projects and is constrained by current budget forecasts, whereas the TIP shows the complete project list with the variety of funding sources and partners involved.

B. State and Federal Requirements

State law requires that each city develop a local TIP and that it be annually updated (RCW 35.77.010). It also requires that projects be included in the TIP in order for cities to compete for transportation funding grants from most Federal and State sources. Federal grant funded and regionally significant projects from the first three years of the City's TIP are included in the Regional TIP, which is assembled by the Puget Sound Regional Council for King, Kitsap, Pierce, and Snohomish Counties. The regional TIPs (RTIP) from around the State are then combined to form the State TIP (STIP), which is approved by the Governor and then submitted to the Federal Highway Administration and Federal Transit Authority for their review and approval.

5. Future Updates

The TIP is an excellent guide to assist with planning transportation investments. The initiatives for next year's update remain much the same as the prior year.

- Review and update cost estimates included in the TIP.
- Further develop program reporting as part of TIP.

6. Contact Information

Should you have questions or wish further information, please contact either of the following City staff:

Don Cairns, Transportation Planning & Engineering Manager, (425) 556-2834,
dcairns@redmond.gov

Peter Dane, Associate Planner, (425) 556-2816, pbdane@redmond.gov

Appendix A - Project List

All Six-Year TIP projects and programs are arranged into four categories: *Downtown Urban Center*, the *Overlake Urban Center*, *Planning and Programs*, and the *Redmond Neighborhoods*. The types of projects and programs included in each of these categories are described below:

- **Downtown Urban Center** – Projects and corridor planning located in Downtown.
- **Overlake Urban Center** – Projects and corridor planning located in Overlake
- **Planning and Programs** – Citywide planning and programs.
- **Redmond Neighborhoods** – Projects and corridor planning located in Redmond neighborhoods.

City of Redmond
Six-Year Transportation Improvement Program

Street or Project	From	To	Proj Start	Proj End	Six-Year Project Funding Information (All Dollars in Thousands)					Total Project Cost *	
					Un Funded	Local Funding	Federal Funding	State Funding	Total Funding		
DOWNTOWN URBAN CENTER											
B43	Cleveland Street East	164th Ave	Avondale Way	2016	2017	1,500				0	1,500
B44	Gilman Street to Central Connector Completion	Cleveland Street	Central Connector	2017	2017	100				0	100
C53	Redmond Way and Cleveland Street Couplet Conversion	160th Avenue NE	170th Avenue NE	2014	2016		12,404	5,000		17,404	17,404
C58	Cleveland Streetscape	160th Ave NE	164th Ave NE	2014	2014		4,175	3,372		7,547	7,547
M16	Redmond Central Connector Parking Lot	Leary Way	Bear Creek Parkway	2014	2014		733			733	733
P14	Redmond Way Overlay Phase 2	Bear Creek Parkway	164th Ave NE	2015	2016	430			70	70	500
										25,754	27,784
OVERLAKE URBAN CENTER											
B37	520 Trail Grade-Separation at NE 40th St	520 Bike Trail	520 Bike Trail	2018	2019	3,150	2,100			2,100	5,250
B40	Overlake Village Bicycle-Pedestrian Bridge	2800 Block	31st Street	2014	2019	9,118	1,275	1,607		2,882	12,000
B41	Overlake Transit Center Bicycle-Pedestrian Bridge	Overlake Transit Center	3800 Block	2019	2019		28,000			28,000	28,000
C45	Bellevue-Redmond Rd & 156th Ave NE Intersection Widening	Bellevue-Redmond Rd	156th Ave	2016	2017		2,400			2,400	2,400
C46	NE 51st St & 148th Ave NE Intersection Improvements	51st Street	148th Ave	2016	2017		1,000			1,000	1,000
C47	NE 31st St Improvements	152nd Avenue	156th Avenue	2016	2017	2,600	400			400	3,000
C48	West Lake Sammamish Parkway Widening & Roundabout Phase 3 (Part 1)	Bellevue-Redmond Rd	West Lake Sammamish Parkway	2018	2019	9,000				0	9,000
C56	Overlake Access Ramp	SR 520	150th Avenue NE	2014	2018	32,660	340		1,500	1,840	34,500
C57	152nd Avenue NE Improvements	NE 24th Street	Ne 31st Street	2015	2018	14,000	7,100			7,100	21,100
C59	NE 40th Street Rechannelization	SR 520	Bel-Red Rd	2017	2018	1,400				0	1,400
C60	NE 40th Street Reconstruction	156th Ave NE	163rd Ave NE	2018	2019	3,200				0	3,200
C61	27th Street/28th Street	152nd Avenue	156th Avenue	2014	2015		14,300			14,300	14,300

*Total Project Cost represents the total estimated cost of the project. The funding represented in the six-year TIP may be less than the total project funding for two reasons. One, the project is underway and has expended money during years prior to the first year of the TIP. Two, the project is planned for the later years of the TIP and will not be completed by final year in the TIP.

City of Redmond
Six-Year Transportation Improvement Program

Street or Project	From	To	Proj Start	Proj End	Six-Year Project Funding Information (All Dollars in Thousands)					Total Project Cost *
					Un Funded	Local Funding	Federal Funding	State Funding	Total Funding	
C62 Overlake Access Ramp Local Connection	Overlake Access Ramp roundabout terminus	152nd Avenue	2017	2019	18,600				0	18,600
L8 148th Avenue NE Corridor Master Plan	Bellevue-Redmond Road	SR 520 Interchange	2015	2017	500				0	500
P16 156 Avenue NE Street Preservation Overlay	28th Street	51st Street	2014	2014		539	539		1,078	1,078
P18 148th Avenue Rehabilitation	SR 520	Redmond Way	2019	2019	3,000				0	3,000
S47 NE 51st Street at 150th Avenue NE Traffic Signal	NE 51st Street	150th Avenue NE	2016	2016		700			700	700
									61,800	159,028
PLANNING AND PROGRAMS										
B1 Bicycle Facilities Improvement Program			2014	2019		2,700			2,700	2,700
B2 Sidewalk Improvement Program			2014	2019		8,400			8,400	8,400
L9 Sound Transit East Link			2014	2014		100			100	100
M1 Redmond Trip Resource and Incentive Program (R-TRIP)			2014	2019	1,738	4,280			4,280	6,018
M6 Parking Management Program			2014	2019		750			750	750
M7 Transportation Management Programs (TMP's), Administration and Maintenance			2014	2019	85	425			425	510
M13 Citywide Commute Trip Reduction (CTR) Program			2014	2019				583	583	583
M14 Growth and Transportation Efficiency Center Implementation			2014	2019	1,260	180			180	1,440
P1 Pavement Management Program			2014	2019		8,100			8,100	8,100
P2 Bridge Repair Program			2014	2019		450			450	450
S1 Neighborhood Traffic Calming Program			2014	2019		900			900	900
S2 Channelization Improvement Program			2014	2019		450			450	450
S4 Engineering Contingency Program			2014	2019		600			600	600
S5 Street Lighting Improvement Program			2014	2019		300			300	300

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City of Redmond
Six-Year Transportation Improvement Program

Street or Project	From	To	Proj Start	Proj End	Six-Year Project Funding Information (All Dollars in Thousands)					Total Project Cost *
					Un Funded	Local Funding	Federal Funding	State Funding	Total Funding	
S7	Utility Undergrounding Program		2014	2019		300			300	300
S29	Transportation Concurrency Management Program		2014	2019		600			600	600
S38	Targeted Safety Improvement Program		2014	2019		2,700			2,700	2,700
T12	Transit Service Program		2014	2019	1,025	175			175	1,200
									31,993	36,101
REDMOND NEIGHBORHOODS										
B19	Puget Sound Energy Trail, Rose Hill Extension	132nd Avenue NE	Willows Road	2019	2019	1,250			0	1,250
B23	Redmond Way Sidewalk	142nd Avenue NE	148th Avenue NE	2014	2015	420	1,400		1,400	1,820
B38	Redmond Central Connector Phase 2	Sammamish River Trestle	NE 100th Street	2014	2015		1,000		2,300	3,300
B42	Redmond Central Connector Phase 3	100th Street	124th Street	2019	2019	1,950			0	1,950
B45	Red-Wood Road Sidewalk	NE 109th Street	10800 Block	2016	2016	605			0	605
B46	134th Avenue NE Sidewalk	NE 75th Street	NE 80th Street	2015	2015	400	100		100	500
C18	116th Street Widening	Red-Wood Road	167th Place	2019	2019	1,500			0	1,500
C43	Union Hill Road Widening, Phase 3	188th Avenue NE	East City Limits	2014	2015		1,200		3,183	4,383
C44	Redmond Way & 140th Ave NE Intersection Widening	Redmond Way	140th Ave	2016	2017		1,950		1,950	1,950
C51	NE 73rd Street Extension	185th Ave NE	188th Ave NE	2018	2019		10,250		10,250	10,250
P6	Avondale Road Bridge Rehabilitation at Bear Creek	Avondale Road	Bear Creek	2017	2017		100		100	100
P12	NE 95th Street Bridge Replacement	Bear Creek	Bear Creek	2017	2017		330		330	330
P15	Willows Road Rehabilitation	NE 90th Street	NE 124th Street	2019	2019	2,000			0	2,000
P17	148th Avenue NE Bridge Seismic Retrofit	148th Avenue	8600 Block	2014	2015			2,038	2,038	2,038
P19	Avondale Road Rehabilitation	Union Hill Road	116th Street	2019	2019	2,000			0	2,000

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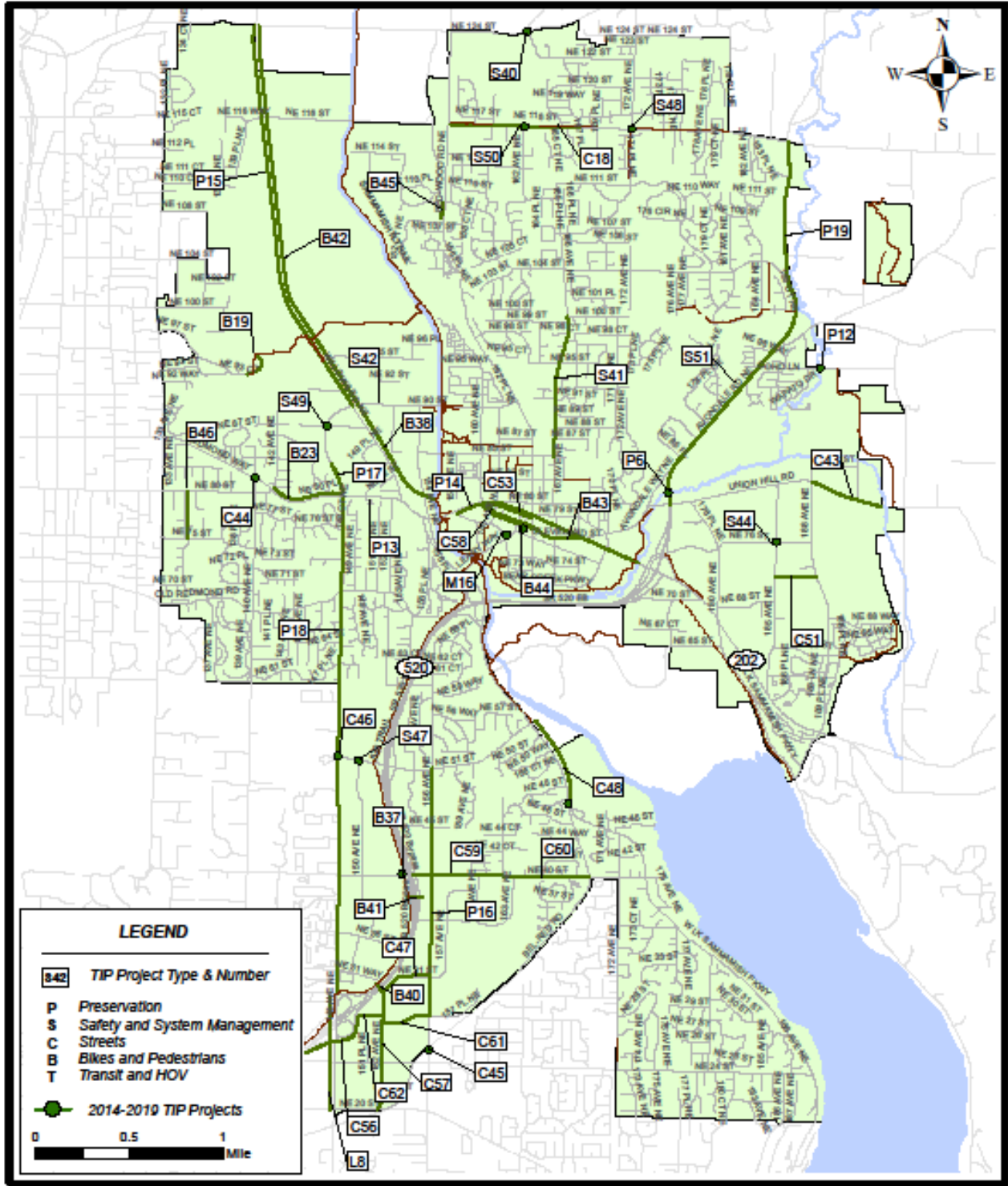
City of Redmond
Six-Year Transportation Improvement Program

Street or Project	From	To	Proj Start	Proj End	Six-Year Project Funding Information (All Dollars in Thousands)					Total Project Cost *
					Un Funded	Local Funding	Federal Funding	State Funding	Total Funding	
S40 NE 124th Street at 162nd Place NE Intersection Improvements	NE 124th Street	162nd Place NE	2019	2019	625	275			275	900
S41 166th Avenue NE Rechannelization	NE 85th Street	NE 100th Street	2014	2015		850			850	850
S44 NE 76th St and 185th Ave NE Intersection Improvements	NE 76th Street	185th Avenue NE	2016	2017		650			650	650
S48 116th Street and 172 nd Avenue Roundabout	NE 116th Street	172nd Avenue NE	2014	2015		6,500			6,500	6,500
S49 87th Street and 148th Avenue Pedestrian Improvements	87th Street	148 th Avenue	2014	2014		100			100	100
S50 116th Street and 162nd Avenue Improvements	116th Street	148th Avenue	2014	2015		6,000			6,000	6,000
									38,226	48,976
				TOTAL	114,116	137,581	12,556	7,636	157,773	271,889

*Total Project Cost represents the total estimated cost of the project. The funding represented in the six-year TIP may be less than the total project funding for two reasons. One, the project is underway and has expended money during years prior to the first year of the TIP. Two, the project is planned for the later years of the TIP and will not be completed by final year in the TIP.

Appendix B - Project Location Map

This map represents all of the projects that can be mapped from the TIP. Projects that were not mapped include programs and planning studies (e.g. Transportation Demand Management, pavement management, Transportation Master Planning).





City of Redmond
WASHINGTON

2014-2019 TIP Project Location Map
October 1, 2013
2014-2019 Transportation Improvement Program

Appendix C - Project Descriptions

More detailed project descriptions are provided in this section for the projects included in the TIP.

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 Cleveland Streetscape
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.

OVERLAKE URBAN CENTER

- C48 West Lake Sammamish Parkway Widening & Roundabout Phase 3 (Part 1)
Project includes removing existing 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 152nd Avenue NE Improvements
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 148th Avenue NE Corridor Master Plan
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 156 Avenue NE Street Preservation Overlay
Preliminary Engineering / Design, and Construction: Overlay pavement (spot repairs, adjust utility lids, signal loops, channelization, ADA upgrades).
- P18 148th Avenue Rehabilitation
Repair and overlay roadway. Replace pavement markings and signal loops 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

- B1 Bicycle Facilities Improvement Program
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 Sidewalk Improvement Program
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 Citywide Commute Trip Reduction (CTR) Program
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 Pavement Management Program
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 Bridge Repair Program
Annual inspection and minor maintenance required to keep the city's bridges operating without disruptions.
- S1 Neighborhood Traffic Calming Program
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 Channelization Improvement Program
Upgrading and replacing existing markings, and adding new markings at intersections using long lasting materials to improve safety and durability.
- S4 Engineering Contingency Program
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.

PLANNING AND PROGRAMS

- S5 Street Lighting Improvement Program
Improve street lighting throughout the City to maintain a safe nighttime environment for walking, biking, and driving.
- S7 Utility Undergrounding Program
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 Transportation Concurrency Management Program
Ensures that data and analysis tools are up-to-date and coordinated with regional partners to reduce cost and increase efficiency.
- S38 Targeted Safety Improvement Program
Annual construction of improvements to ensure the highest priority safety needs are regularly met for all travel choices.
- T12 Transit Service Program
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 116th Street Widening
Based on the design report for this section of roadway, construct the portions of this roadway not completed by the subdivision developers.
- C43 Union Hill Road Widening, Phase 3
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 Avondale Road Bridge Rehabilitation at Bear Creek
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.

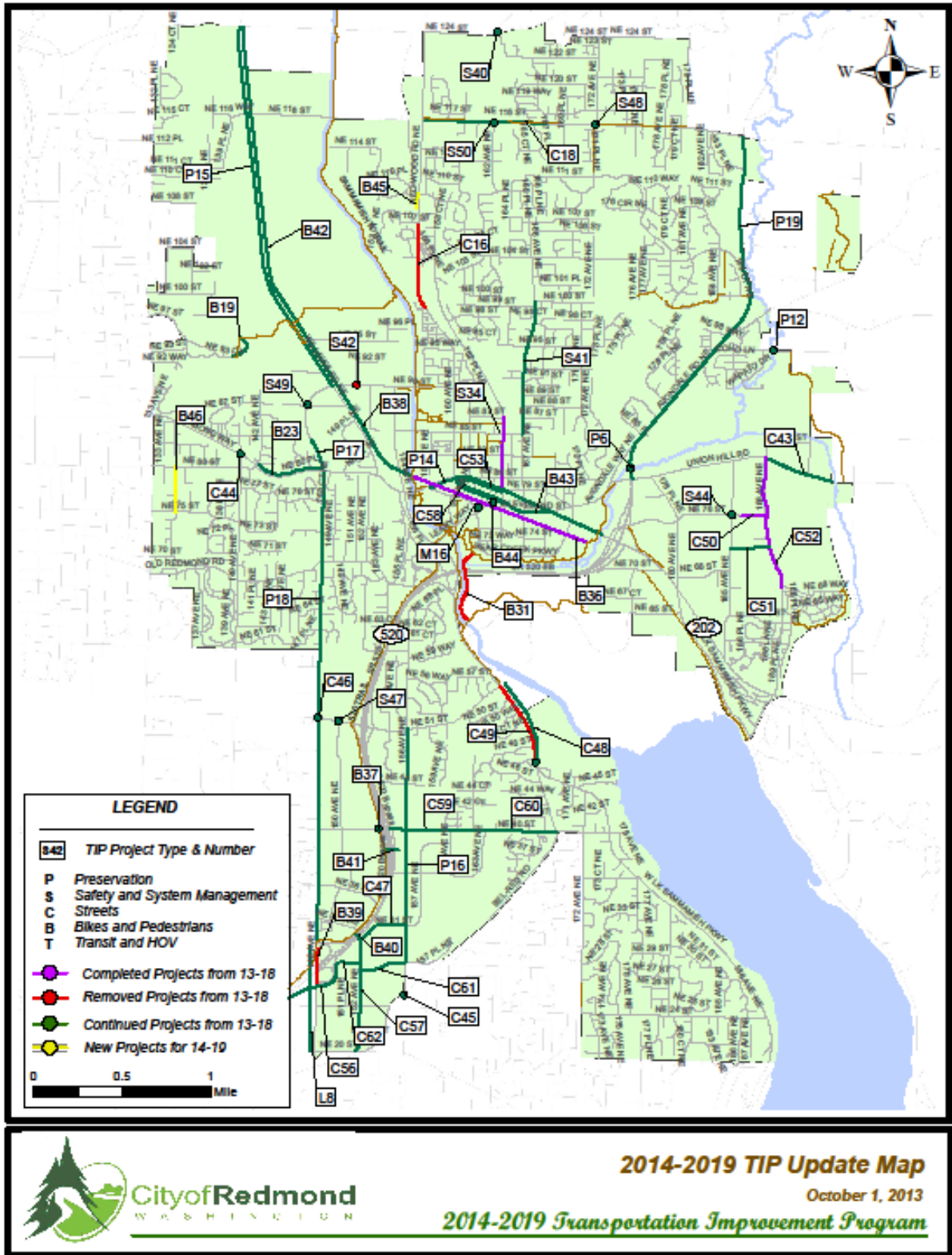
REDMOND NEIGHBORHOODS

- P12 NE 95th Street Bridge Replacement
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 Avondale Road Rehabilitation
Reconstruct/overlay the roadway. Replace channelization and signal loops. 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 166th Avenue NE Rechannelization
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 116th Street and 172nd Avenue Roundabout
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 116th Street and 162nd Avenue Roundabout
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).

Appendix D - TIP Update Map

The TIP Update Map shows how this year's TIP has changed from last year. There are four categories, Completed Projects, Removed Projects, Continued Projects, and New Projects, which are described below.

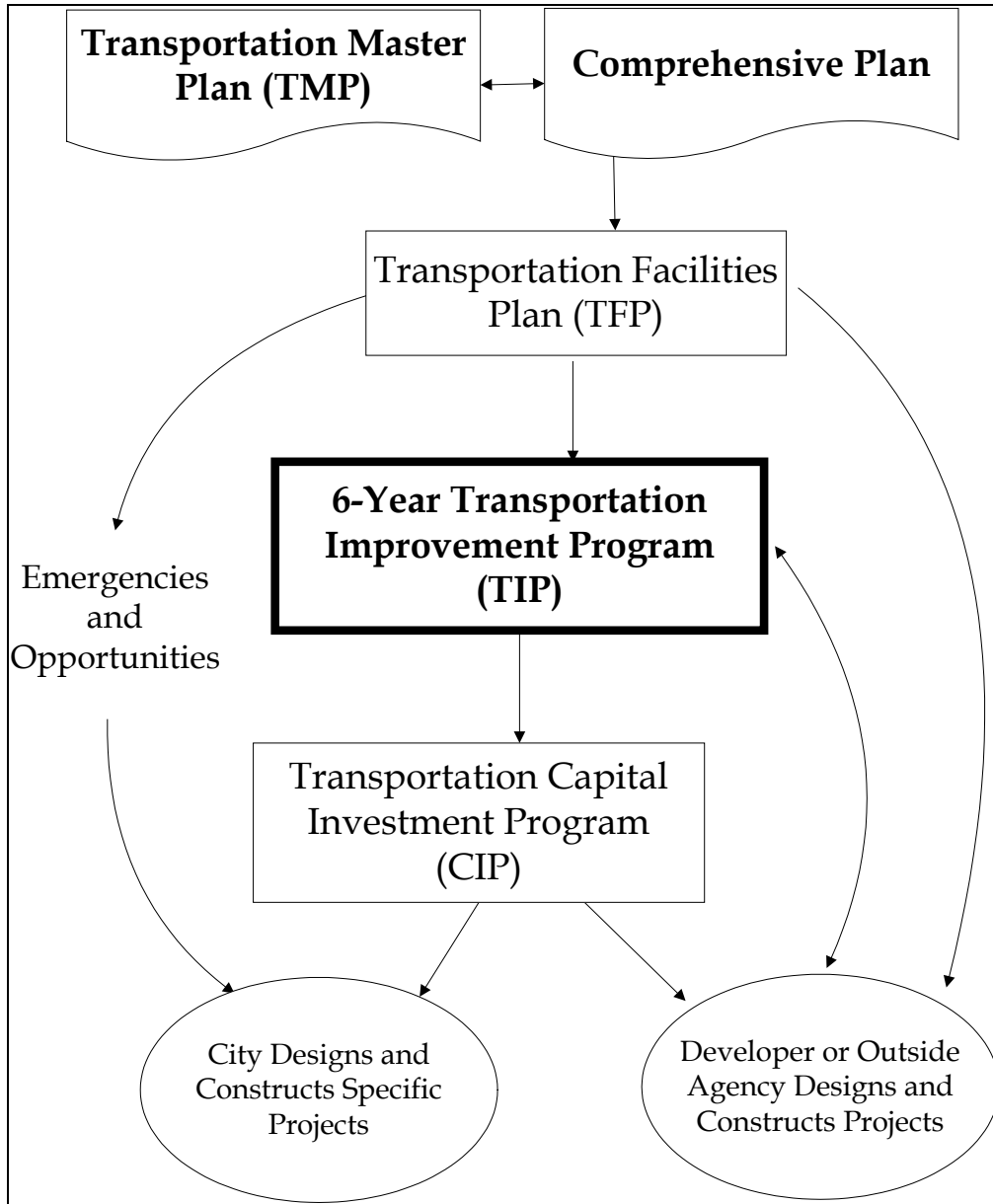
- *Completed Projects* are anticipated to be built by the end of 2013, so will not be included in this year's TIP.
- *Removed Projects* will no longer be constructed within the foreseeable next six years. While they do not appear on the current TIP, they may be brought into a future TIP when it seems likely the project will be built in a six year time frame.
- *Continued Projects* were not completed or removed, and move from the previous TIP to the current TIP. Some minor modifications to the scope and costs may occur.
- *New Projects* appear for the first time in the new TIP.



Appendix E - Transportation Planning Document Relationship Diagram

The purpose of Figure 1 is to illustrate the relationship between some of the key planning and financial documents that are used in transportation planning. The figure is designed so that the long-range planning documents are at the top and progress down towards implementation and construction of particular projects and programs. A brief description of each document is included below.

Figure 1 - Transportation Planning Flow Chart



Transportation Planning Flow Chart Definitions

- **Transportation Master Plan (TMP) and Comprehensive Plan:** These documents include the vision, strategies, and ultimate transportation plan for the community.
- **Transportation Facilities Plan (TFP):** Facilities elements of Comprehensive Plan modeled to balance planned concurrency with target land use for target year. These are updated periodically and at five-year intervals.
- **6 -Year Transportation Improvement Program (TIP):** Annually updated plan for all committed and needed improvements in the next six years. Required by RCW.
- **Capital Investment Program (CIP):** City funded projects updated with the two-year budget cycle.
- **Developers and Outside Agency Designs and Constructs Projects:** Projects constructed and paid for by developers and outside agencies (e.g. WSDOT, Sound Transit, and Bellevue). In some cases the City contributes some funding to these projects.
- **City Designs and Constructs Specific Projects:** These are the individual CIP projects that the City of Redmond designs and builds.

NOTES:

1. Council approves every step of the process from the Transportation Master Plan through acceptance of construction of city projects.
2. In addition to the Transportation Facilities Plan, the City of Redmond Comprehensive Plan and Transportation Master Plan include several other key elements such as: Vision, Goals, Policies, modal elements, performance monitoring, regional transportation, 3-year Priority Action Plan and Thoroughfare Plan.