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EXECUTIVE SUMMARY



Project sign on 166 Ave NE

On October 28, 2013, the City of Redmond hosted a public meeting for the 166 Avenue NE Rechannelization Project at the Old Redmond Schoolhouse Community Center from 5 to 7 PM. Councilman Hank Margeson opened the meeting. Councilman John Stilin and Councilwoman Kim Allen were in attendance along with 10 City staff members, 2 project consultants, and 83 area residents. Following is the evening's agenda:

- 5:00 PM 5:30 PM Open house
- 5:30 PM 6:30 PM Presentation/Q and A
- 6:30 pm 7:00 pm Comment cards/Individual discussion

The primary purpose of the 166 Avenue NE Rechannelization Project to address safety issues on the corridor includes a 4 to 3 lane conversion between NE 85 and NE 100 Street, previously

approved by the City Council and part of Redmond's Transportation Master Plan. Meeting attendees reviewed plans for the conversion and were asked to comment on potential safety improvements for 166 Avenue NE at three key intersections: NE 85 Street, NE 95 Street, and NE 100 Street. As expected, there was concern expressed about converting the remaining section of 166 Avenue NE from 4 lanes to 3 lanes even though this element of the project completes the corridor conversion and is approved to move forward.

Open House Displays

Between 5 and 5:30 and again from 6:30 to 7 PM, meeting attendees were able to view project plans and maps and speak directly to project consultants and City staff. The informal discussion during these times was intended to help meeting attendees better understand the project goal and improvement options. Information on display boards and roll plots at project tables included:

- Project location map
- History of 4 to 3 lane conversions in Redmond
- Collision data for 166 Avenue NE between 2003 and 2012
- NE 85 Street and NE 95 Street crash diagrams
- Historical volumes along 166 Avenue NE
- Observed speed data
- Observed side street delay data
- Sight distance deficiency for side streets
- Baseline improvement
- Baseline improvement photo simulation
- Potential future enhancements at NE 85 Street and NE 95 Street
- Roadway cross sections



Meeting attendees review boards and maps

Project Presentation

At 5:30, Councilman Margeson opened the meeting with welcoming remarks. He emphasized that the focus is on safety for the 166 Avenue NE Rechannelization Project and encouraged people to give their comments. The meeting was then turned over to project staff who gave the evening's presentation. The presentation included:

- the facts assessing main issues the community expressed for the two previous rechannelization projects on 166 Avenue NE (Redmond Way to NE 85 Street and NE 100 Street to NE 104 Street) regarding collision history, actual speed data, and side street delay;
- the elements in the baseline improvement and how the baseline improvement addresses main issues: and
- potential future enhancement options and how enhancements are expected to further improve safety and traffic issues.

These were some of the highlights of the presentation:

- the baseline improvement (4 to 3 lane conversion) has been approved by Council;
- the project goal is to address persistent safety issues for all modes of travel along the corridor;
- the results of collision and traffic data analysis;
- the elements of the baseline improvement such as new crossings at NE 91 Street and at NE 95 Street; and
- future enhancement improvements at NE 85 Street and NE 95 Street.

The presentation was followed by a question and answer session.

Question and Answer Session

Starting from the presentation and continuing throughout the question and answer session, meeting attendees expressed two different perspectives:



Question and Answer Session

- 1. Drivers expressed frustration about current traffic congestion and side street vehicular delay. Underlying the belief that a 4 to 3 lane conversion would inevitably result in an increase in traffic congestion seems to be an experience with general traffic congestion associated with growth in Redmond. Some commuters said they would support the rechannelization if they had alternate routes or travel modes to move them more quickly up and down Education Hill.¹
- 2. People who walk or bike had issues about collisions and many near misses along 166 Avenue NE. These people are very concerned about safety for children and youth considering that this corridor is the only route to and from multiple schools and churches. It is also a neighborhood street with a character that is very different from an expressway or a regional corridor. Residents want to feel and be safe while walking on 166 Avenue NE. A few bicyclists expressed the desire to bike safely along the corridor.



perspectives, meeting attendees discussed the presented data and provided constructive suggestions to refine improvements. Toward the end of the meeting, project team conversation with meeting attendees oriented toward specific project elements and how to improve them.

In addition to expressing these two

General audience

Public Comments

Meeting attendees were asked to submit comments about proposed safety improvements for 166 Avenue NE between NE 85 and NE 100 Street. Comments were made on sticky notes on maps at the project tables, during the question and answer period, and on comment cards provided by project staff. The comment cards posed two specific questions:

- Do you see any concerns or issues not addressed in the 4 to 3 lane conversion? Please tell us what they are.
- What are your preferred choices for future enhancements at NE 85 Street and NE 95 Street, and why?

All public comments gathered at the meeting and from email communication about the project are included as attachments in this report. These main themes emerged from the public input for this project:

¹ City addressing safety issues on 166th Ave. N.E. Redmond Reporter. October 31, 2013. http://www.redmond-reporter.com/news/230120201.html.

- There is opposition to the rechannelization because of perceptions of increased congestion and slower speed that could result from the project.
- There is support for the rechannelization because of improved safety for pedestrians, especially for young pedestrians.
- There is support for the rectangular rapid flashing beacons that will be installed on 166 Avenue as part of the Neighborhood Traffic Calming Program's School Zone Safety Improvements Project.
- Drivers are frustrated by the delay accessing 166 Avenue NE from side streets.
- There is support for a roundabout at NE 95 Street.
- There is support for a traffic signal at NE 95 Street.
- There is a preference for bus pullouts.
- Bicyclists and motorists reported that thermoplastic channelization pavement markings are slippery.
- There is confusion around the intersection at NE 100 Street.
- Sight distance is limited.
- Vehicular detection at NE 85 Street needs to be adjusted.
- Delays from the signal at 104 Avenue NE are significant

Next Steps

The next step for the team is to consolidate the feedback from the public meeting and make recommendations to City Council.

Attachment 1 Presentation

Click on the link to see the <u>presentation</u> from the October 28 2013 public meeting for the 166 Avenue NE Rechannelization Project.

Attachment 2 Comments Provided Through Emails

EMAIL: As background, my wife and I have been residents of Redmond for over 36+ years having moved to Education Hill in 1977. Our home is across the street just east of Redmond Junior High School so we are directly impacted by 166th on a daily basis.

We understand the frustration regarding the massive increase in traffic some of which is due to "cut thru" traffic coming from outlying areas such as Woodinville, Duvall, Monroe, etc. commuting to employers in Redmond, Bellevue, and along both the 520 and the 405 corridor. As we know this area has experienced massive growth of population, housing and traffic.

We applaud the efforts of the City of Redmond as regards this traffic calming road management project as it may lead to safety improvements and reduced vehicular speeds on this busy roadway. We understand that much study has been done and community input has been provided and we ask that you please also consider the following in your analysis process (much of course you have already considered as experts in this subject):

Key points.

4 to 3 lanes. The use of a center lane is safer than current practice as it allows a dedicated merge lane/turn lane. This also provides easier pedestrian crossing as fewer lanes must be crossed. (It is of interest that some drivers seem "unable" to navigate completely into the center lane leaving the rear of their vehicle protruding into the lane they moved from. Perhaps some educational signage can be employed to train these unfortunate drivers.)

Lane width. Wide lanes encourage speed ... rather, reduce lane width please.

Curves. Straight long lanes encourage speeding while curve lanes (or the appearance of such) requires attention be given by drivers and reduces boredom and distracted driving.

Bus pullouts. Install where center turn lanes are not needed to allow smoother merges ... pullouts could be substantially longer than the length of buses (i.e. 3x bus length). Buses should not (under any circumstances) be allowed to stop or slow traffic flow. If delays are caused by transit vehicles traffic frustration increases.

Bus sizes. Encourage Metro to downsize from large buses to smaller vans on the 166th route...large buses are difficult to maneuver on steep hills and especially on wet and snow covered roadways. Suggest that Access or similar vans provide service to the area and then transfer riders to buses at the downtown park n ride facility.

Roundabouts. Use of these to reduce speeds, provide a more consistent speed, and smooth intersection flow.

Center islands/crossing lighting. For pedestrian safety during day- and night-time usage. Landscaping and lighting in center lanes. Enhances community appearance and reduces driver boredom.

Sound walls. The entire 166th corridor has been impacted by the increased traffic resulting from the growth allowed over the past 30+ years. This is a busy corridor and noise levels can be mitigated by 10 ft masonry sound walls.

Cycle/bike lanes. Will enhance community safety and with physical separation by substantial curbing lanes will be safer.

Widen sidewalks. Will increase walking and will encourage community usage.

Lighted speed signs/indicators. Will increase speed awareness and likely reduce speeds.

Enhanced striping and lane signage. Necessary and essential to success.

Thank you for your efforts on this project. Our hope is that with thoughtful and resourceful design and implementation this project can improve the community and enhance the living experiences of those on Education Hill.

REPLY: Thanks for taking the time to share your comments! We appreciate your efforts in helping to make the project as best as we can.

EMAIL: Sorry I couldn't make it to the meeting last week. I would love to see any info on it. I live on 88th street & use 166th a lot with a power wheelchair. There are issues with crossing the street etc as well as the width of the sidewalks I'd like to know about.

REPLY: Thank you for your message!

We are writing up the public meeting summary and posting project information on the web. It would be ready around next week. Once that is ready, we will send the information your way. The project improvement should make it much easier for you to cross the street because a new crosswalk with rectangle flashing beacon close to your street (NE 91st Street) is included in the project. And the project improvement will manage the current speeding and shorten the distance you have to cross. In addition, we will try to improve ADA compliance of existing ramps as best as we can. Some are very challenging due to topography.

EMAIL: I never received a notice (by mail) about the meeting on downsizing 166th the rest of the way. I live off 92nd and have for 40 years...has anyone who's on the committee to downsize this road driven this every day for as long as I have?

During rush hour the now "single lane" traffic is backed up from 92nd and further down up to NE 104 Street...we're gridlocked to get out of our own street onto 166th...just think of how it'll be if you take it down to 3 lanes to the bottom of the hill. There are NO right hand turn lanes at the 166th and NE 104 Street stoplight or anywhere in Redmond for that matter hardly. We tried to get from our home on 92nd and 171st to the Redmond Motor Inn (husband had to get a shuttle to airport) at 6:00 p.m. and were literally gridlocked from getting anywhere....had to go soooo far out of our way to get there and he was late...luckily the airporter waited for us. This took 45 minutes...a normally 5 minute commute.

Redmond is letting all the stupid apartment buildings be built and more and more people, but are not providing the road system needed...how anal is that? Why haven't more roads been built off of 166th to get us to the city proper and the west side of the city. I have lived here all my life (66 years)...lived on 5 acres right next to the Redmond Elementary School....if I'd have known what we were going to turn into, would never have stayed here...we are planning to leave in the next two years because of all the greediness that City of Redmond has.

Just my opinion on all this, plus the stupid idea that someone had (that I'm sure doesn't live on 166th) in shutting down one lane and putting in a middle lane (which doesn't help if you can't get from here to there anyway. Please make sure I'm notified (by email) of any further meetings. Thank you.

REPLY: Thank you for sharing your frustration with us. Your comments are noted. With increased growth, Redmond has become more congested just like everywhere else. It is certainly happening on 166th Avenue NE. A worse problem than congestion, in my opinion, is these persistent collision along the corridor and even more near misses. The project goal is addressing safety issues for pedestrians, drivers, transit, and things like that.

Please feel free to stop by or call for more discussion. And you will receive notice of future progress on this project. There will not be any open houses on this project though.

EMAIL: Hello,

Could you please provide me with more information about the conversion on 166th Ave NE in Redmond?

Is my understanding correct that the change from 4 to 3 lanes means a reduction of one lane, or does it mean that it will be 3 lanes in either direction?

Is there a timeline set for when work will commence?

REPLY: Thank you for your message! The rechannelization from 4 to 3 means having one lane in each direction and a turn lane in the middle of these two lanes. Hence is the three lanes. The turn lane in the middle will remove conflict points between vehicles who want to turn and who want to keep going.

At the intersection of NE 85th though, it will continue to have four lanes to keep traffic operating well. This project is a safety project, which is expected to reduce persistent collisions. This project will also help to make it feel safe to walk and drive. The reason is that the bike lanes to be added will improve sight lines for drivers and they will serve as buffers between high-speed cars and kids/other pedestrians.

The timeline to start the work has not been set yet.

EMAIL: We were not able to attend the meeting on Monday. We would appreciate any information you can send to us. There are rumors going around that the city plans to put in a traffic circle at 166 & 95th. That intersection is a total nightmare, low visibility, traffic in the morning is insane and there are pedestrians crossing 166th to get to the bus stop. Not to mention that Little Folks School is in that intersection too. I just don't see how a traffic circle will make it any better. My hope is that we get a traffic light that will enable pedestrians to cross safely and cars and bicycles to enter 166th safely from the 95th.

REPLY: Thank you for your input!

EMAIL: I live on 163rd Ct. NE, on Education Hill near Norman Rockwell Elementary School. I work at Microsoft main campus and my church is in south Redmond, so I basically drive 166th every day at

least once. My other options for getting down the hill are 164 Avenue NE, which is slow (because it's windy and has only one lane in each direction) and Avondale, which is usually out of the way. I am *strongly* opposed to the proposed conversion of 166th to one lane in each direction plus a turn lane. Nothing has changed since the last time this rechannelization was proposed, when residents strongly opposed it for all the same reasons they will oppose it now.

Doing it would add significant frustration to my life *multiple times a day*. Why? Because going up that hill, you need to build momentum to get up to the speed limit of 30 mph, so if a car is turning right *or* turning left in front of you, you want to get around them if you're going straight. A turn lane solves the left-hand turn problem, but turning right while driving uphill or coming down a steep hill also requires you to slow down significantly, meaning that anyone turning right would slow down everyone behind them. It is very rare for there to be people turning both left and right at the same intersection at the same time, meaning with two lanes, it's easy to keep your speed up. When you're driving home from a long day at work and you've already hit eight red lights on West Lake Sammamish Parkway, Leary Way, Cleveland Street and Redmond Way, you are *just trying to get home* and it's so frustrating to get stuck behind a car inching up the hill at 15 mph!

We don't need a bike lane up the hill from 85th St.; it's too steep to bike, so people should get off and walk their bikes up the hill anyway. If they are biking up it, they're going so slowly they might as well be walking, which they can do on the existing sidewalk. I have seen a bike on that hill exactly one time in the seven years I've lived on Education Hill. Once. And it was coming down, not pedaling up.

I don't know what other changes are proposed, such as adding more pedestrian crossings (which I admit are few and far between — one at 85th and one at NE 104 Street doesn't make it easy to cross the street). I'm not opposed to those necessarily, but the addition of another traffic light would snarl up traffic. I love driving 166th because I can actually drive faster than 164 Avenue NE (legally!) with no stop lights. Even though the speed limit on 164 Avenue NE is 40 mph, there is usually one slow car that makes it slow for everyone. Please, please don't make 166th slow! It's the only fast way to get up the hill at this point and it needs to stay that way!

REPLY: Thank you for offering your comments! I sense your frustration with traffic along your commute route. Thank you for letting them out and sharing them with us.

Taking the time to attend a public meeting is not a small effort because that means leaving everything else behind. I'm unsure whether you plan to attend or not.

But, I do sincerely invite you to come to the meeting, not to convince you to forget about your daily commuting frustration. There will be information analyzing traffic congestion, safety, and others. Please come and look at the information and hear what the project team's presentation and what other people might say.

EMAIL: Thanks Lei for getting back to me. I will do my best to attend the open house. Definitely traffic flow is not the only concern; obviously safety is of critical importance, for example. As someone who's likely to have to use 166th every day for many, many years, I have strong feelings about traffic flow, though. It's always risky to send feedback before seeing the full presentation, but just the thought of losing lanes makes me quail. If I can't make it on Monday, I'll look at the website afterward and try to understand the full proposal.

REPLY: It was very nice meeting this evening! Thank you for making the time to go the evening. We appreciate your input.

EMAIL: Thanks, Lei! You were brave to hold a meeting where you were going to get pounded like that. This was my first experience with a public meeting like that and I was a little taken aback by how, um, vocal some people were. I mean, I'm opinionated, but I try to be polite. You guys did a great job being respectful even when some citizens were quite upset. I also really appreciated how you had all the information up around the room, and that you provided food! I was much nicer having had something to eat. :) It was totally great that you put up so many signs and reminders about the meeting; I still almost forgot except my husband left for home earlier than I did and reminded me when he saw the signs.

From what I could gather, those opposed to the plan were in two main camps: those who, like me, use 166th as a commuting corridor, and those who live near NE 104 Street and have had their traffic flow adversely affected (they would say 'ruined') by the 4-to-3 conversion at the north end of 166th. It's possible that the latter problem wouldn't have been as significant if the whole corridor had been converted to 3 lanes at once, but they are probably afraid that doing it will actually make their Problems worse rather than better, and I don't know which way it will go.

Still, the first reason people are opposed to the change is one that deserves addressing. You had lots of safety data to show why you think the conversion will make the road safer, but that is not going to make people agree with you when you're proposing something that makes their lives miserable and offers no alternatives. Personally, I think that the number of collisions you showed (it seemed like around 10 per year, but the data isn't up on the website yet so I can't confirm) is not high enough to warrant an expensive and unpopular change. That said, I understand that people who live off 166th have been requesting safety improvements, and they have the same vote I do. :) People act in ways that make sense to them. Because I don't turn onto 166th from the area under consideration (I live north of NE 104 Street, which is fine except from 8:30-9 in the morning when the stoplight backs up), I don't care how long people's wait is to turn onto 166th from, say, 95th. I understand and respect that some people do care, but obviously I'm at the meeting to represent my interests. However, what I really care about is not 166th specifically, but that I have a fast way to get off the hill. It may be illegal and unsafe to drive 39 mph on 166th, but it can be done. Have you seen Avondale and Redmond-Woodinville Road from 8-9 am on weekdays? Although their speed limit is technically 40 mph, hardly anyone is driving even 20 mph. It's no wonder that people are using 166th! I know that's why I do it. In fact, I used to commute to work at 10:30 am to avoid the traffic altogether, but now that we have a kid, daycare doesn't allow us to work crazy hours; we're going to work at 9 am like everyone else. :-P

When I moved onto Education Hill, I did so because I loved the family-friendly nature of the neighborhoods. I knew it meant that I would have to get off the hill for all my shopping and business needs. I don't mind that my neighborhood streets are 25 mph with two lanes, but I do need some streets that are faster. It seems like you're trying to turn 166th into more of a neighborhood road: slower, with crosswalks, fewer car lanes, and bike lanes. (I appreciated that you admitted the bike lanes weren't really for cyclists, but rather to keep traffic farther away from the sidewalk and so that cars can creep out into the bike lanes and get visibility.) If you had led with "We need 166th to be safer and more like a neighborhood road," and then said, "So here's what we're going to do to make it easier for you to get off the hill using Avondale and Red-Wood Road," I would've been like, "Okay, I'll just start using Red-Wood." If you could figure out how to get Red-Wood moving at its posted speed limit of 40 mph, I would absolutely use Red-Wood instead of 166th to get to 520 in the mornings. If you include that work in the proposal to change 166th, I think you will find fewer people opposed to 166th.

So, I hope that you will consider that to be a constructive suggestion as to how you can make the conversion that it seems you're already set on doing into a more palatable option for everyone.

REPLY: Thanks again for taking the time to provide in-depth comments! They are definitely constructive.

Please feel free to call me or stop by to chat more about this project or other things on your mind about transportation.

EMAIL: I was unable to attend the meeting last night and would love more information regarding the 166th project.

REPLY: Sorry that I didn't get back to you sooner. I was out of the office yesterday. Thanks for sending the photos in! The attached is the presentation for Monday's evening. The presentation provides information regarding main issues on the corridor, e.g., collision and speed.

Please feel free to talk with me with comments and questions on Mondays, Wednesdays, and Fridays when I'm in the office. If you can't reach me immediately, please feel free to contact Tricia Thomson, who is copied on this email. Her phone number is 425-556-2776.

EMAIL: Thanks for your response. I appreciate the information and the chance to discuss this. Having lived here for over 25 years, I find this change most distressing.

This morning at 8:50, 166th & 85th...traffic up the hill with two lanes. Not any different (no photos) @ 9:10 when I returned up the hill...

REPLY: Thanks for sending these pictures! I really appreciate that you have taken the time to express your perspective.

The images are not a surprise to me. As everywhere else, it has got more congested on 166th Ave. NE because of growth. This road is one of the commute routes in addition to Avondale Road and 164th Ave. NE. As these other two roads, Avondale Road and 164th Ave. NE, become congested, some people living north use 166th Ave. NE. There is a fair amount of commutte traffic on 166th. I don't quite remember whether you would be one of them or not.

Feel free to send in more pictures if you'd like. However, please know that I have got your point and relayed that to the team. From another perspective, you must be a seasoned driver. I'm concerned though for the distraction to you when you take pictures in the car.

Have a good evening!

EMAIL: I am not sure if I can make it to Monday's meeting but I do have concern about the project. I've lived on Education Hill for 17 years and I've seen that changing 4 lanes to 3 lanes from NE 100 Street to NE 104 Street St on 166th has already made a lot of traffic jam in the morning and in the evening. I cannot image what the traffic will be if it's 3 lanes all the way from NE 100 Street down to 85th. If the traffic won't move on the 166th, it's even harder than before when it's still 4 lanes on 166th Ave, for vehicles from either sides of street to turn left or right. I live on the 95th street and when I need to take my daughter to middle school or high school for activities between 5-7pm, the traffic jam starts close to 98th street where the road begins to merge from two lanes to one lane.

166th Avenue NE Rechannelization Public Meeting Summary

There is a big construction going for more houses on NE 116th which will make 166th an even busier street. I really don't think it's good idea to rechannelize 166th Ave with such a big traffic flow on it.

Please pass my concern to the City Council and thanks for your time.

REPLY: Thanks for taking the time to offer your comments!

I would love to have a chance to chat with you about this project. It could be at the Monday meeting or later.

EMAIL: I like the plan to re-channel 166th Ave NE to two thru lanes and a middle turning lane. The only concern I have is as a pedestrian crossing 166 Ave NE at street intersections is dangerous at this time. Perhaps with the planned improvements with the middle turn lane will provide a refuge for the poor souls that need to cross this street. I experienced this concern when I had to cross this street when our church had overflow parking and I was forced to park on the other side of the street. I took my life in my in hands when crossing this busy street at any time of the day. Pedestrians are very venerable with the high car spends going downhill. I hope the two thru lanes slow down the car traffic although this may not be the City's ultimate idea on the re-channel effort.

Attachment 3 Comments Provided Through Comment Cards and Written Notes on Project Maps

NE 85 Street

Southbound thermoplastic markings slippery.

Right turn detection inefficient - need stop bar delay.

Northbound left turns trip eastbound and northbound left turns.

Presence detection.

Suggestion 1. Additional light at NE 91 Street. Suggestion 2. Add roundabout at NE 95 Street therefore crossing intersections 1 - NE 85 Street, 2 - NE 91 Street, 3 - NE 95 Street, 4 - NE 100 Street make full light. Keep 4 lanes. This will slow traffic.

Make it hard to do the wrong thing (e.g. curb not just striping).

NE 86 Street

Colored pavement painting.

Not necessary.

NE 87 Street

Talk to Metro. Think to combine stops NE 87 Street/NE 91 Street to NE 89 Street.

Islands should be rain gardens from NE 87 Street to NE 88 Street.

Make bus pullouts on hill.

NE 88 Street

BUMP - new feature this summer - HATE.

Islands should be rain gardens from NE 87 Street to NE 88 Street.

NE 89 Street

We have a very hard time getting out of NE 89 Street onto 166 Avenue NE.

Talk to Metro. Think to combine stops NE 87 Street/NE 91 Street to NE 89 Street.

Too much traffic with 4 lanes. Can't get out of NE 89 Street now. What will it be with 2 lanes? You have to wait about 1 to 1 ½ minutes at least!

NE 91 Street

Talk to Metro. Think to combine stops NE 87 Street/NE 91 Street to NE 89 Street.

Make bus pullout.

Keep 4 lanes. Stop light NE 91 Street. Roundabout NE 95 Street. Current stop light NE 100 Street and NE 85 Street. Will slow traffic and allow children to cross.

I'm really excited about this! 166 Avenue NE/NE 91 Street school zone.

What is the "concern" about a light at NE 91 Street?

NE 92 Street

Long wait to do left turn onto 166 Avenue NE from NE 92 Street in evening about 6 PM. Need break in traffic.

Signal - so I can get a gap down on NE 92 Street for left southbound turn to 166 Avenue NE! HA! Actually I'd be happy with either.

NE 95 Street

Suggestion 1. Additional light at NE 91 Street. Suggestion 2. Add roundabout at NE 95 Street therefore crossing intersections 1 - NE 85 Street, 2 - NE 91 Street, 3 - NE 95 Street, 4 - NE 100 Street make full light. Keep 4 lanes. This will slow traffic.

Keep 4 lanes. Stop light NE 91 Street. Roundabout NE 95 Street. Current stop light NE 100 Street and NE 85 Street. Will slow traffic and allow children to cross.

Why not just do roundabouts or lights at NE 95 Street and NE 91 Street and keep 4 lanes?

I like either option.

Like the roundabout or signal here.

140 students and parents everyday at this intersection (Little Folks School).

Roundabout please.

Signal at NE 95 Street or roundabout.

What traffic conditions would trigger a roundabout at NE 95 Street and ETA when?

How do you change sight lines northbound before NE 95 Street given large wall?

Wider sidewalks and roundabouts at NE 95 Street.

I do like the idea of a roundabout at NE 95 Street.

I would vote for traffic circle at NE 95 Street.

Traffic light at NE 95 Street with the enhancements you were going to do with the roundabout. Then just time the light if needed for side street traffic.

Could you add a traffic light at NE 95 Street that only operates at certain times?

Why not just put a traffic signal in on NE 95 Street and have all the homes and apartments take care of their landscaping so that people could see.

NE 97 Street

Left turn from NE 97 Street onto 166 Avenue NE now difficult at 5 - 6 PM.

NE 98 Street

Sight distance to left lane too.

Speeding cars up 166 Avenue NE to beat other cars out as the road merges to 1 lane at NE 98 Street.

NE 99 Street

Very hard to see and get out.

This intersection has limited sight distance.

Limited sight distance.

NE 100 Street Street

Will there be a traffic control device at NE 100 Street, NE 95 Street and NE 91 Street?

Keep 4 lanes. Stop light NE 91 Street. Roundabout NE 95 Street. Current stop light NE 100 Street and NE 85 Street. Will slow traffic and allow children to cross.

Suggestion 1. Additional light at NE 91 Street. Suggestion 2. Add roundabout at NE 95 Street therefore crossing intersections 1 - NE 85 Street, 2 - NE 91 Street, 3 - NE 95 Street, 4 - NE 100 Street make full light. Keep 4 lanes. This will slow traffic.

Still problem for drivers trying to turn southbound from NE 100 Street. Light is confusing.

This intersection is NOT correct.

This intersection has limited sight distance.

NE 102 Street

This fence needs angled for sight distance.

NE 104 Street

Consider pulling left turn lane back in northbound and eastbound.

All walk would allow safe crossing and create gaps.

Redmond Middle School

The school should be redesign parking lot - close north driveway.

GENERAL

Great idea. Yay!

Make bike lanes wide enough to accommodate bus lane turnouts (all bus stops).

No medians please. I want snow plows to be able to get up and down the hill easily.

Radar readers (blinking signs) is a good idea.

Two years ago at a meeting at Redmond Junior High to see how the neighborhood liked the conversion by the Junior High we broke into groups and every group said they did not want the rest of 166 Avenue NE converted to 3 lanes, so why is this going forward?

Will bus stops be removed from 166 Avenue NE so traffic won't have to stop and start on the hill?

How will the traffic generated by all the development along NE 116 Street be routed away from 166 Avenue NE?

Can you legally use the turn lanes to pass buses?

Is it possible to do bus pullouts?

Thermoplastic is slippery.

Is 166 Avenue NE going to be plowed and de-iced regularly during winter weather so cars can make it up and downhill in 2 lanes?

What other traffic calming options do we have? It's an issue - I think we agree on that. When might we see capital improvements for wider sidewalks on 166 Avenue NE?

If there is a serious accident at the intersection of NE 104 Street and 166 Avenue NE at 8 AM how do you get emergency vehicles to that location?

With increase in traffic how will reducing lanes impact travel time?

Stupid.

Traffic backup on 166 Avenue NE during rush hour. What is the plan to mitigate traffic density on 166 Avenue NE?

I don't see any concerns - the plan is great.

Concern - too much traffic now - getting out of street onto 166 Avenue NE is difficult enough. During peak hours making a right turn or left turn will be impossible because it will be a solid line of traffic up and down the hill.

Not legal to go into the left turn lane to go around a City bus.

We don't need bike lanes. Very few bikers ride up! Bikers should have licenses on bikes besides cars! Especially if we are forced to have bike lanes all over town! All roads lead to Redmond and what a traffic mess all those roads are - every one!

My family relies on the bus to be a one car family. We <u>need</u> the pedestrian improvements.

Not thrilled about wait to get onto 166 Avenue NE. I'd love to get traffic calming, crosswalks and keep 4 lanes.

On my block (at a recent get-together) all agreed - input doesn't matter, the City will do what it wants. Do any people making the decision actually live on Education Hill?

Love this conversion. Appreciate City seeing safety as a priority for this project.

Please keep Redmond livable! There are too many tall apartment buildings, too many homes/acre. The roads and parking and school and other services cannot support the uncontained growth.

I like 166 Avenue NE <u>because</u> it's faster than 164 Avenue NE. This proposal slows it down and makes it hard to get off the hill altogether. Number of collisions is not high enough to warrant change.

I think the plan is a great improvement for our community! Lots of kids on Education Hill who like to ride bikes. I know many that ride down to Redmond but there isn't an easy safe route today. And many adult commuters too. Also many kids coming out of Faith Lutheran will be safer.

What is the width of the bike lane?

Hear concern for children crossing street.

It would be nice to have at minimum one up and one down bus turn at lane on 166 Avenue NE.

Have you taken surveys for satisfaction of existing changes?

When you make the changes (which I don't like), please make it hard to do it wrong. (On Leary Way turning right instead of straight to Cleveland Street people go through right turn lane. Curb would prevent.)

Maybe bus pullouts? There are only 4 buses an hour, so not a huge deal, but will make people happier.

Snowy days (up and down).

Only would like to see bus turn out lane or area: one up (more priority) and one down, at least.

Yes. The traffic is already bad and backed up. A climbing lane is very important going up. Going down a second lane is important as well. Only 3 lanes will only cause congestion. We need more lanes not less. Get rid of the extra trees and have 4 lanes all the way up.

You are adding sight lines by creating bike lanes but then you have people creeping out into the bike lanes, which means bikes are still unsafe. Plus why would you bike up the hill?

No. I appreciate the City doing this and I know many families support it that couldn't be here tonight.

I would rather stop at a red light sometimes than have to slow down for a roundabout all the time. That's why I don't like the roundabout on Novelty Hill. Roundabout harder for pedestrians.

Same as is and was going wrong direction.

Give drivers alternative to using 166 Avenue NE.

Thank you for your patience.

Needs to be 1 - 2 pedestrian crossings - too many pedestrians taking risks to cross - even if they can stop in middle turning lane it's dangerous.

36 year resident.

Please add bus pullouts at the stops.

I was on the CAC for Education Hill and am excited that this (is) now happening! I avoid 166 Avenue NE as much as I can - maybe I can use it now.

Complete waste of public funds leading to traffic disruption just like at junior high. Reduction of lanes from 4 to 2 is not improvement.

I think this move is great! Thanks.

166th Avenue NE Rechannelization Public Meeting Summary

I like the plan.

I think the idea of adding bus pullouts is highly preferable! Please add to plan! Thank you for adding bike lanes. When I ride my bike I definitely take my life in my hands going down the hill, and I will only ride on the sidewalk going up the hill.

Leave it as is!! Traffic 8 AM to 10 AM is horrendous! And in the late PM also.

Leave it alone - it's rough enough getting around 7 - 8 AM and 4 - 5:30/6 PM.

Make it better.

Need to slow this area down. Neighbors need to be able to get out of their areas onto 166 Avenue NE.

It's fine - leave it. I walk, bike and drive those streets. My children do too. It's fine.

Attachment 4 Public Outreach Efforts

Public outreach for the 166 Avenue NE Rechannelization Project public meeting included:

- 400+ postcards mailed to residents in the immediate project area (project boundaries encompassed all addresses along 164 Avenue NE and 168 Avenue NE between NE 85 and NE 100 Street)
- invite to GovDelivery transportation subscribers (1,400+ subscribers)
- invite to distribution lists from previous conversions on 166 Avenue NE (171 direct email addresses)
- articles in Redmond Reporter and Redmond Patch (picked up by Redmond Neighborhood blog)
- Education Hill neighborhood Facebook page
- email announcements to Pedestrian and Bicycle Advisory Committee, Planning Commission, and Parks and Trails
- City web home page and general calendar
- 2 project signs on 166 Avenue NE (near NE 100 and NE 83 Street)
- project banner at Redmond Middle School and, on day of meeting, on fence around Old Redmond Schoolhouse Community Center.