

7760 178th Pl NE, Redmond, WA 98052

283 Parking spaces

- Owned by King County Metro
- Served by Sound Transit and King County Metro

Bear Creek Park and Ride is located in Redmond, east of downtown. It is served by five King County Metro routes and Sound Transit route 545, which provides all-day frequent service to Overlake and downtown Seattle, and departs Bear Creek Park and Ride every six minutes during the AM peak.

Bear Creek Park and Ride has 283 surface parking spaces, which are typically fully utilized by 7:30 am.

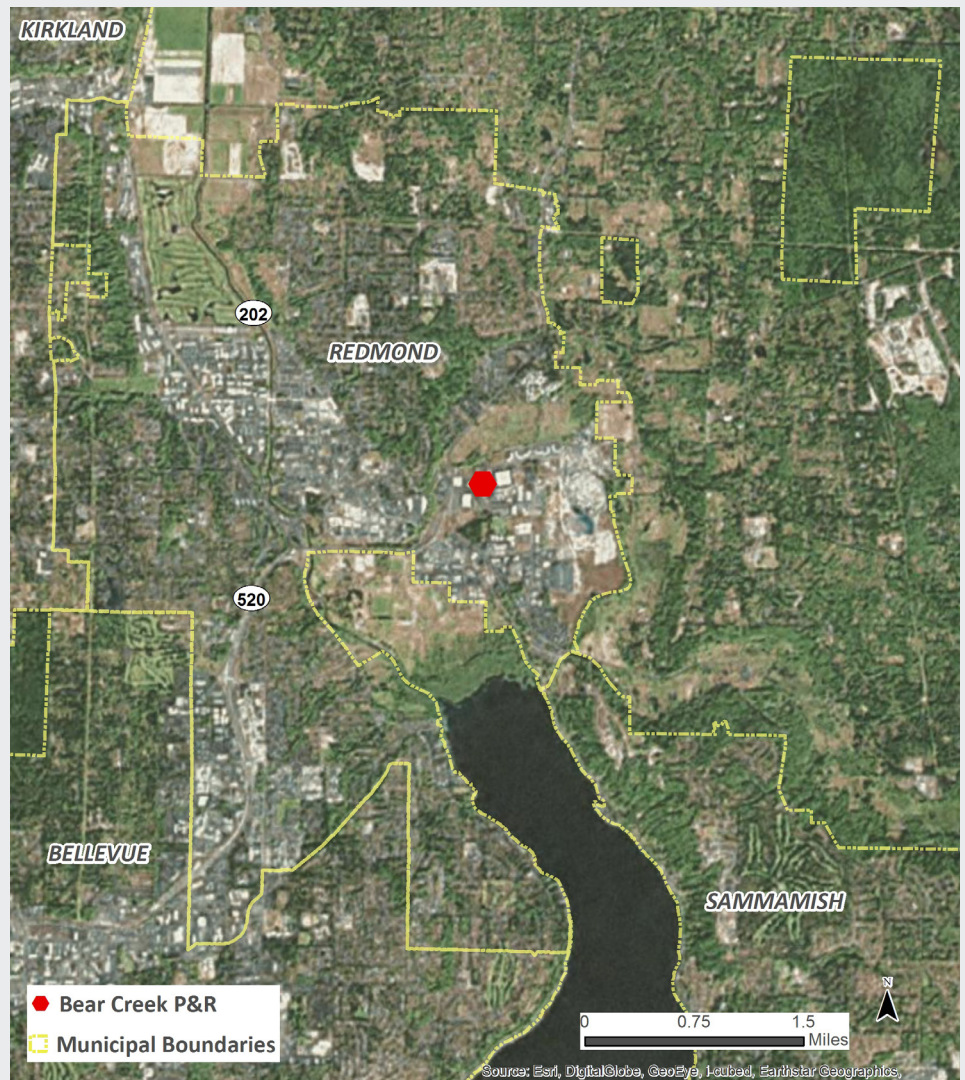


Figure 1: 3-Mile Context Map

Bear Creek Park and Ride was constructed in 1989, largely pre-dating much of the development that has taken place around it, including the Microsoft Millennium campus to the northeast and the Target and Home Depot to the southwest. This and other ongoing development means there is little adjacent capacity for additional surface parking.

The area around Bear Creek Park and Ride is made up of large land parcels in a superblock structure occupied by large retailers with ample surface parking, large package and freight distribution centers, as well as commercial (the Microsoft Millennium campus) and light industrial uses.

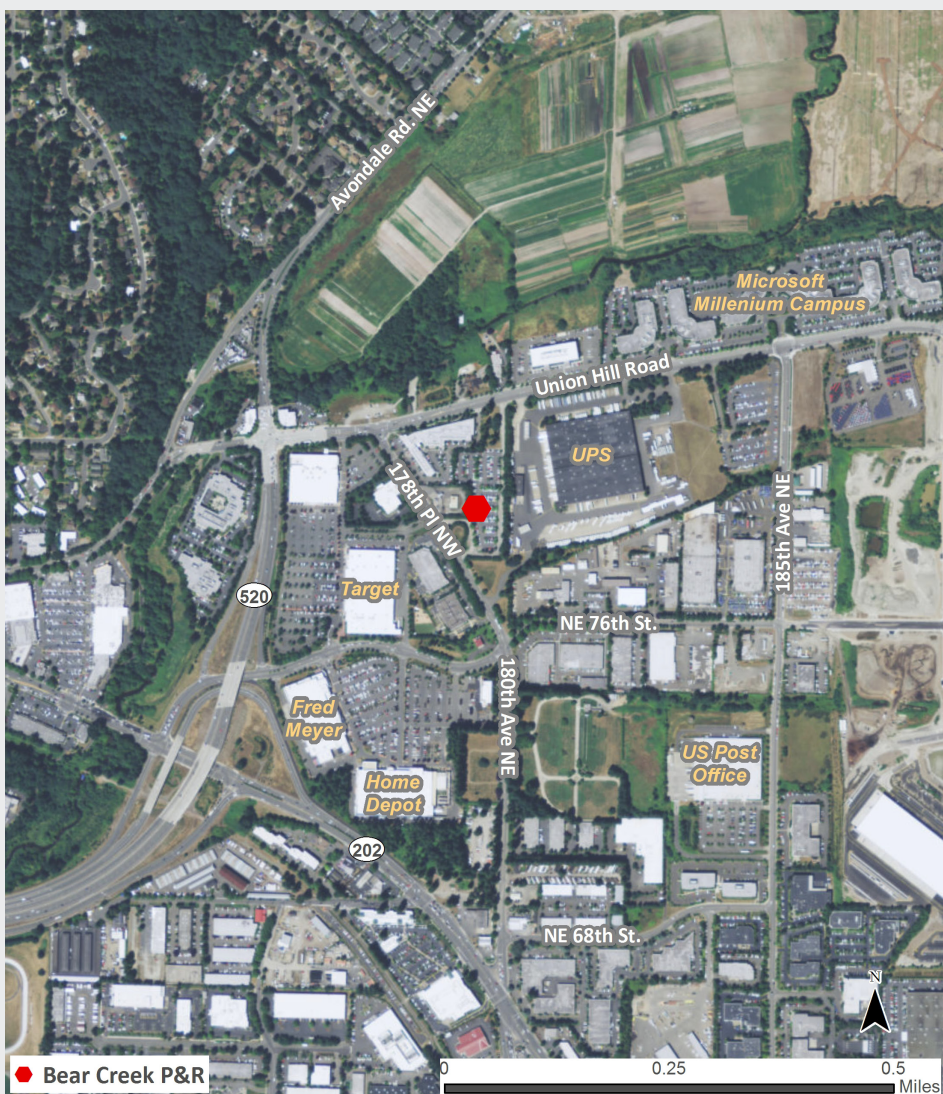


Figure 2: Half-mile Context Map

LAND USE, POPULATION, AND EMPLOYMENT

The area in the immediate vicinity of Bear Creek Park and Ride is made up of commercial and industrial land uses. Residential uses are found in the northwest portion of Figure 3 below, while additional residents live just to the south. There are currently more jobs than people in a ½-mile radius of Bear Creek Park and Ride, a trend that is projected to continue through 2040. The City of Redmond projects that Southeast Redmond—the district where Bear Creek Park and Ride is located—will see significant job growth over the next two decades.

Current Population: 4,800
Current Employment: 7,800

2040 Population: 7,300 (+52%)
2040 Employment: 10,300 (+32%)

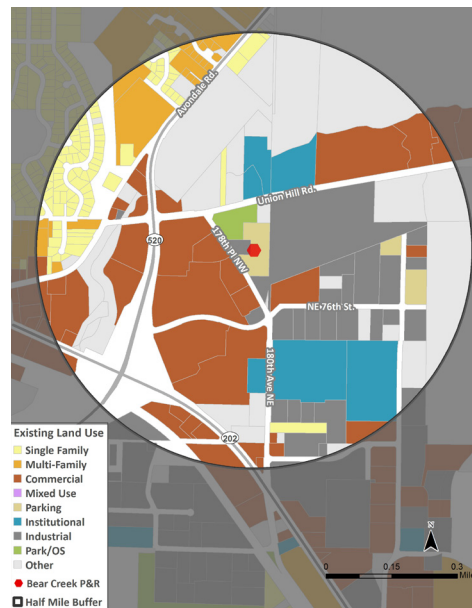


Figure 3: Existing Land Use

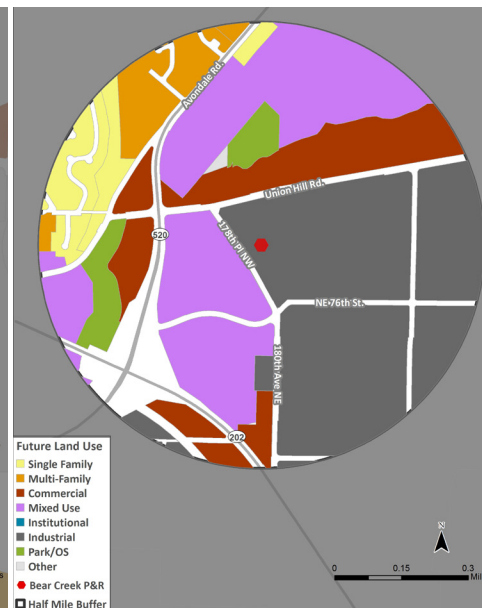


Figure 4: Future Land Use

Development in the vicinity of Bear Creek Park and Ride has continued in recent years with hotel, condominium, and mixed-use projects in the pipeline. Figure 6 shows a new mixed-use project under construction just across the street from Bear Creek Park and Ride.

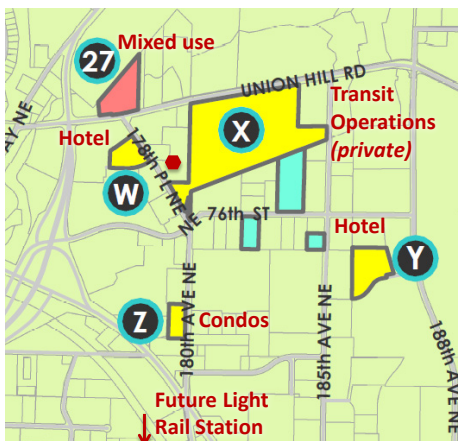


Figure 5: Future Development



Figure 6: New Mixed-Use Construction Across Bear Creek Park and Ride

ROADWAY CHARACTERISTICS

Bear Creek Park and Ride sits just northeast of the interchange of SR 520 and SR 202, which divides Southeast Redmond from downtown Redmond. Figure 7 below shows the traffic volumes, posted speeds, and bicycle facilities in the vicinity of Bear Creek Park and Ride. Avondale Road NE and Union Hill Road are high-volume roads connecting communities east and northeast with Redmond and to SR 520 and points west. The west portion of NE 76th Street also sees high traffic volumes, particularly as the primary access point to the large retailers just north and south of that road. Traffic volumes to the southeast of Bear Creek Park and Ride are much lower.

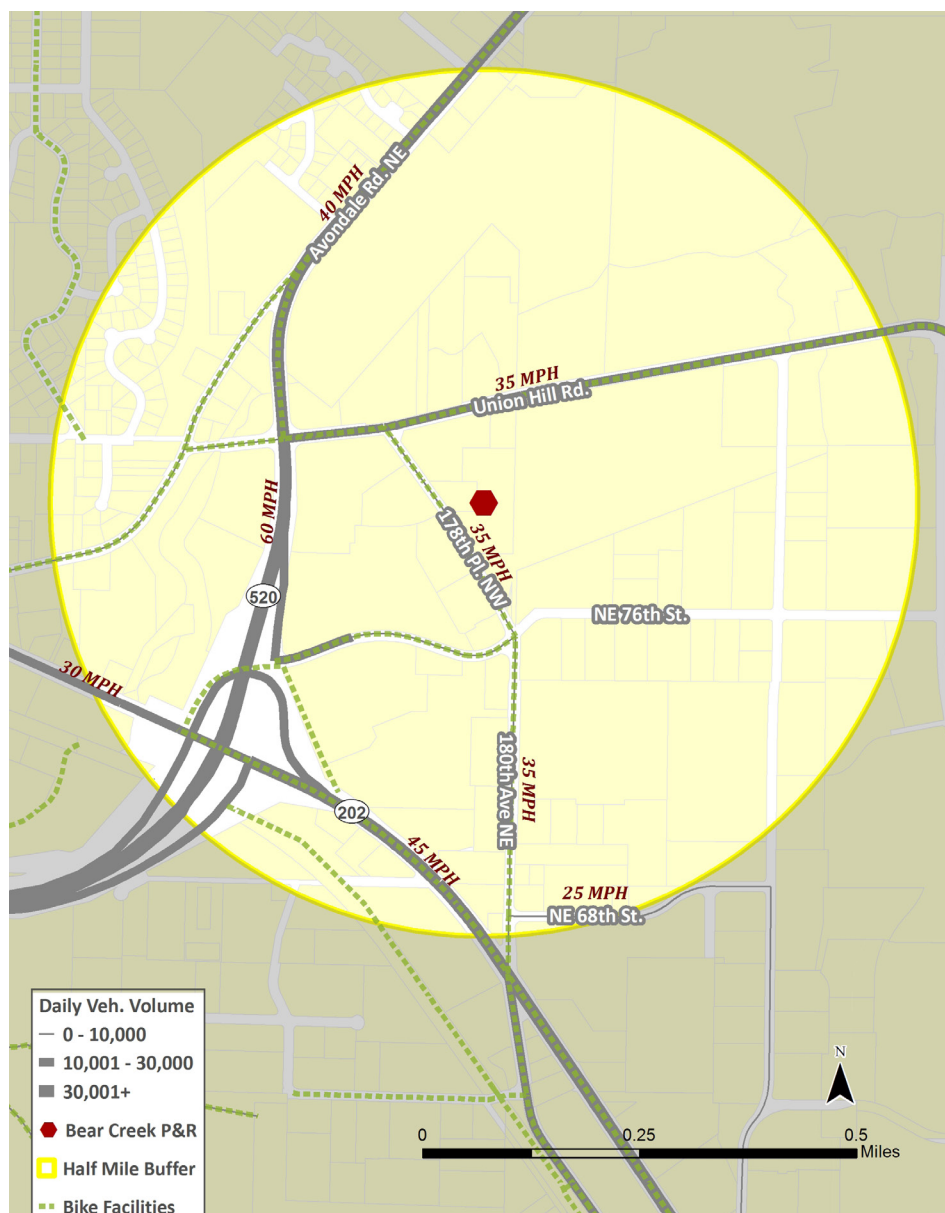


Figure 7: Roadway Characteristics



Figure 8: Looking east on Union Hill Road

There currently is only one signalized crossing for pedestrians on Union Hill Road.



Figure 9: Sidewalks surrounding Bear Creek Park and Ride

Bear Creek Park and Ride was constructed in 1989, just before the Americans with Disabilities Act was passed, meaning that the sidewalks are narrower and less accessible than they would be if built today.

NONMOTORIZED CONNECTIVITY

The nonmotorized environment around Bear Creek Park and Ride has some positive features and some negative features. Utilizing the [Nonmotorized Connectivity Tool](#) developed by King County Metro and Sound Transit allows for a more precise analysis of the ease or difficulty of accessing Bear Creek Park and Ride using nonmotorized modes. Examining the City of Redmond's bicycle system plan also gives insight into the investments that the City expects to make to improve the nonmotorized environment.

Figure 10 shows a 15-minute walkshed from the Bear Creek Park and Ride. The superblock structure of the blocks limits the distance people can travel on foot because of the lack of through connections, particularly north and west.

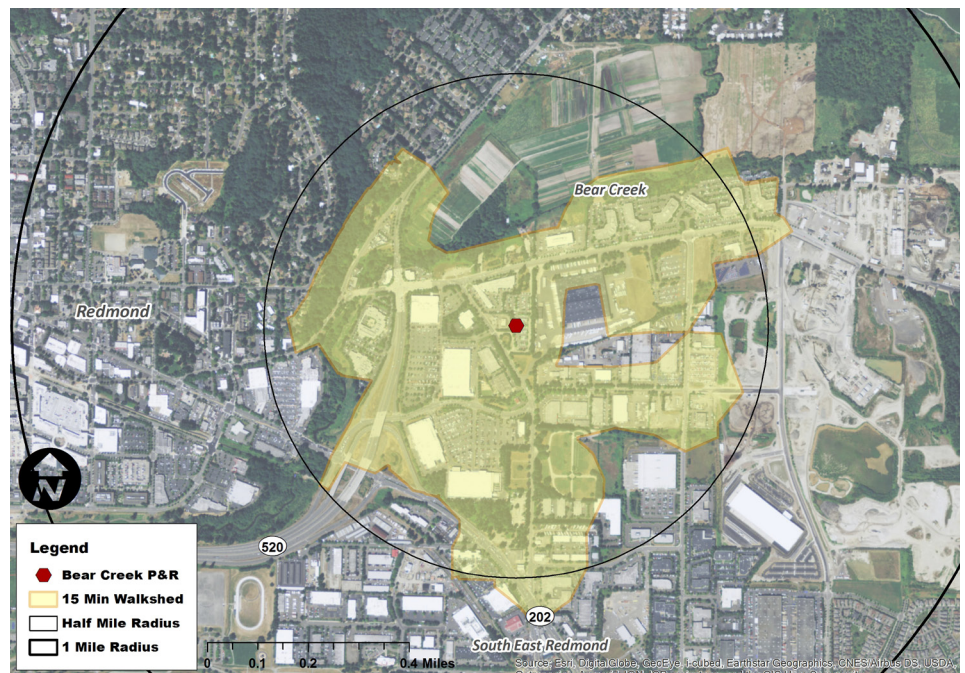


Figure 10: 15-Minute Walkshed

Figure 11 shows the current bicycle facilities near Bear Creek Park and Ride and the future bicycle facilities per the [City of Redmond's Bicycle System Plan](#). Major investments focus on improving the SR 520 and SR 202 interchange and connections to downtown Redmond.

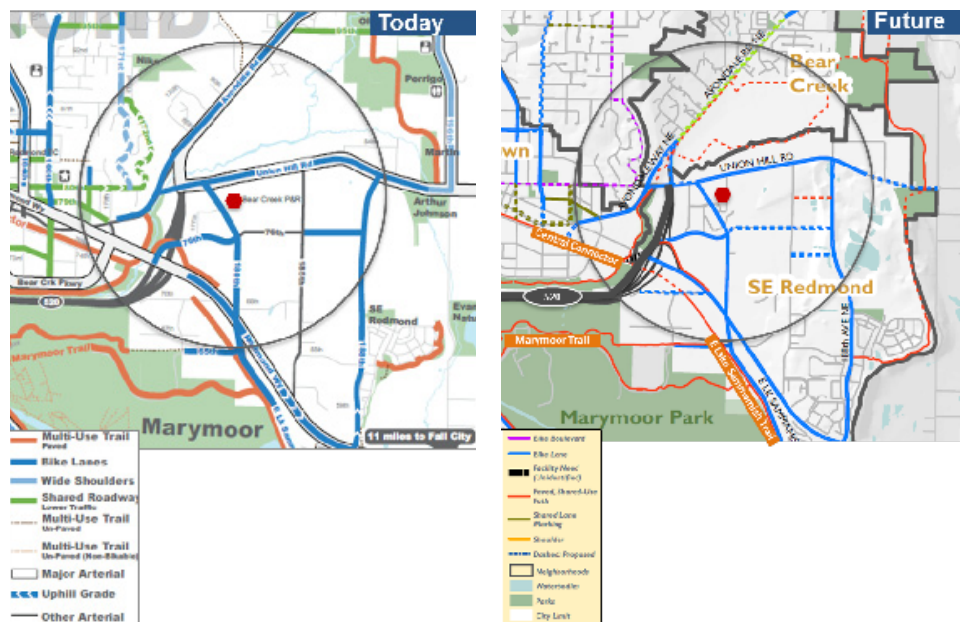


Figure 11: Bicycle System Plan

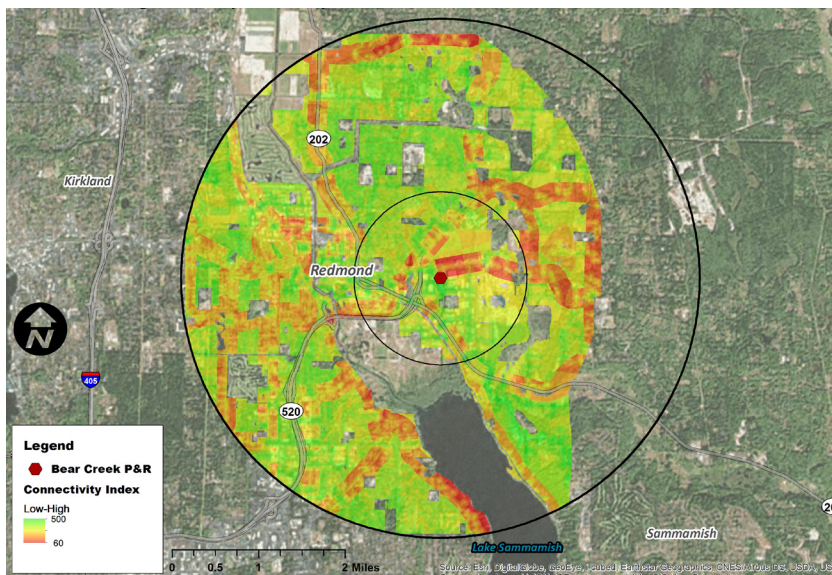


Figure 12: Current Nonmotorized Connectivity Index

Figure 12 shows the existing nonmotorized connectivity index using the Nonmotorized Connectivity Tool. The long stretch of Union Hill Road just north and east of Bear Creek Park and Ride is found to have poor nonmotorized connectivity as it has few signalized crossings for nonmotorized users to safely cross this road. Other major arterials east of Bear Creek Park and Ride appear red for the same reason.

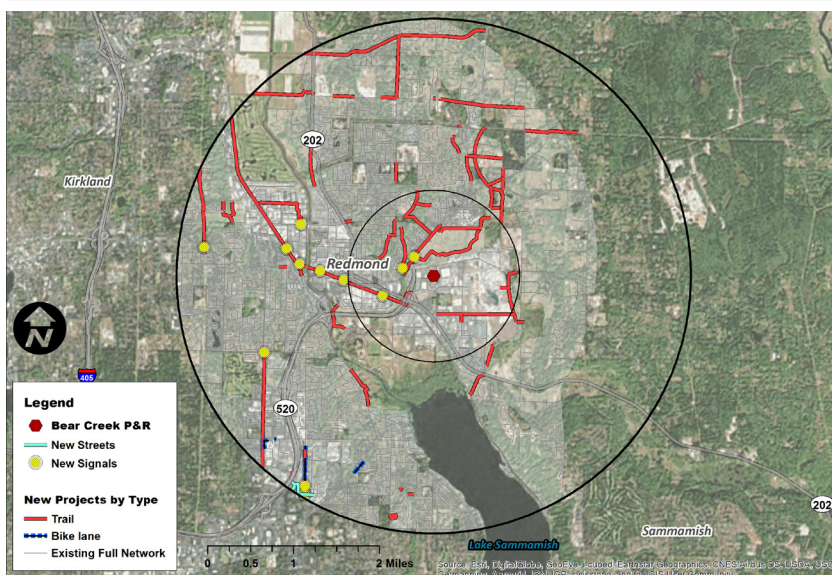


Figure 13: Analyzed Future Projects

The future projects that were analyzed with the Nonmotorized Connectivity Tool are mostly new trails and new crossings, but for the most part, aren't in the vicinity of the Bear Creek Park and Ride.

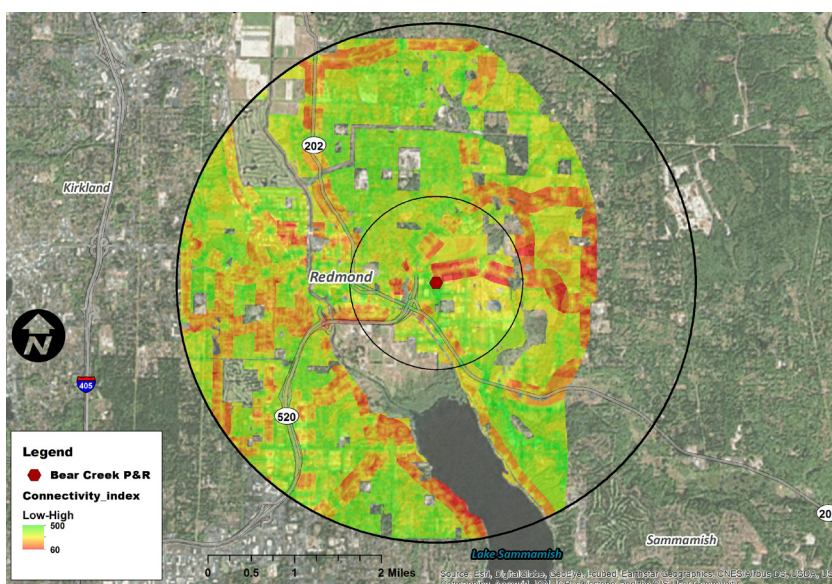


Figure 14: Future Nonmotorized Connectivity Index

As a result of the location of the future projects described above, there is not a marked improvement in the immediate vicinity of the Bear Creek Park and Ride. One reason for this is that a new signalized crossing on Union Hill Road was not part of the future projects analyzed. In reviewing these findings with City of Redmond staff, it was surmised that many of the future projects would serve to make places with good nonmotorized connectivity even better, rather than address those places with poor nonmotorized connectivity.

TRANSIT SERVICE

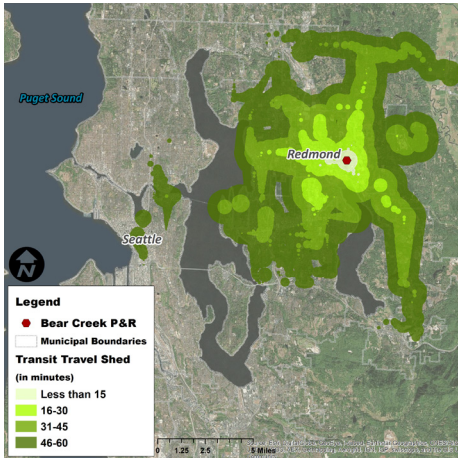


Figure 15: Transit Travelshed

Route	Service Period	Peak Headway	Off-Peak Headway	Travel Time	On-Time Performance	Average Weekday Ridership [2014]	Destinations Served
ST 545	All-day	6	15	40	-	8,617	Downtown Seattle
KCM 216	AM/PM Peak	30	-	70	82%	900	Issaquah, Downtown Seattle
KCM 248	All-day	30	60	34	88%	1,200	Kirkland
KCM 268	AM/PM Peak	30	-	40	82%	400	Downtown Seattle
KCM 269	AM/PM Peak	20	60	49	75%	600	Issaquah

Bear Creek Park and Ride is served by five King County Metro routes and one Sound Transit route. Metro route 248 is an all-day route serving the City of Kirkland and the residential area along Avondale. Metro route 269 is a peak bi-directional route connecting Issaquah, Sammamish, Southeast Redmond and Overlake. Metro routes 216 and 268 are peak-period routes serving downtown Seattle. Sound Transit route 545 is an all-day route serving downtown Seattle with peak headways of 6 minutes in the AM peak and 15 minute all-day service and is by far the most used bus route serving Bear Creek. Figure 15 shows the places a person can travel within one hour in the AM peak from Bear Creek.

Figure 16 shows that almost half of the boardings at Bear Creek Park and Ride occur in the AM peak and that Sound Transit route 545 and King County Metro route 268 account for the majority of these boardings (it should be noted that while King County Metro route 216 does begin at Bear Creek Park and Ride, it heads south through Sammamish and Issaquah before proceeding to downtown Seattle, making it less attractive than the two other routes serving downtown Seattle).

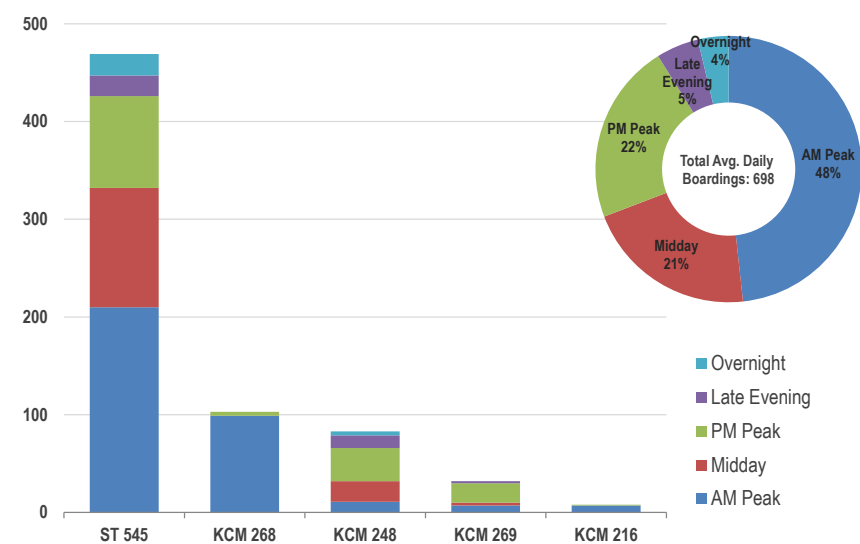


Figure 16: Daily Boardings by Route and Time of Day

Figure 17 and 18 demonstrate that while transit service at Bear Creek Park and Ride does serve a downtown Seattle commuter market, Bear Creek is a destination as well, as evidenced by the number of alightings in the AM peak and in particular the number of boardings in the PM peak.

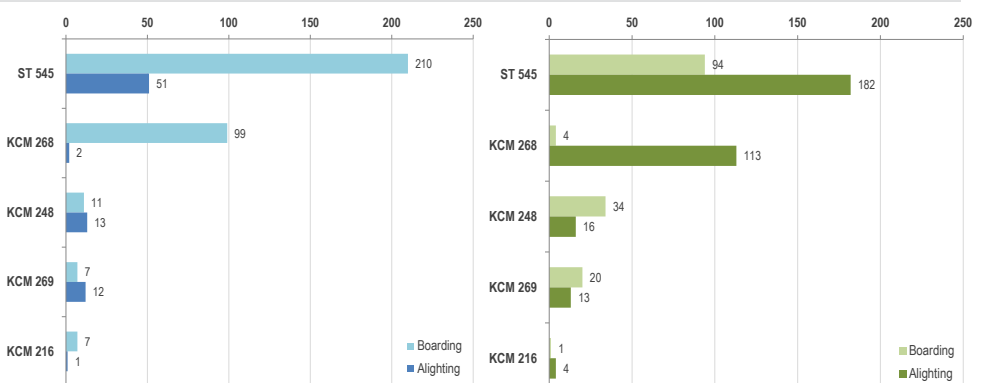


Figure 17: Boardings and Alightings in AM Peak Period

Figure 18: Boardings and Alightings in PM Peak Period

PARKING CHARACTERISTICS

Figure 20 shows the total capacity and utilization of Bear Creek Park and Ride as well as its most similar nearby equivalents, the Redmond Park and Ride in downtown Redmond and the Overlake Transit Center. All of these facilities have comparable transit service and all are fully utilized and have been over the past several years. Indeed, Bear Creek Park and Ride experienced several years significantly above capacity before increased enforcement of parking in fire lanes brought the utilization rate down to its current 98%.

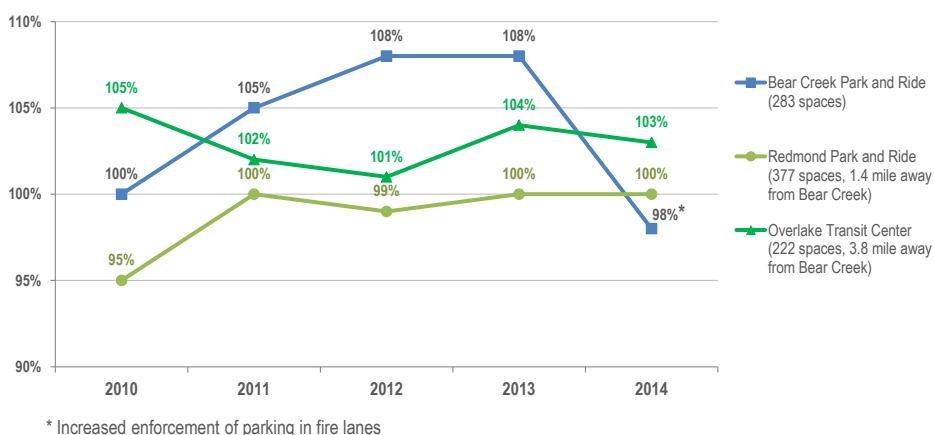


Figure 20: Bear Creek, Redmond, and Overlake Utilization

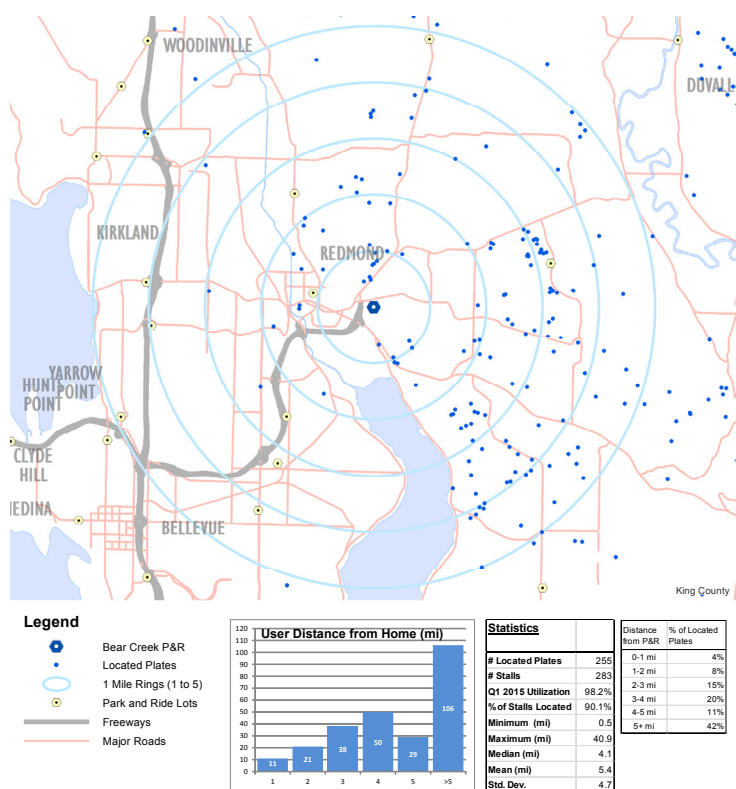


Figure 21: Driver Origin Map of Bear Creek Park and Ride (2015)



Figure 19: Enforcement was increased due to parking in the aisles in Bear Creek Park and Ride

16 Vanpools using Bear Creek Park and Ride

6.25 Average vanpool occupancy

In addition to fixed route transit users, 16 vanpool groups (with an average occupancy of 6.25 riders) use Bear Creek Park and Ride as a meet-up location, though it's uncertain precisely how many people park at Bear Creek to meet up with their vanpool groups.

King County Metro conducted a license plate survey of Bear Creek Park and Ride users in the summer of 2014, which is depicted in Figure 21. It demonstrates that many Bear Creek users are arriving from points east. Many users are arriving from more distant areas, with 42% of vehicles registered at addresses that are 5 or miles from the Bear Creek Park and Ride.

FINDINGS

In consultation with City of Redmond staff and the Transit Access Working Group that oversaw and provided guidance on this Transit Access Assessment, the following findings—organized by Urban Form, Transit Service, and Parking—were reached regarding transit access at Bear Creek Park and Ride.

Urban Form

- Superblock structure limits nonmotorized opportunities
- Union Hill Road is a treacherous crossing for pedestrians
- Development has happened after Bear Creek Park and Ride was built, with much of this development industrial and commercial in nature—meaning Bear Creek has also become a destination for transit riders
- Continued employment growth expected in Southeast Redmond

Transit Service

- Half of total boardings occur in the AM peak: Bear Creek as origin
- Significant number of boardings in the PM peak suggest that Bear Creek is also a destination
- Some transit-to-transit connections happening already, with potential opportunity to improve
- Uncertainty for how Bear Creek will change as East Link arrives in Southeast and downtown Redmond

Parking

- Bear Creek has been oversubscribed for a long time
- If parking capacity were expanded, it would likely need to be structured parking as available land has been developed
- Upstream parking is underutilized
- Some vanpool use happens at Bear Creek