

Appendix G: Transportation Facilities Plan with Financing Plan (System Needs)

Introduction

The Transportation Facilities Plan (TFP) is the long-range financially constrained portion of the Buildout Plan. The Buildout Plan contains all the capital needs identified to provide a complete and well-maintained transportation system for the City of Redmond well into the future. The TFP has been prioritized to best meet the transportation vision in support of the 2050 land use plan. This 29-year Transportation Facilities Plan is financially constrained by the revenue forecast for that same time period consistent with the Washington State Growth Management Act.

This appendix describes three elements essential to the formation of the TFP: its relationship to the Buildout Plan, the revenue forecast, and a strategically prioritized list of specific capital improvements and programs.

The Buildout Plan

The Buildout Plan is an ambitious list of important multimodal improvements needed to address gaps and issues in the current transportation system. Adoption of the completed Buildout Plan will be included in the Transportation Master Plan update. The full implementation of the Buildout Plan over time is expected to be a partnership among all stakeholders of the transportation system in Redmond, including neighboring jurisdictions, private developers, businesses, residents, and granting agencies.

The Buildout Plan, Transportation Facilities Plan, and Three-Year Action Plan

The priority portion of the Buildout Plan is the 29-Year Transportation Facilities Plan (TFP), a funding-constrained plan guiding transportation investment between 2022 and 2050. These priority projects and programs are the City's commitment to transportation improvements needed to keep pace with growth, complete system deficiencies, and provide for essential operations and capital maintenance needs.

Revenue Sources and Forecast

Process to Develop the 2022-2050 Revenue Forecast

Each revenue source has been forecasted through 2050. The forecast makes assumptions about basic considerations, such as the state of the economy, and whether the City would continue to devote that revenue source to transportation.

The first six years of the TFP revenue forecast are derived from the revenue projections in the 2023-2028 Capital Investment Program (CIP). The remaining years (2029-2050) are calculated based on a flat rate (does not include inflation) to match the project cost estimates.

Project cost inflation in outer years (2029-2050) can be estimated only if the City knows exactly what year each project would be initiated. While this is known for the Capital Investment Program (CIP), it is not known for the entire 29-year period.

Overview of Revenue Sources and Assumptions

The City's transportation investments are supported by a variety of revenue sources that include:

- **City taxes and fees** – General funds from property and sales taxes, Business Transportation Tax, transportation impact fees, etc.
- **Funds from other governmental agencies** – Grants from state and federal transportation agencies, cost participation by other cities in Redmond projects, and transfers of funds pursuant to agreements, such as the BROTS agreement with Bellevue.
- **Developer payments** – Funds provided by developers to ensure access and mitigate site-related transportation impacts.
- **Miscellaneous** – Interest earnings, carry-forward fund balances associated with projects initiated in prior years, intergovernmental transfers, and other funds.

TFP revenue forecast 2022-2050

Revenue Source	Forecast (\$M) 2022-2050	Percent	Description of Source
General Fund Transfer	60.26	6.8%	Council appropriation from City general fund
Pavement Management General Fund	8.70	1.0%	Council appropriation from City general fund
Real Estate Excise Tax	62.78	7.1%	Tax on property sales in Redmond
Motor Vehicle Excise Tax	16.06	1.8%	State transportation funds to Redmond
Other Jurisdictions	2.93	0.3%	Cost participation by other agencies in Redmond projects
Federal and State Grants	103.92	11.7%	Cost participation grants for specific projects
Business Tax	139.24	15.7%	Employment based tax - Redmond employers
Impact Fees	243.20	27.4%	Transportation impact fee cash payments by developers; or construction value by developers
Developer Contributions	63.2	7.1%	Value of developer payments or construction for specific projects; not impact fee credited

Miscellaneous Sources	14.6	1.6%	Interest earnings, rent, surplus property, revenue for completed projects for concurrency
Miscellaneous Carryovers	24.37	2.7%	Funds brought forward; net of debt payments, non-tfp projects and overhead
Transportation Benefit District	148.50	16.7%	City Council adopted an ordinance to form a Transportation Benefits District
Total	887.75	100.0%	

Overview of Forecast and Growth Assumptions – 2022-2050

Forecast Assumptions

- Flat to moderate growth in revenues.
- No increases to tax or fee rates or new sources of revenue.
- Revenues and project costs also include the portion of CIP-funded projects that have occurred prior to 2022 and are continuing into the 2023-2028 time frame.
- Debt obligations are paid from existing revenues.

Growth Assumptions

- Impact fees and developer contributions account for 35 percent of the TFP revenues.
- Pipeline projects are either underway or have concurrency through a development agreement.
- Transportation impact fees paid by developer are a blend of built projects (developers receive impact fee credits when constructing an impact fee eligible project) and cash towards TFP projects.
- Developer contributions are the portion of developer-built projects that exceed the limit of impact fee credits.

Development of the Transportation Facilities Plan (TFP)

The Transportation Facilities Plan is part of the overall City of Redmond Capital Investment Strategy (CIS) or “Vision Blueprint,” which is a comprehensive listing of all public infrastructure projects needed and funded through 2050. Transportation is the largest of the individually funded capital plans and integral to coordinating with the other capital projects within the city, particularly with utility projects, stormwater improvements, and parks and trails. Transportation tends to provide a framework for how to consider the design and timing of many other City capital projects so all of the City infrastructure can be integrally designed and provided most efficiently.

Projects and Programs

TFP capital investments are arranged into two types: projects and programs. Projects and programs have distinct characteristics, and they are designed to complement each other.

Stability of Revenue Sources:

- Gas tax revenue is based on consumption; gasoline tax revenues will decrease as drivers change to other modes of travel and shift to electric vehicles.
- REET is tied to the economy and local real estate market.
- General Fund is tied to economy plus City policy. In addition, in order to fund maintenance and operations on already built transportation infrastructure, the amount of General Fund revenue available for new transportation projects may decrease over time.
- Grant awards are sought in a highly competitive market for both federal and state grants and are tied to the availability of funding.
- Developer contributions have decreased due to plan-based concurrency system and are difficult to forecast in the outer years.



2024-2050 Transportation Facilities Plan (TFP)

ID	Name	Neighborhood	Street From	Street To	Description	Project Type	Estimate
10	SR 520 Trail Grade Separation at NE 51st St	Overlake	520 Trail		Grade separate the 520 Trail at NE 51st Street.	Other	\$7,634,621
31	148th Ave NE and NE 51st St Right Turn Lanes	Overlake	520 Trail	148th Ave NE	Add a second right turn lane from westbound NE 51st Street to Northbound 148th Avenue NE.	Intersection improvement - signals	\$2,705,850
46	150th Ave NE & NE 51st St Signal	Overlake	NE 51st St		Add north leg to intersection of 150th Ave and 51st St and signalize this intersection.	Intersection improvement - signals	\$2,445,607
47	152nd Ave NE Main Street	Overlake	2600 Block	NE 24th St	Implement 152nd Avenue NE main street from NE 24th Street to 2600 Crossing to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	Roadway capacity (corridor widening for bike or vehicle lane)	\$7,100,000
47.01	152nd Ave NE Main Street North	Overlake	24th St	31st St	Implement 152nd Avenue NE main street from 2600 Crossing to Plaza Street / DaVinci to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	Half street	\$15,729,868



2024-2050 Transportation Facilities Plan (TFP)

ID	Name	Neighborhood	Street From	Street To	Description	Project Type	Estimate
49	152nd Ave NE Main Street South of 24th	Overlake	NE 24th	NE 20th St	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24th Street to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	Full street	\$39,169,343
50	156th Ave NE & Bel-Red Rd Turn Lane	Overlake	156th Ave NE		Add southbound right-turn lane.	Intersection improvement - signals	\$2,400,000
51.01	156th Ave NE Shared Use Path	Overlake	NE 40th St	NE 51st St	Construct shared use path on the east side of 156th Avenue from 40th Street to 51st Street	Roadway capacity (corridor widening for bike or vehicle lane)	\$9,306,150
56.01	NE 40th St Shared Use Path - West	Overlake	148th Ave NE	SR 520	Shared use path on the south side of 40th Street from 148th Avenue to the 520 Trail	Roadway capacity (corridor widening for bike or vehicle lane)	\$9,483,555



2024-2050 Transportation Facilities Plan (TFP)

ID	Name	Neighborhood	Street From	Street To	Description	Project Type	Estimate
62.01	NE 40th St Improvements	Overlake	163rd Ave NE	172nd Ave	Add paved trail on south side of 40th Street from 163rd Avenue to West Lake Sammamish Parkway	Roadway capacity (corridor widening for bike or vehicle lane)	\$5,201,700
66.01	51st St Shared Use Path	Overlake	148th Ave	SR 520	Provide multi-use trail on north side of NE 51st St between 148th Ave NE and SR 520.	Roadway capacity (corridor widening for bike or vehicle lane)	\$2,735,250
72	140th Ave NE and Redmond Wy Turn Lanes	Grass Lawn	NE 80th St	Redmond Way	Add second northbound left turn lane and extend bicycle lanes from 80th Street through the intersection of 140th Ave and Redmond Way.	Roadway capacity (corridor widening for bike or vehicle lane)	\$361,453
75	NE 116th St Widening Segment II	North Redmond	167th PL	179th PL	Widen NE 116th St from 176th Ave to 178th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, streetlights, storm drainage, underground power, right-of-way and easement acquisition.	Roadway capacity (corridor widening for bike or vehicle lane)	\$9,673,162
77	NE 116th St Segment III	North Redmond	179th PL	Avondale Rd	NE 116th St Segment III. Location: NE 116th Street (East End) from 179th Avenue NE to Avondale Rd. Description: Widen remaining sections of NE 116th St from 179th Avenue to Avondale Road. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, streetlights, storm drainage, underground power, right-of-way and easement acquisition.	Roadway capacity (corridor widening for bike or vehicle lane)	\$20,702,850



2024-2050 Transportation Facilities Plan (TFP)

ID	Name	Neighborhood	Street From	Street To	Description	Project Type	Estimate
88	NE 76th St Widening 520 to 178th PI	SE Redmond	EB 520 Ramp	178th PI NE	widen roadway to include three 12' travel lanes and two bike lanes and 6' sidewalks, realign roadway to comply with COR minimum horizontal curve radius requirement. At the signalized intersection of Fred Meyer and Target, add crosswalk to west leg, use existing right run drop lane eastbound, re-aligned to account for roadway widening. At intersection of 76th and eastbound 520 ramps add a crosswalk enabling pedestrian and bicycle crossing. Improve transit amenities.	Roadway capacity (corridor widening for bike or vehicle lane)	\$5,574,000
89	76th St & 178th PI Intersection Improvements	SE Redmond	178th PI NE		Improve the intersection by accommodating WB-67 trucks for all movements, adding northbound and southbound right turn only lanes, completing bike lanes, widening sidewalks to 6' wide, and better sight lines.	Intersection improvement - signals	\$6,758,359
90	NE 76th St Widening	SE Redmond	178th PI NE	185th Ave NE	Widen roadway to include a 12' center turn lane, two 12' travel lanes and two 5.5' bike lanes and 6' sidewalks on both sides of roadway.	Roadway capacity (corridor widening for bike or vehicle lane)	\$3,150,000
111	124th St and 162nd PI Intersection Improvements	North Redmond	162nd PI NE		Construct intersection improvements at 124th Ave NE and 162nd PI NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd PI for sight distance as well as intersection control. Coordination with King County Roads as project is outside City limits.	Intersection improvement - signals	\$4,489,800
113	192nd Ave NE Extension	SE Redmond	NE 68th St	Union Hill Rd	Construct new 192nd Ave NE from NE 68th St to Union Hill Rd. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, streetlights, traffic control, storm drainage, right-of-way and easements.	Full street	\$38,072,000
119	Avondale Way Extension	Downtown	Redmond Way	NE 76th St	Construct a new north/south non-motorized connection between Redmond Way and NE 76th Street. Needed cost estimate review.	Full street	\$36,442,004



2024-2050 Transportation Facilities Plan (TFP)

ID	Name	Neighborhood	Street From	Street To	Description	Project Type	Estimate
156	Willows Rd Widening	Sammamish Valley	NE 116th St	NE 124th St	Widen Willows Road from NE 116th St to NE 124th St. Improvements include 2 through lanes in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, transit amenities, streetlights, storm drainage, underground power, right-of-way and easement acquisition.	Roadway capacity (corridor widening for bike or vehicle lane)	\$22,006,950
170	158th Ave NE Extension	Downtown	Redmond Way	NE 83rd St	Construct new 159th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, streetlights, pedestrian amenities, transit stop amenities, storm drainage, right-of-way and easements.	Full street	\$10,469,000
172	150th Ave NE Bicycle Lane Completion	Overlake	NE 51st St	NE 40th St	Fill in gaps in bicycle facility network on 150th Avenue NE from NE 51st Street to NE 40th Street in both directions and improve curve radius to allow for truck movements through existing chokepoint. Widen roadway to west and build retaining walls.	Roadway capacity (corridor widening for bike or vehicle lane)	\$16,583,635
201	Redmond Central Connector Phase 3	Sammamish Valley			12-foot regional trail from the Redmond Central Connector Phase II to 124th Street	Multi-use Path	\$4,245,000
288	151st Ave NE South-DaVinci	Overlake	NE 20th St	NE 24th St	Construct new 151st Avenue NE between NE 20th Street and NE 24th Street. Refer to the Overlake Neighborhood Plan for more details. Coordinate with the Overlake Village South Study.	Full street	\$9,000,000
289	NE 22nd St, West	Overlake	148th Ave NE	152nd Ave NE	Construct new NE 22nd Street from 148th Avenue NE to 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan.	Full street	\$19,000,000



2024-2050 Transportation Facilities Plan (TFP)

ID	Name	Neighborhood	Street From	Street To	Description	Project Type	Estimate
290	NE 22nd St, East	Overlake	152nd Ave NE	Bel-Red Rd	Construct new NE 22nd Street from 152nd Avenue NE to Bel-Red Road and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan.	Full street	\$7,500,000
310	Lumiere - NE 24th to NE 26th	Overlake	NE 24th St	Hopper St	Construct Lumiere Access Street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	Full street	\$12,098,000
311	DaVinci - NE 27th to NE 28th	Overlake	Hopper St	Shen St	Construct DaVinci neighborhood street from Turing Street to Shen Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail.	Full street	\$8,867,000
312	DaVinci - NE 24th to NE 26th	Overlake	NE 24th St	Hopper St	Construct DaVinci neighborhood street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail.	Full street	\$20,393,000
313	Hopper Street	Overlake	152nd Ave NE	DaVinci	Construct Hopper Street Access Street from DaVinci to 152nd Ave in accordance with Overlake Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	Full street	\$17,906,000
314	Turing Street	Overlake	NE 27th St	152nd Ave NE	Construct Access Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	Full Street	\$31,593,902
315	Shen Street	Overlake	Hopper St	152nd Ave NE	Partial completion by the Overlake Access Ramp project. Cost estimate review needed.	Full Street	\$28,998,333
339	NE 95 St. Bridge Replacement	Bear Creek	NE 95th St		NE 95th Street Bridge Replacement	Other	\$884,000
360	NE 70th Street Extension Phase 2 Construction	SE Redmond	Redmond Way	180th Ave NE	Construct a new street connection up to City standards on NE 70th Street between 180th Avenue NE and Redmond Way	Full street	\$2,500,000



2024-2050 Transportation Facilities Plan (TFP)

ID	Name	Neighborhood	Street From	Street To	Description	Project Type	Estimate
361.01	Sammamish River Trail Extension from 51st Street to Bel-Red Road	Overlake			Extend Sammamish River Trail at east side of West Lake Sammamish Parkway from 51st Street to Bel-Red Road	Roadway capacity (corridor widening for bike or vehicle lane)	\$19,804,808
362	172nd Ave NE Extension	North Redmond	NE 124th St	NE 128th St	172nd Ave NE gate opening at NE 124th St and traffic calming improvements	Other	\$1,340,000
364	NE 76th Street Extension (Segment 2)	SE Redmond	188th Ave NE	192nd Ave NE	Construct new NE 76th St from 188th Ave NE to 192nd Ave NE. Improvements include 1 through lane in each direction, left turn lanes or medians to create a 3-lane section, bike lanes, sidewalks, street lights, traffic control, storm drainage, right-of-way and easements. Consider roundabout at 185th Ave and 76th St.	Full street	\$16,278,000
366.01	156th Ave NE Two-Way Cycletrack	Overlake	Bel-Red Road	NE 40th St.	Construct two-way cycle track on the east side of 156th Avenue from 28th Street to 40th Street	Roadway capacity (corridor widening for bike or vehicle lane)	\$7,695,059
370	NE 116th St Widening Segment I, Phase II	North Redmond	Red-Wood Rd	167th Pl NE	Complete NE 116th St from Red-Wood Road to 167th Place NE. Improvements include one through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, streetlights, storm drainage, underground power, right-of-way, and easement acquisition. Improvements coordinate with project # 356: the construction of a roundabout at NE 116th Street and 162nd Avenue NE.	Roadway capacity (corridor widening for bike or vehicle lane)	\$6,220,000
371	Redmond Way Widening	Downtown	168th Ave NE	164th Ave NE	Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 166th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape improvements	Other	\$12,008,433



2024-2050 Transportation Facilities Plan (TFP)

ID	Name	Neighborhood	Street From	Street To	Description	Project Type	Estimate
378	173rd Ave NE Connection	SE Redmond	NE 67th St	NE 70th St	Construct collector arterial (see RZC Appendix 8A).	Full street	\$23,220,800
382	176th Ave NE Retrofit-LW Tech Segment	SE Redmond		NE 65th St	Widen Roadway Per Appendix 8A	Roadway capacity (corridor widening for bike or vehicle lane)	\$4,383,000
384	NE 65th St Retrofit	SE Redmond	Marymoor Park boundary	East Lake Sammamish Parkway	Retrofit collector arterial (see RZC Appendix 8A)	Full street	\$22,653,390
386	NE 67th St Retrofit	SE Redmond	173rd Ave NE	176th Ave NE	Retrofit collector arterial (see RZC Appendix 8A)	Full street	\$23,697,742
387.01	148th Corridor from NE 20th to SR520	Overlake	Bel-Red Road	EB SR 520 on-ramp	Add northbound through lane on 148th Ave NE between Bel-Red Road and the eastbound SR 520 on ramp	Roadway capacity (corridor widening for bike or vehicle lane)	\$14,372,626
389	West Lake Sammamish Parkway Roundabout	Overlake	West Lake Sammamish Parkway	<Null>	Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road	Intersection improvement - no signals	\$8,720,843
392	NE 70th St Retrofit	SE Redmond	173rd Ave NE	Redmond Way	Construct collector arterial street (see RZC Appendix 8A). North half of street to be completed as part of DRLE	Full street	\$11,936,272
396	176th Ave from 70 to Red Way	SE Redmond	NE 70th St	Redmond Way	Construct connector street with right-in, right-out access at Redmond Way to function as a third entrance to the subarea.	Full street	\$9,587,340



2024-2050 Transportation Facilities Plan (TFP)

ID	Name	Neighborhood	Street From	Street To	Description	Project Type	Estimate
404	176th Ave NE Retrofit-67th Segment	SE Redmond	Mld Segment	LW Segment	Widen Roadway Per Appendix 8A	Roadway capacity (corridor widening for bike or vehicle lane)	\$5,327,564
405	176th Ave NE Retrofit-Middle Segment	SE Redmond	NE 65th St	NE 70th St	Widen Roadway Per Appendix 8A	Roadway capacity (corridor widening for bike or vehicle lane)	\$4,043,493
406	176th Ave NE Retrofit-North Segment	SE Redmond		NE 70th St	Widen Roadway Per Appendix 8A	Roadway capacity (corridor widening for bike or vehicle lane)	\$5,589,000
502	24th St Multimodal Imp from 148 to Bel-Red	Overlake	148th Ave NE	Bel-Red Rd	Add new cycle tracks and sidewalks to 24th Street between 148th Avenue and Bel-Red Road, see Overlake South Plan.	Roadway capacity (corridor widening for bike or vehicle lane)	\$8,667,000
710	Avondale Road School Bus Pull Outs	Bear Creek			Install school bus pullouts on Avondale Road including at Novelty Hill Road, NE 95th St, 188th, Ave NE/182nd Ave NE, 180th Ave NE, and NE 90th St.	Other	\$2,623,000



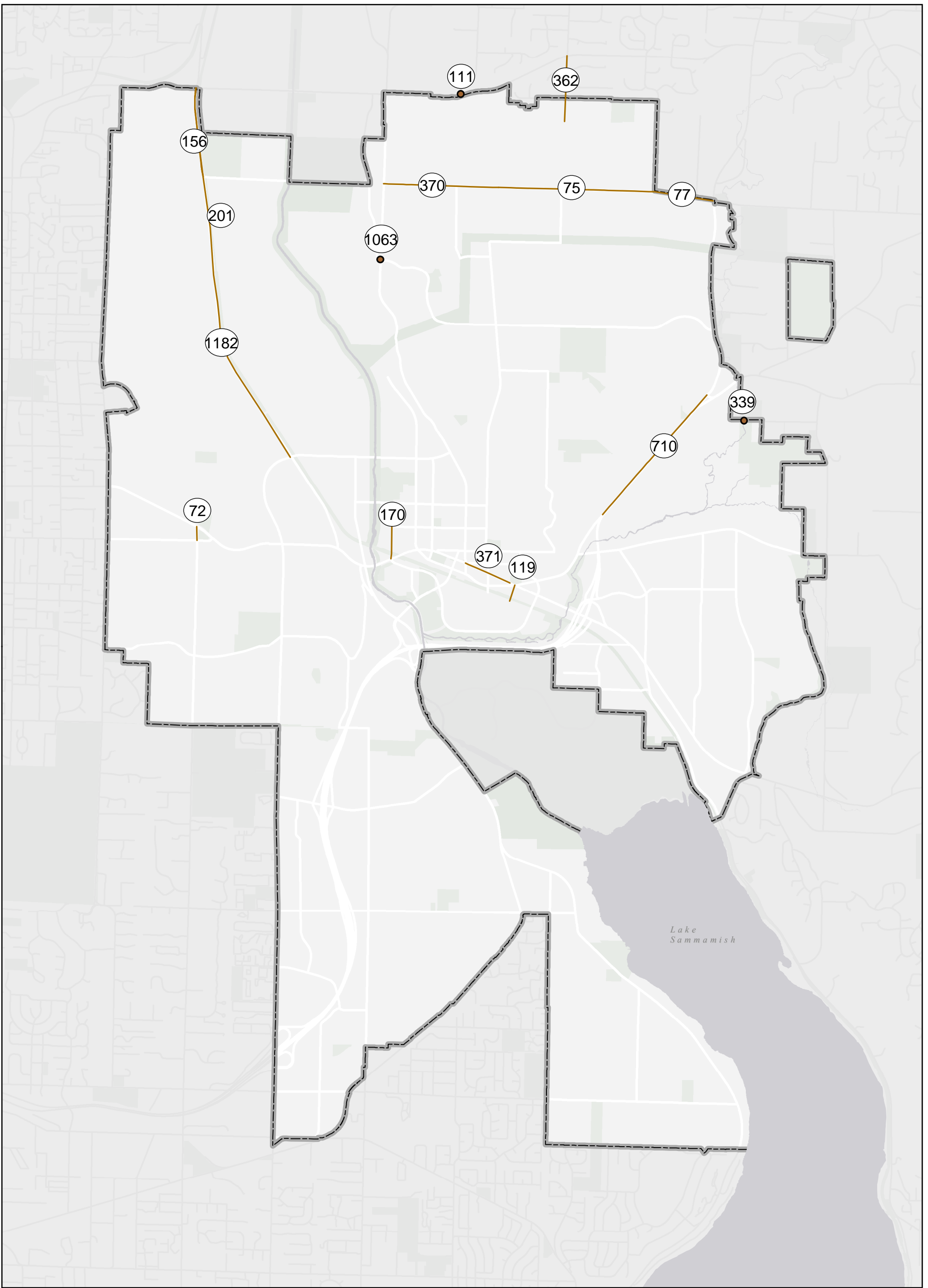
2024-2050 Transportation Facilities Plan (TFP)

ID	Name	Neighborhood	Street From	Street To	Description	Project Type	Estimate
1063	Red-Wood Rd and NE 109th St Improvements	Education Hill	Red-Wood Rd		North-Souths Corridors Study	Intersection improvement - signals	\$1,140,000
1150	Lumiere Ave	Overlake	NE 20th St	NE 24th St	Lumiere Ave from NE 20th St to NE 24th St	Full street	\$28,504,473
1151	NE Koll Drive	Overlake	152nd Ave NE	DaVinci	NE Koll Drive (2100 block) from Da Vinci Ave to 152nd Ave - private street but publicly accessible	Roadway capacity (corridor widening for bike or vehicle lane)	\$3,193,943
1166	70th Street Cycle Track	SE Redmond	SR 202	180th Avenue	One way cycle track built by development by shifting curb line south. Part of comfortable bike system connecting Marymoor Station to SE Redmond.	Full Street	\$3,093,464
1182	Willows North Bus Lane	Willows-Rose Hill	90th Street	124th Street	Add northbound bus only or HOV only lane. Replaces one general purpose lane south of 9900 Block and replaces bike lanes from 9900 Block to 124th Street - cannot remove bike lanes until Redmond Central Connector complete providing new, more comfortable bike facility	Other	\$1,403,910
1192	40th Street Shared Path, East	Overlake	163rd Avenue	West Lake Sammamish Parkway	Shared path on the south side of 40th Street with segments of cycle track where appropriate	Roadway capacity (corridor widening for bike or vehicle lane)	\$7,106,922



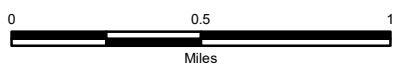
2024-2050 Transportation Facilities Plan (TFP)

ID	Name	Neighborhood	Street From	Street To	Description	Project Type	Estimate
3112	Brill Street	Overlake	DaVinci	152nd Ave NE	Non-Motorized vehicle and Fire Access between DaVinci and 152nd Ave NE	Roadway capacity (corridor widening for bike or vehicle lane)	\$1,737,540
3113	Bridge Structure and Repair Program	Citywide	Citywide		Started in 2001, bridge inspections and to coordinate maintenance and repair	Program	\$3,900,000
3114	Street Channelization Improvement and Maintenance Program	Citywide	Citywide		Replace worn pavement markings and signs for compliance; install new/innovative pavement markings and signs for channelization changes and safety concerns	Program	\$3,250,000
3115	Transportation Benefit District Implementation	Citywide	Citywide		Transportation improvements to be funded by the Transportation Benefits District	Program	\$143,000,000
3116	Street Lighting Program	Citywide	Citywide		Install new street lights and/or upgrade existing to LED at key locations where additional illumination would benefit safety and user accessibility.	Program	\$1,950,000
3117	Transportation Demand Management	Citywide	Citywide		Started in 1997	Program	\$2,210,000
3118	Traffic Safety Improvements	Citywide	Citywide		Targeted Safety Improvement Projects for safe, protected crossings	Program	\$2,600,000
TFP Project Cost:							\$852,439,014



2024-2050 Transportation Facilities Plan

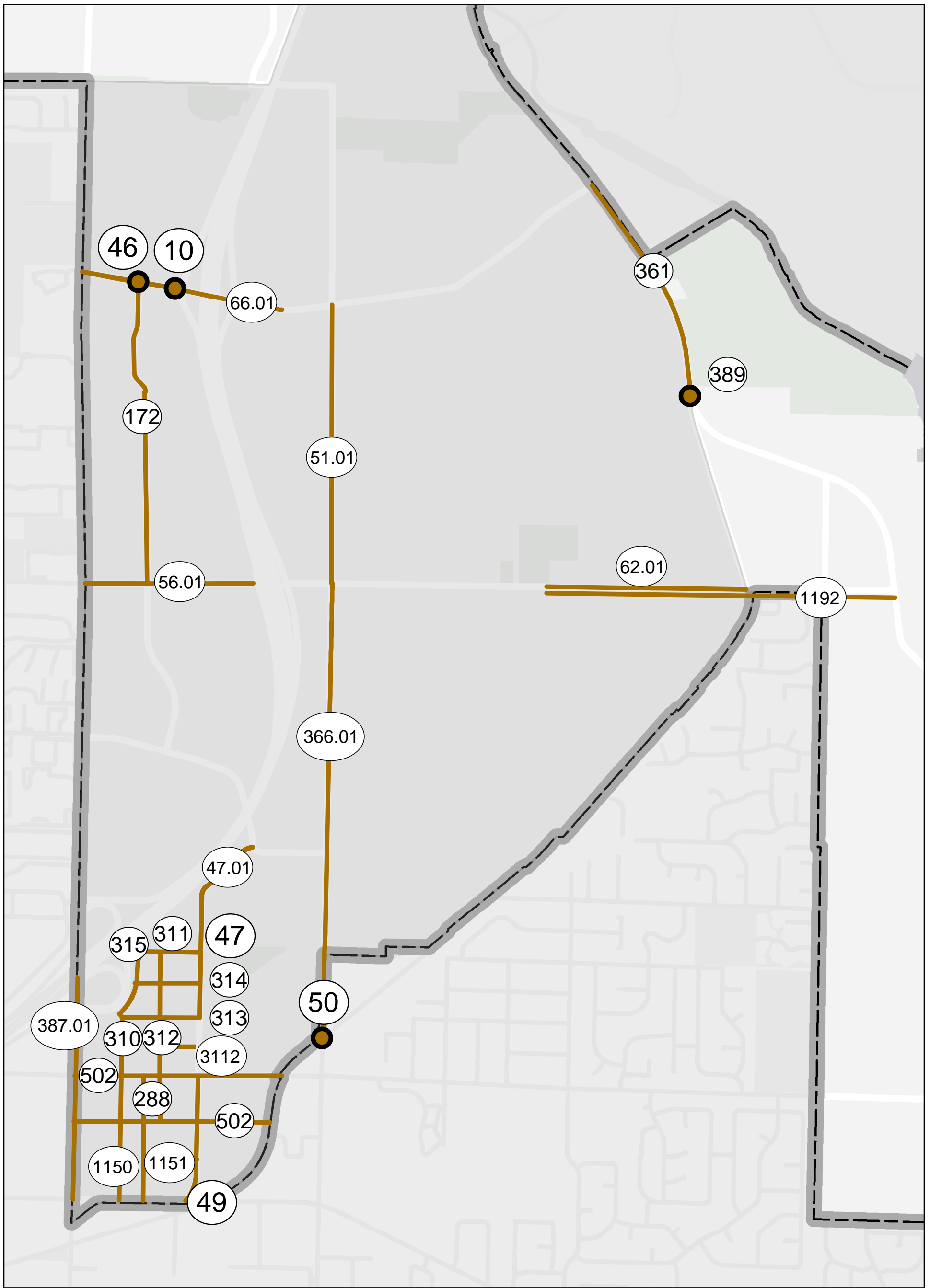
City of Redmond, Washington



-  Transportation Facilities Plan Project (Line)
-  Transportation Facilities Project (Point)
-  City Limit
-  Neighborhood

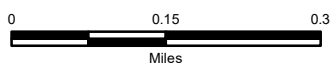
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2024-2050 Transportation Facilities Plan

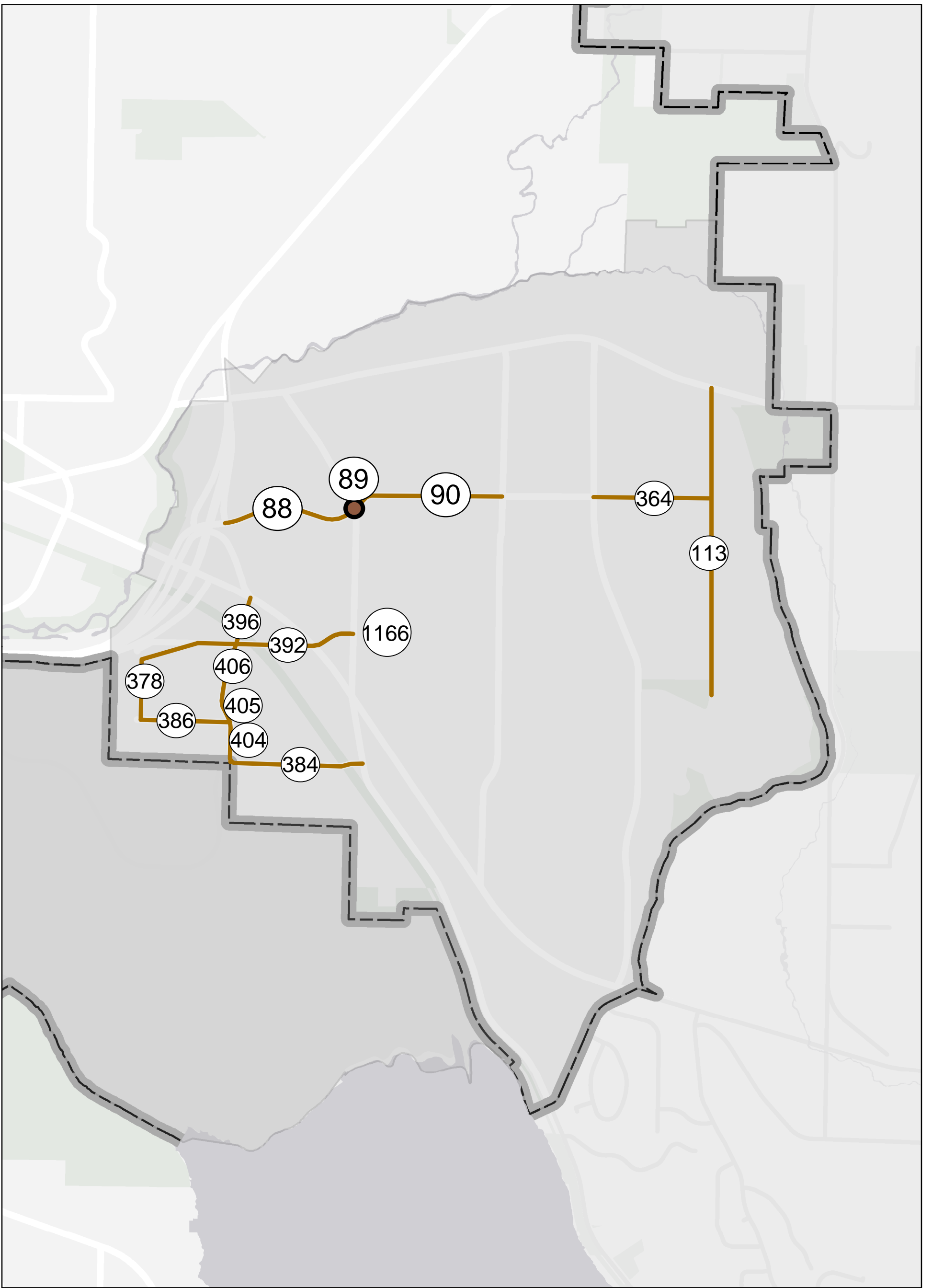
City of Redmond, Washington



-  Transportation Facilities Plan Project (Line)
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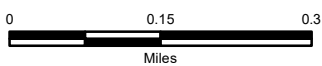
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2024-2050 Transportation Facilities Plan

City of Redmond, Washington



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