DRAFT

Pedestrian Plan

TMP Update

1. Introduction

It should be noted that throughout the Transportation Master Plan, the term "walking" refers to people walking or rolling with a wheelchair, stroller, or any type of mobility device. Furthermore, the term "pedestrian" refers to any individual walking or rolling. Redmond's transportation network aims to be inclusive and accessible to all walkers, rollers, and users of personal mobility devices.

By 2050, active transportation modes including walking and rolling will serve as fundamental pillars of Redmond's sustainable, equitable, and resilient transportation system. These modes advance the City's goals for reducing carbon emissions, improving mobility, and fostering community cohesion.

In alignment with the Redmond 2050 Transportation Vision Statement and the Comprehensive Plan Guiding Principles, walking and rolling will enable affordable, low-carbon mobility. The emphasis on active transportation prioritizes safety, accessibility, and inclusion, ensuring all residents—regardless of age, ability, or income—can navigate the city with ease. Investments in pedestrian and bicycle infrastructure will support Redmond's efforts to achieve a 71% reduction in greenhouse gas emissions from the transportation sector, reflecting the city's commitment to environmental sustainability *(Redmond 2050 - Transportation Element)*.

2. Advancing Redmond 2050 Guiding Principles

Resilience	• **The pedestrian network prioritizes mobility for those who cannot or choose not to drive, which in turn allows for less wear and tear on Redmond roadways and allows for reduced vehicle congestion. (See Redmond 2050 FW-TR-2)** • Strategies in this chapter supporting the Guiding Principle of Resilience include: Strategy 3, Strategy 6, Strategy 7
Equity & Inclusion	• **Accessible curb ramps, traffic-calming measures, and Americans with Disabilities Act (ADA)-compliant pathways ensure mobility for all residents. (See Redmond 2050 TR-10)** • Strategies in this chapter supporting the Guiding Principle of Equity include: Strategy 2, Strategy 4, Strategy 5, Strategy 8, Strategy 9
Sustainabiltiy	• **The pedestrian network creates low-impact, self-sufficient transportation that minimizes dependence on fossil fuel and enchances public health. (See Redmond 2050 FW-TR-4)** • Strategies in this chapter supporting the Guiding Principle of Sustainability include: Strategy 1

3. Designing a Pedestrian Network that Works for Everyone

Walking is the oldest and most human-centered form of transportation. . Walking is arguably the best way to fully experience a place but it is also the most basic form of transportation that should be accommodated in the safest, most convenient, and dignified way possible. The following are guiding principles that should underpin all pedestrian facility planning, design, and implementation:

- The walking environment should be safe and comfortable. Sidewalks, crossings, and shared-use paths should be free of hazards and minimize conflicts with vehicular traffic and external factors such as protruding architectural elements, utility vaults, or vegetation. The pedestrian network should provide additional separation from vehicle travel lanes with higher speeds and volumes. Adequate sidewalk width that is clear of obstacles should be provided to allow people to comfortably walk or roll in social groups and engage with the surrounding walking environment.
- The pedestrian network should be accessible. Sidewalks, shared-use paths, curb ramps, and crosswalks should ensure the mobility of all users by accommodating the needs of people regardless of age or ability. In areas with specific needs (e.g., schools), improvements should accommodate the needs of the target population.
- The pedestrian network should connect to places people want to go. The pedestrian network should provide continuous direct routes and convenient connections between destinations such as homes, schools, shopping areas, public services, recreational opportunities, and transit.
- The pedestrian network should be clear and easy to use with intuitive wayfinding signage. Sidewalks, shared-use paths, and crossings should allow people of all abilities to easily find a direct route to a destination with minimal delays.
- The pedestrian environment should include inviting public spaces that contribute to complete neighborhoods. Good design should integrate with and support the development of complementary uses and should encourage preservation and construction of art, landscaping, and other items that add value to public ways. These components might include open spaces such as plazas, courtyards and squares, and amenities like street furniture, banners, art, plantings, and special paving. Along with historical elements and cultural references, complementary uses should promote a sense of place. Public activities should be encouraged, and the municipal code should permit commercial activities such as dining, vending, and advertising on sidewalks when they do not interfere with safety and accessibility The pedestrian environment is a key component to develop and enhance Redmond's complete neighborhoods.

Design Needs of Pedestrians of All Ages and Abilities

People walking and rolling in Redmond have different needs and abilities, and the transportation network should be inclusive to all. Age is a major factor that affects pedestrians' physical and cognitive abilities. For example, children have lower eye height and tend to walk at slower speeds than adults walk. They also perceive the environment differently at various stages of their cognitive development, and continue to develop a sense of depth perception, judgment, and critical thinking as they grow. Older adults may walk more slowly, might have slower reflexes, and may require assistive devices for stability, sight, and hearing. While the type and degree of mobility impairment varies greatly across the population, the transportation system should accommodate these users to the greatest extent feasible. Table 1 summarizes mobility barriers faced by different disability groups, the challenges they present, and relevant recommendations for pedestrian design that better accommodates these users.

TABLE 1 – BARRIERS, CHALLENGES AND DESIGN CONSIDERATIONS FOR PEDESTRIANS WITH DISABILITIES

Barriers (Disability Groups Affected)	Challenges for Facility Users	Design Solution
Mobility Barriers (Wheelchair and Walking Aid Users)	Propelling over uneven or soft surfaces	Firm, stable and non-slippery travel surfaces and structures, including ramps or beveled edges
	Cross-slopes cause wheelchairs to veer downhill	Cross-slopes to less than two percent
	Narrow paths of travel	Sufficient width and maneuvering space
	Long distances between accessible and comfortable street crossings. Insufficient crossing time intervals	More low-stress and accessible street crossings. Longer pedestrian signal cycles, shorter crossing distances, and median refuge islands
	Long distances with no place to sit and rest	Seating
	Speeding traffic leaving little time for pedestrians to react	Speed control, traffic calming
Hearing Barriers (Deaf and Hard of Hearing)	Oncoming hazards at locations with limited sight lines (e.g. driveways, angled intersections, right-turn slip lanes) and complex intersections	Longer pedestrian signal cycles, clear sight distances, highly visible pedestrian signals and markings
Vision Barriers (Blind or Low Vision)	Indirect paths and poorly placed obstacles	Guide strips, detectable warning surfaces, and safety barriers
	Changing environments, including construction detours, that make reliance on memory more difficult	
	Low illumination levels	Better illumination along sidewalks and enhanced lighting at street crossings
	Absence of non-visual indicators (e.g. sound and texture)	Accessible text (larger print and raised text), accessible pedestrian signals (APS)
Cognition Barriers (Neurodiverse individuals)	Complex walking environments with a wide range of information types	Signs with pictures, universal symbols, and colors, rather than text

4. Overview of Redmond's Pedestrian System

Sidewalk Network

The City of Redmond has a high coverage of sidewalks on arterials and transit routes, with sidewalks on one or both sides of the street across approximately 92% of the city's arterial network, as shown in

Table 2. Approximately 89% of Redmond's local streets include sidewalks on one or both sides of the street, as shown in Table 3. More information about the City's goals to increase sidewalk coverage on the local street network can be found in the Strategies in this chapter.

TABLE 2 – EXISTING SIDEWALK NETWORK ON ARTERIAL STREETS

Street Type	Arterial Street		Arterial Streets with Transit Routes	
	Approximate Sidewalk Miles	Percent	Approximate Sidewalk Miles	Percent
No sidewalk on either side of street	6	9%	3	8%
Sidewalk on one side of street	18	24%	6	16%
Sidewalk on both sides of street	46	67%	29	76%
Sidewalk on one or both sides of street	64	91%	35	92%

TABLE 3 – EXISTING SIDEWALK NETWORK ON NON-ARTERIAL/LOCAL ACCESS STREETS

Local Streets (City of Redmond Owned)	Approximate Sidewalk Miles	Percent
No sidewalk on either side of street	14	11%
Sidewalk on one side of street	9	7%
Sidewalk on both sides of street	104	82%
Sidewalk on one or both sides of street	113	89%

The City of Redmond continuously monitors the condition of the sidewalk network . In 2024, Redmondused the Sidewalk Scan program that measures the condition of sidewalks. Based on the evaluation, a sidewalk condition index (SCI) was developed and adopted using the quantity, type, and severity of distresses on a sidewalk. SCI rates sidewalk quality into 7 categories: excellent, good, fair, poor, very poor, serious, and failed. SCI serves as an important indicator for the maintenance and replacement decisions of the City's sidewalk network. More information on the SCI of Redmond's sidewalk network can be found in Chapter 8 (Maintenance).

Trail and Off-Street Connections Network

The City of Redmond has an extensive park and trail system. Redmond's trail network provides comfortable pedestrian connections through and between many of Redmond's neighborhoods. Many of Redmond's trails offer special recreation features, including equestrian riding and opportunities for hiking.

The existing trail system within the city of Redmond totals approximately 58 miles, approximately 48% of which (or approximately 30 miles) are paved. Table 4 summarizes the city's paved trails by the agency that owns and operates them.

TABLE 4 – REDMOND PAVED TRAILS BY AGENCY

Ownership Agency	Paved Trail (miles)	Soft Surface Trail (miles)
Washington State Department of Transportation (WSDOT)	5	0
King County	9	3
City of Redmond	16	23
Other (i.e. City of Bellevue)	0.5	2

In addition to Redmond's paved and unpaved recreational trail network, the city's pedestrian network also consists of short off-street pathways that often connect dead-end streets. These neighborhood connections offer more direct access to local destinations, and in some cases, allow people to avoid Redmond's busiest streets. Many of these neighborhood connections do not have official street or trail names and may or may not be labeled with pedestrian signage. Figure 1 below shows a neighborhood connection pathway in the Education Hill neighborhood adjacent to a signed pedestrian crossing. More information about neighborhood connections can be found in the Strategies and Actions section in this chapter.

FIGURE 1 - NEIGHBORHOOD CONNECTION IN EDUCATION HILL

A map of the neighborhood connections in Redmond is shown in Figure 2 below.

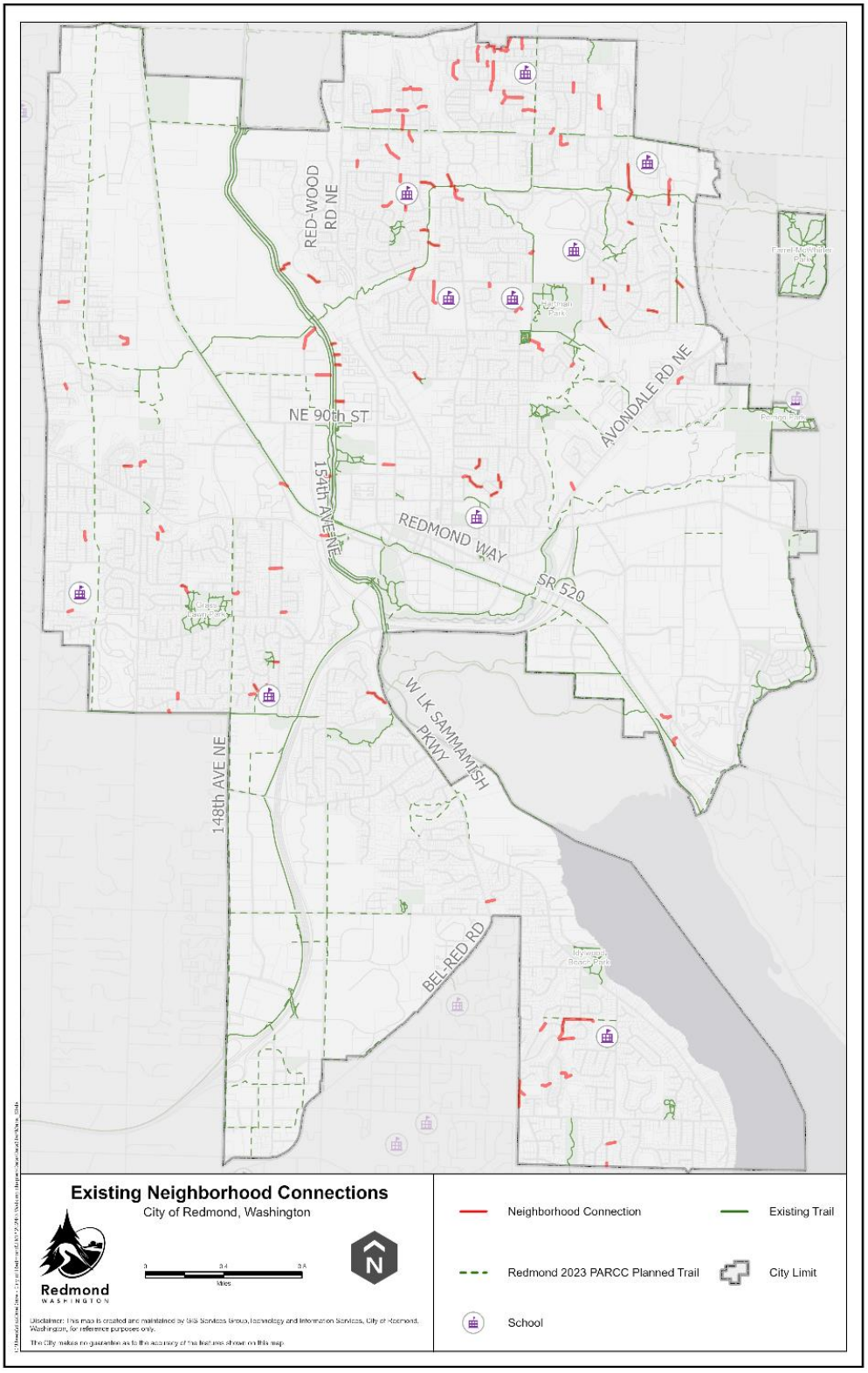

FIGURE 2 - NEIGHBORHOOD CONNECTIONS

Pedestrian Crossings

A Low Stress Pedestrian Crossing (LSPC) provides safe and comfortable infrastructure for pedestrians to cross a roadway mid-block or at an intersection. While Redmond's pedestrian network includes many pedestrian crossings[1], not all are considered Low Stress Pedestrian Crossings (LSPCs). LSPCs are marked crosswalks that include signalized intersections, roundabouts, Rectangular Rapid Flashing Beacon (RRFB) crossings, High Intensity Activated Crosswalk (HAWK) signal crossings, and all-way stop control (AWSC) intersections.

Redmond's current network of LSPCs includes 112 signalized intersections, 40 existing RRFB crossings, and two HAWK signal crossings. This inventory was taken for intersection crossings and does not include highway crossings such as pedestrian bridges.

A summary of pedestrian crossings along the existing arterial network is shown on Figure 3. See Strategy 2 for more discussion on Redmond's future pedestrian crossing improvements.

[1] All intersections on Redmond's arterial and local street network are considered legal pedestrian crossings even if not marked with a crosswalk, unless pedestrian crossing is explicitly prohibited with clear signage.

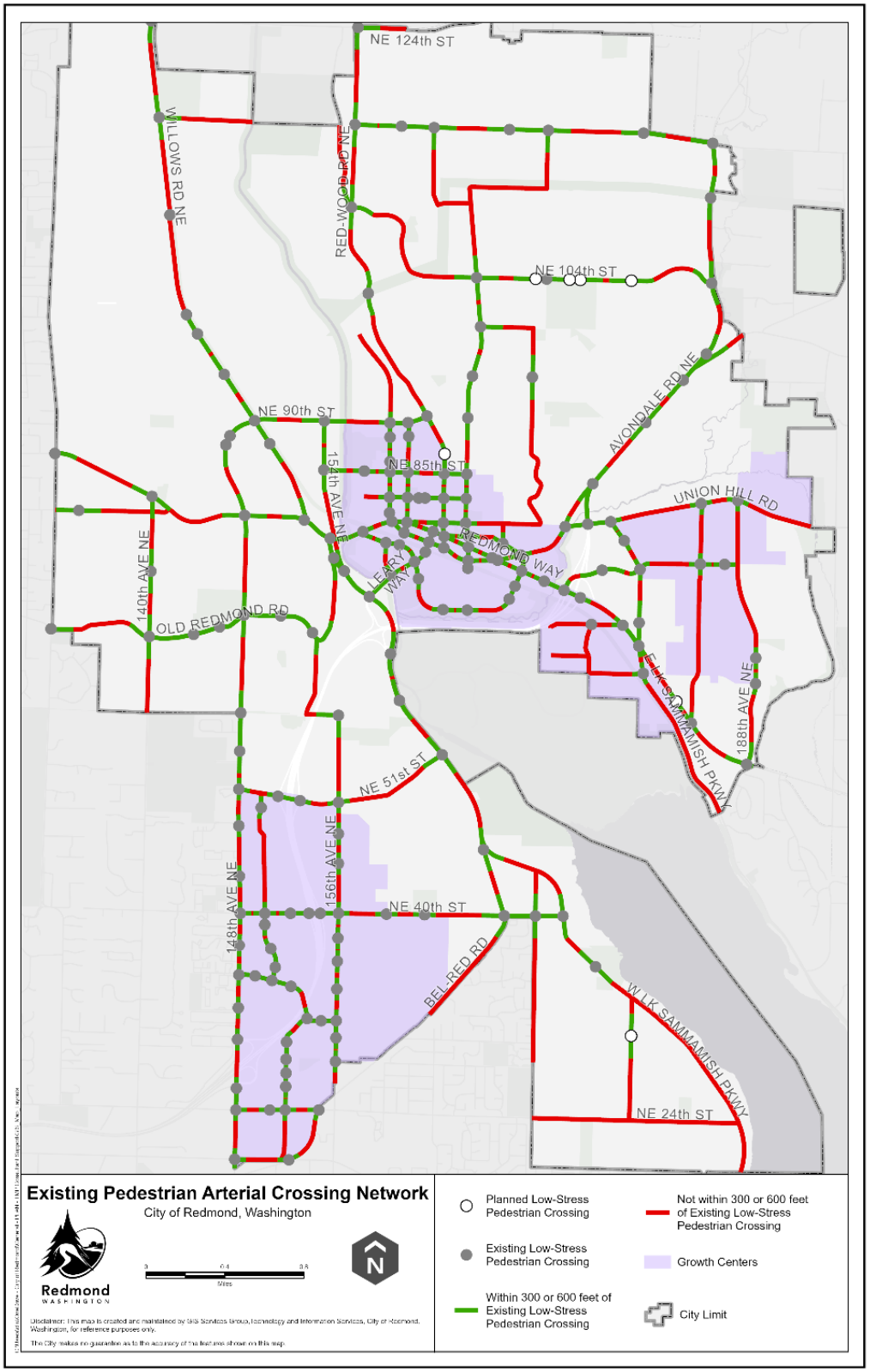

FIGURE 3 - EXISTING ARTERIAL PEDESTRIAN CROSSINGS

Curb Ramps

Curb ramps play a vital role in Redmond's pedestrian infrastructure by ensuring accessibility for all users, particularly individuals with disabilities using mobility assistance devices. These ramps provide a smooth transition between sidewalks and streets, supporting safer and more equitable mobility across the city.

The City of Redmond is committed to improving accessibility and meeting the requirements of the Americans with Disabilities Act (ADA). To achieve this, the City evaluates curb ramps across the network, identifying areas that need upgrades or new installations.

Currently, curb ramp upgrades are primarily completed through capital improvement projects and private development, where upgrades are required when road resurfacing occurs. The City also operates a curb ramp program that targets bi-annual ramp replacements, focusing on priority locations such as areas near schools and transit centers. Additionally, the City is developing an ADA Transition Plan, which will serve as a strategic framework for prioritizing future curb ramp replacements to enhance accessibility across the community. More information about the development of the City's ADA Transition Plan can be found in Strategy 7.

Compliant Curb Ramps

Compliant curb ramps meet all ADA standards, including proper slope, width, landing area, alignment, and the presence of detectable warning surfaces. These ramps ensure accessibility and safety for all users, including those with mobility impairments or visual disabilities.

Non-Compliant Curb Ramps

Non-compliant curb ramps do not meet one or more ADA standards, which can create barriers to accessibility or pose safety risks. Common issues include excessively steep slopes, absence of detectable warning surfaces, inadequate width, or deterioration of ramp surfaces.

The data highlights that 49% of Redmond's curb ramps are currently non-compliant, while an additional 27% of intersections lack ramps entirely. Approximately 14% of ramps meet ADA standards, with an additional 2% deemed compliant to the maximum extent practicable due to site-specific constraints. About 8% of curb ramps are currently in design or recently constructed and documentation has not been completed.

Figure 4 includes a summary of missing and non-compliant curb ramps in Redmond.

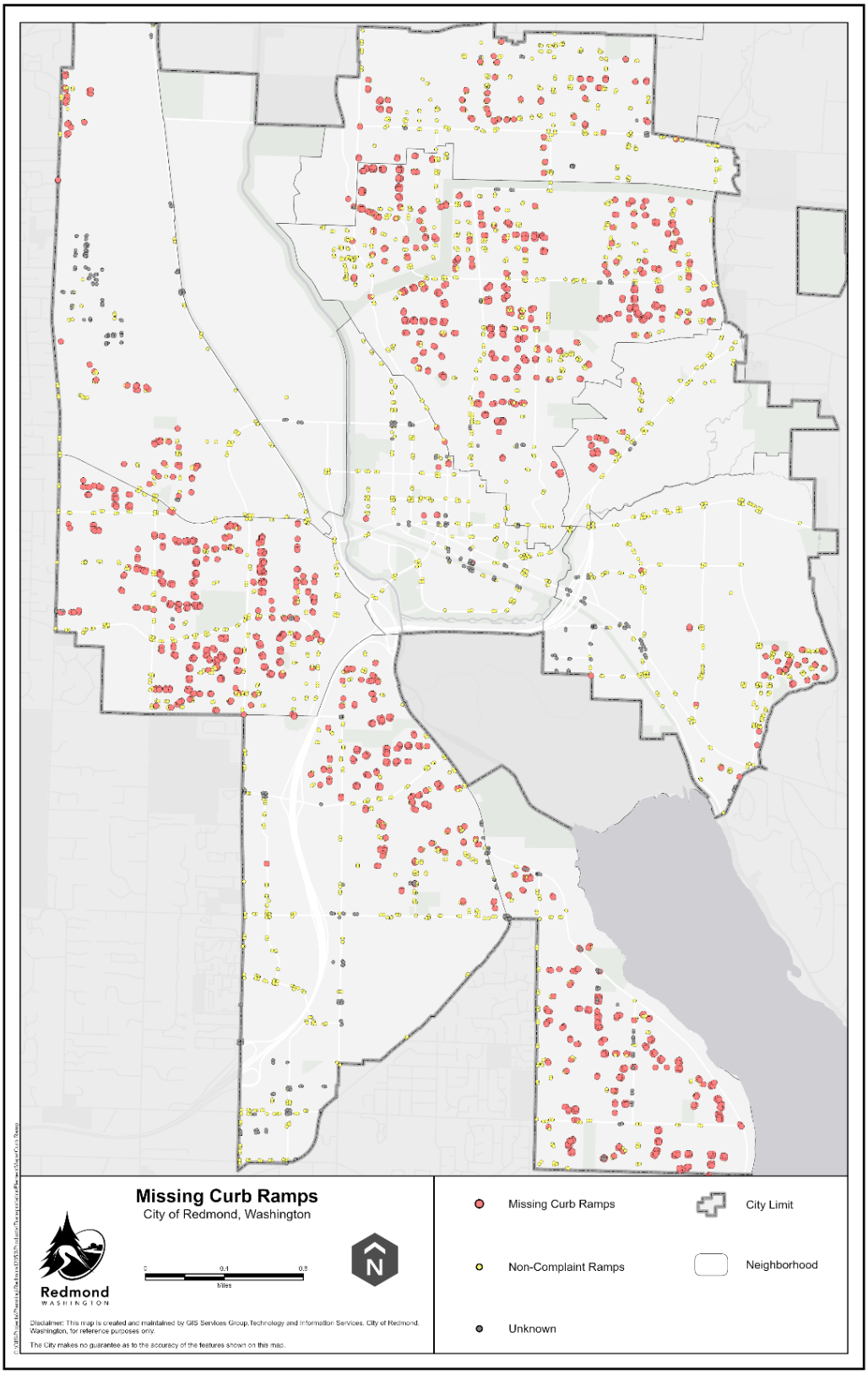

FIGURE 4 - MISSING AND NON-COMPLIANT CURB RAMP LOCATIONS

Pedestrian Amenities

Street Trees

Redmond's tree canopy creates an inviting and comfortable walking environment throughout the city. Street trees provide shade and comfort while helping meet Redmond's climate goals. The presence of street trees blocks sunlight from reaching the sidewalk and roadway network, reducing heat and air pollution at ground level. Additionally, the presence of street trees can provide visual "friction" that can encourage drivers to travel at slower speeds.

Street trees are a required component of Redmond's frontage improvements that apply to new development in the City. Tree roots of mature trees have caused accessibility challenges along many streets throughout Redmond. For all new tree plantings in the right-of-way it is important to choose tree species that are appropriate for streetscapes and use structural soils or other beneficial materials to prevent future impacts to sidewalk from tree roots. Chapter 3 – Street System Plan includes more discussion on tree preservation and related actions. More information about Redmond's accessibility challenges and future goals can be found in Strategy 6 below.

Lighting

In 2024, the City of Redmond has approximately 5,281 streetlights in operation, which are owned by Puget Sound Energy (PSE), the City, or private individuals. The City manages an annual Street Lighting Program to improve lighting conditions in specific areas, such as school zones or residential neighborhoods. Annual improvements are generally based on community members' Requests for Service (or Q-Alerts) and are addressed by the Public Works Department. The City retrofitted all City-owned streetlights from high-pressure sodium (HPS) to light-emitting diode (LED) lights in 2018 and 2019. In 2022, the City began retrofitting 226 HPS PSE-owned streetlights with LED lights in Redmond's business district. LED lights provide better visibility than HPS lights, have a longer life-cycle, thus reducing maintenance costs, and are more energy-efficient. IThe lighting upgrade project was completed in 2023 and the upgrades are estimated to save the City approximately $13,000 per year in energy consumption.

In addition to the traditional lighting system, the City is exploring new solar lighting technology and identified potential test locations for installation. Once installed, the City will continue to monitor the success of solar lighting at these locations and will consider implementation on a wider scale.

Redmond's trail network is partially lit, with some trails containing pedestrian lighting and others relying on ambient light from nearby streetlights. Trails with pedestrian lighting include portions of the Redmond Central Connector and the Evans Creek Trail. Other trails that rely on ambient light from streetlights include the Bear Creek Trail and the Powerline Trail, among others.

Wayfinding

The City's wayfinding signage network includes a variety of sign types, installed primarily in Downtown Redmond and Overlake. The City's signage varies in look and function, with some directional signs pointing trail and sidewalk users to nearby destinations. Some signs include approximate distances by bike or by foot, while others only list destinations.

The City's Parks & Recreation Department is assessing wayfinding signage and developing a wayfinding plan in 2025/2026. As this plan develops, it will be important to reevaluate and update the pedestrian system wayfinding signage to maintain consistency with other wayfinding efforts. More information about the City's wayfinding goals is discussed in Strategy 9 below.

Other Amenities

Additional amenities can contribute to a more comfortable and dignified pedestrian experience, including seating, rest areas, structures that provide shade, and facilities such as water fountains or restrooms. These elements make the pedestrian experience more comfortable, safe, and inviting for people of all ages and abilities. The City of Redmond includes these amenities at City parks and other gathering spaces. The City should continue to identify locations where these amenities would be well used, including transit stops or Mobility Hubs. More information on Mobility Hubs can be found in Chapter 6 – Transit.

Development of Pedestrian Network in Urban Centers

Redmond's pedestrian network is developed and enhanced by new development meeting requirements in the Redmond Zoning Code (RZC). The pedestrian system continues to change and improve, especially in the Overlake and Marymoor neighborhoods that continue to see rapid growth and redevelopment. Redmond's development requirements enhance the pedestrian experience by requiring safe and comfortable pedestrian facilities along the frontage of any new development. The RZC includes specific requirements for the Downtown, Overlake, and Marymoor centers that will continue to support the walking environment as these areas develop.

5. Strategies and Actions

Strategy 1: Complete Redmond's pedestrian network by filling sidewalk gaps and prioritizing new connections

The city's strategic focus on completing connected pedestrian networks in neighborhoods, urban centers, and transit areas will reduce reliance on single-occupant vehicles. Redmond's pedestrian network currently includes sidewalk gaps where portions of sidewalks are missing on one or both sides of the street. The City will work to fill these gaps, connecting walking routes and establishing safe and comfortable pathways for active transportation. Figure 5 illustrates existing gaps in Redmond's sidewalk network. These gaps have been prioritized for improvement based on the following criteria:

1. Presence of a transit route with priority given to frequent routes
2. Within a school walk zone
3. Within a Pedestrian Priority Zone
4. Along a principal, minor, or collector arterial
5. Equity analysis
6. Presence of a connection to a trail or park facility

Many existing sidewalks in Redmond also do not meet the City's sidewalk standard or ADA requirements. The latter will be identified in the evaluation conducted for the ADA Transition Plan. Existing sidewalks that don't meet standards are often reconstructed through new development or capital projects. Redmond has been fortunate to have had a high level of commercial and residential development. Any development must pay transportation impact fees and may also be required to build infrastructure that has been identified in the City's Transportation Facilities Plan or determined to be necessary to mitigate impacts to the transportation system. The implementation timeline for these projects tends to be longer as it depends on new development occurring and often new development projects can take several years to construct from the time of initial application. As Redmond continues to grow there will be more opportunities to leverage this growth to fill gaps in the pedestrian network. In

some cases, where sidewalks are severely damaged and new development is unlikely to occur, a capital project may be developed to reconstruct the sidewalk to current standards. In addition, the City's concrete crew, which was funded by the voter-approved Transportation Benefit District is also addressing smaller-scale sidewalk maintenance and gap filling.

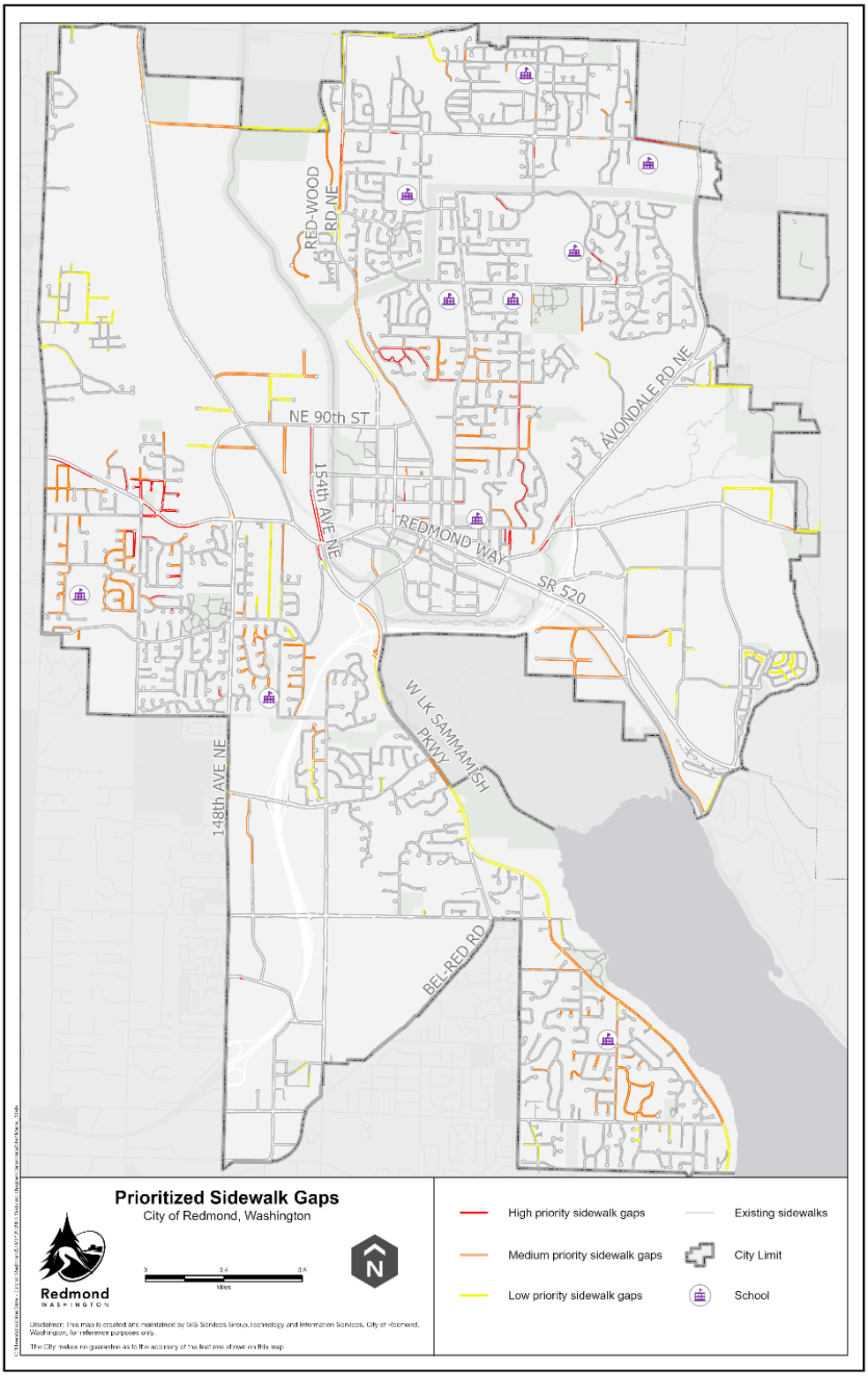

FIGURE 5 - PRIORITIZED SIDEWALK GAPS

Redmond 2050 Policies Supporting Strategy 1

- Supports Redmond 2050 FW-TR-3: Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.
- Supports Redmond 2050 TR-11: Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

Recommended Actions

- Action 1A: Complete the citywide future pedestrian network by filling sidewalk gaps.
- Action 1B: Upgrade existing sidewalks that do not meet ADA requirements or the City's current sidewalk standard through new development, capital improvement projects, and through the work of City's concrete crew.

Strategy 2: Construct prioritized low-stress pedestrian crossings

Low Stress Pedestrian Crossings (LSPCs) were analyzed and classified based on whether the LSPC was located within one of the City's designated urban centers (Downtown, Marymoor Village, or Overlake) or in Redmond's other neighborhoods. Where the distance between LSPCs exceeds 300 feet within urban centers or 600 feet outside of urban centers, one or more new LSPCs are recommended to be installed. Segments where future LSPCs are needed were then prioritized based on proximity to key destinations including frequent transit stops, schools, libraries, parks, and healthcare services. Figure 6 shows the future pedestrian arterial crossing network including recommended priority LSPC locations. The addition of these recommended crossings will improve network connectivity making it easier and safer for people to access transit and neighborhood destinations.

To address identified crossing gaps, future crossing locations were prioritized based on proximity to key destinations including frequent transit stops, or points of interest including schools, libraries, parks, and healthcare services, as shown in Figure 6.

Locations for recommended priority future low-stress pedestrian crossings are summarized in Table 5, including whether the crossing serves a priority point of interest or high frequency transit stop. As noted in the table, some of these locations already have crossing infrastructure in place, which makes it easier to implement additional improvements to achieve low-stress pedestrian crossing standards at these locations. In addition, the City should consider shortening crossing distances with curb bulbs or installing raised crosswalks where applicable to enhance the implementation of low-stress pedestrian crossings.

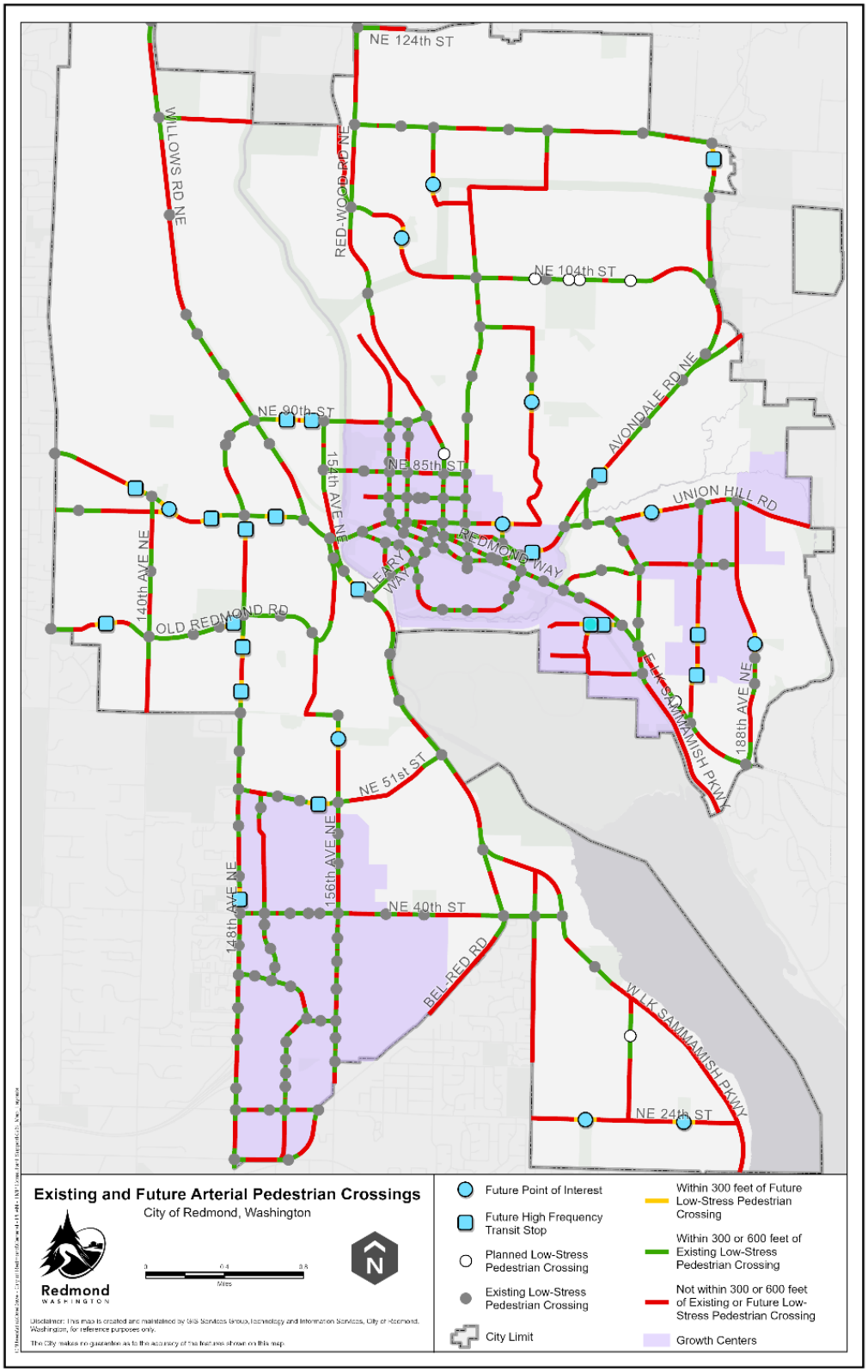

FIGURE 6 - EXISTING AND PRIORITY FUTURE ARTERIAL PEDESTRIAN CROSSINGS

TABLE 5 – PRIORITY LOCATIONS FOR FUTURE LOW-STRESS PEDESTRIAN CROSSINGS

ID	Destination Type	Name	Arterial Road Name	Midblock or Intersection?	Extents	Existing Crossing?
1	Hospital	Swedish Hospital	NE Union Hill Road	Midblock	NE Union Hill Road between 178th Place NE & 185th Avenue NE, approximately 1000 ft east of 178th Place of NE	No
2	Park	Viewpoint Open Space Park	NE 24th Street	Intersections	NE 24th Street & 176th Court NE	No
3	Park	Viewpoint Neighborhood Park	NE 24th Street	Intersection	NE 24th Street & 184th Avenue NE	No
4	Park	Westside Park	156th Avenue NE	Intersection	156th Avenue NE & NE 58th Place	Yes
5	Park	Southeast Redmond Park	188th Avenue NE	Intersection	188th Avenue NE & NE 68th Street	No
6	Park	Park	Redmond Way	Intersection	Redmond Way &142nd Avenue NE	No
7	Park	Nike Park	171st Avenue NE	Intersection	171st Avenue NE & NE 92nd Street	Yes
8	Park	Meadow Park	160th Avenue NE	Intersection	160th Avenue NE & NE 107th Way	Yes
9	School	Redmond Elementary School	NE 80th Street	Intersection	NE 80th Street & 169th Avenue NE	Yes
10	School	Norman Rockwell Elementary School	162nd Avenue NE	Midblock	162nd Avenue NE between NE 109th Street/NE 110th Street & NE 112th Street, approximately 600 ft north of NE 109th Street/NE 110th Street	No
11	High Frequency Bus Stop	Avondale Road NE & NE 114th Street	Avondale Road NE	Midblock	Avondale Road NE between NE 116th Street & NE 113th Street, approximately 430 ft south of NE 116th Street	No
12	High Frequency Bus Stop	Avondale Road NE & NE 85th Place	Avondale Road NE	Intersection	Avondale Road NE & NE 85th Place	No
13	High Frequency Bus Stop	Avondale Way NE & 170th Place NE	Avondale Way NE	Midblock	Avondale Way NE between NE 79th Street & NE Union Hill Road, approximately 250 ft east of NE 79th Street	No

ID	Destination Type	Name	Arterial Road Name	Midblock or Intersection?	Extents	Existing Crossing?
14	High Frequency Bus Stop	Future Transit Stop - Route 269	NE 70th Street	Midblock	NE 70th Street between 176th Avenue NE & Redmond Way, approximately 335 ft east of 176th Avenue NE	No
15	High Frequency Bus Stop	Future Transit Stop - Route 269	NE 70th Street	Intersection	NE 70th Street & 176th Avenue NE	No
16	High Frequency Bus Stop	West Lake Sammamish Parkway NE & Leary Way	West Lake Sammamish Parkway NE	Midblock	West Lake Sammamish Parkway NE between Leary Way & 154th Avenue NE, approximately 350 ft west of Leary Way	No
17	High Frequency Bus Stop	148th Avenue NE & NE Redmond Way	148th Avenue NE	Midblock	148th Avenue NE between Redmond Way & NE 76th Street, approximately 365 ft south of Redmond Way	No
18	High Frequency Bus Stop	NE Redmond Way & 140th Avenue NE	Redmond Way	Intersection	Redmond Way & 139th Avenue NE	No
19	High Frequency Bus Stop	NE Redmond Way & 145th Avenue NE	Redmond Way	Intersection	Redmond Way & 145th Avenue NE	No
20	High Frequency Bus Stop	NE Redmond Way & Willows Road NE	Redmond Way	Midblock	Redmond Way between NE 82nd Street & 150th Court NE, approximately 195 ft east of NE 82nd Street	No
21	High Frequency Bus Stop	NE 90th Street & 151st Avenue NE	NE 90th Street	Midblock	NE 90th Street between 152nd Avenue NE & 151st Avenue NE, approximately 260 ft east of 152nd Avenue NE	No
22	High Frequency Bus Stop	NE 90th Street & 154th Avenue NE	NE 90th Street	Midblock	NE 90th Street between 154th Avenue NE & 152nd Street, approximately 330 ft west of 154th Avenue NE	No
23	High Frequency Bus Stop	148th Avenue NE & NE 61st Way	148th Avenue NE	Intersection	148th Avenue NE & NE 61st Court/NE 61st Way	No

ID	Destination Type	Name	Arterial Road Name	Midblock or Intersection?	Extents	Existing Crossing?
24	High Frequency Bus Stop	148th Avenue NE & NE 66th Street	148th Avenue NE	Intersection	148th Avenue NE & NE 66th Street	No
25	High Frequency Bus Stop	NE Old Redmond Road & 147th Court NE	Old Redmond Road	Intersection	Old Redmond Road & 147th Court NE	No
26	High Frequency Bus Stop	NE Old Redmond Road & 137th Avenue NE	Old Redmond Road	Midblock	Old Redmond Road between 137th Avenue NE & 138th Avenue NE, approximately 100 ft east of 137th Avenue NE	Yes
27	High Frequency Bus Stop	NE 51st Street & 154th Avenue NE	NE 51st Street	Intersection	NE 51st Street & 154th Avenue NE/154th Place NE	No
28	High Frequency Bus Stop	148th Avenue NE & NE 40th Street	148th Avenue NE	Midblock	148th Avenue NE between NE 40th Street & NE 51st Street, approximately 380 ft north of NE 40th Street	No
29	High Frequency Bus Stop	NE 65th Street & 185th Avenue NE	185th Avenue NE	Intersection	185th Avenue NE & NE 65th Street	No
30	High Frequency Bus Stop	185th Avenue NE & NE 68th Street	185th Avenue NE	Midblock	185th Avenue NE between NE 68th Street & NE 67th Court, approximately 230 ft south of NE 68th Street	No

Redmond 2050 Policies Supporting Strategy 2

- Supports Redmond 2050 TR-14: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

Recommended Actions

- Action 2A: Implement recommended low-stress crossings, beginning with the highest priority locations.
- Action 2B: Develop a process for continuing to identify and implement additional low-stress pedestrian crossings based on need as Redmond's transportation network continues to develop.

Strategy 3: Improve guidance on crosswalk design and develop a process for determining appropriate crossing treatments

As discussed in Strategy 2, low-stress pedestrian crossings are needed at many locations citywide, with 30 locations identified and prioritized in Table 5 above. Standardizing low-stress crosswalk design and processes would advance implementation of these low-stress pedestrian crossings. Design strategies to achieve low-stress crossings include shortening the crossing distance with curb extensions or crossing islands, reducing the speed of approaching vehicles with speed humps or raised crossings, and increasing visibility and awareness using active warning devices. In addition, signalized intersections can achieve safer and more comfortable pedestrian crossings by implementing automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red and pedestrian scrambles, where appropriate and applicable.. Ensuring sufficient lighting at crossings also helps to ensure low-stress crossings at night. These strategies are consistent with the guidance described in Redmond's Safer Streets Action Plan.

Redmond can also achieve safer pedestrian crossing behaviors through awareness and education. In partnership with the City's SchoolPool Program, proper crossing awareness strategies can be made available to families that take part in the program and can be distributed more broadly to families of school-age children in Redmond.

Redmond 2050 Policies Supporting Strategy 3

- Supports Redmond 2050 TR-16: Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

Recommended Actions

- Action 3A: Establish a citywide standardized process or adopt existing guidance such as the FHWA STEP Guide to determine appropriate pedestrian crossing treatments based on street characteristics, including number of vehicle lanes, speed, and contextual factors.
- Action 3B: Include safe crossing behavior guidance as part of the city's SchoolPool program materials and general community safety messaging.

Strategy 4: Identify and prioritize locations for new or improved neighborhood connections outside of Urban Centers

As shown in Figure 2 and Figure 3 above, Redmond's pedestrian network includes many off-street pathways that provide neighborhood connections for pedestrians and bicyclists. The City's Streets Division maintains many of these neighborhood connections while others are maintained by Homeowners Associations or other entities. The city should work to continually evaluate and maintain existing connections to ensure they meet accessibility standards and provide a comfortable experience. New connections identified in planning documents will be implemented with future development or as capital projects and should be built according to City's shared use path standard.

Redmond 2050 Policies Supporting Strategy 4

- Supports Redmond 2050 TR-14: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

Recommended Actions

- Action 4A: Evaluate all off-street neighborhood connections for safety, accessibility, and comfort, tracking any accessibility barriers as well as steep topography, overgrown vegetation, poor lighting, or other challenges to mobility.
- Action 4B: Maintain existing off-street neighborhood connections to meet and exceed ADA standards.
- Action 4C: Identify locations where additional neighborhood connections would enhance connectivity.

Strategy 5: Identify and prioritize locations for implementing sidewalk alternatives outside of Urban Centers

As shown in Figure 5 above, there are sidewalk gaps throughout Redmond, which present barriers to the pedestrian network. Less than 10% of Redmond arterials have segments where there are no sidewalk facilities on either side of the street. Therefore, most of the missing sidewalks in Redmond are on non-arterial streets. While some sidewalk gaps will be filled through required frontage improvements for new development others will need to be addressed through City-led capital projects. However, filling all sidewalk gaps with conventional sidewalks (curb with sidewalk elevated above street grade) will require significant amounts of funding. Furthermore, many of the streets that lack sidewalks have environmental constraints (shoreline, wetland, steep slopes) or have narrow public rights-of-way and would require property acquisition.

The City will evaluate lower-cost alternative sidewalk strategies on a case-by-case basis where conventional sidewalks may not be feasible to install in a timely and cost-effective manner. Sidewalk alternatives could include barrier-separated walkways, shared street or potentially other design solutions. Redmond's focus on lowering vehicle speeds will also contribute to more comfortable and safer walking environments. There is precedent for sidewalk alternatives in Redmond. Redmond land use code has allowed for non-standard concrete curb and gutter in specific locations and land use scenarios .

Redmond 2050 Policies Supporting Strategy 5

- Supports Redmond 2050 TR-14: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

Recommended Actions

- Action 5A: Develop and adopt a sidewalk alternative decision process for both capital and private development that considers vehicle speed, vehicle volume, roadway classification, land uses, environmental goals and constraints, and other factors.
- Action 5B: Allow "Rustic Street Standards" or a similar standard (based on feedback from maintenance crews) to areas beyond the NE Rose Hill neighborhood.

Strategy 6: Establish a consistent approach to reinforcing Pedestrian Priority Zones through street design and operations.

Pedestrian Priority Zones are designated in Downtown, Overlake, and Marymoor Village and are intended to provide vibrant streetscapes and quality pedestrian environments that support high levels of pedestrian activity and economic vitality These zones are designed to enhance pedestrian comfort and safety through targeted infrastructure improvements, pedestrian-prioritized traffic operation, and amenities that add interest. By prioritizing foot traffic, Pedestrian Priority Zones support Vision Zero goals and foster equitable access to urban spaces.

While Pedestrian Priority Zones have been designated within Downtown, Overlake, and Marymoor and many improvements have been made to create inviting and safe pedestrian-oriented streets in these urban centers, there is a need to better define street design and operational strategies that should be consistently deployed to achieve the intended purpose of Pedestrian Priority Zones. Street design strategies may include traffic calming measures such as narrower streets, raised crossings, landscaping, and pedestrian-scale lighting. Operational strategies such as automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red and pedestrian scrambles, where appropriate and applicable are impactful in terms of creating an environment in which it is evident to all users that pedestrian mobility is prioritized. These priorities align closely with the goals and recommendation s outlined in the Safer Streets Action Plan, ensuring that the pedestrian network evolves to meet safety and accessibility objectives citywide.

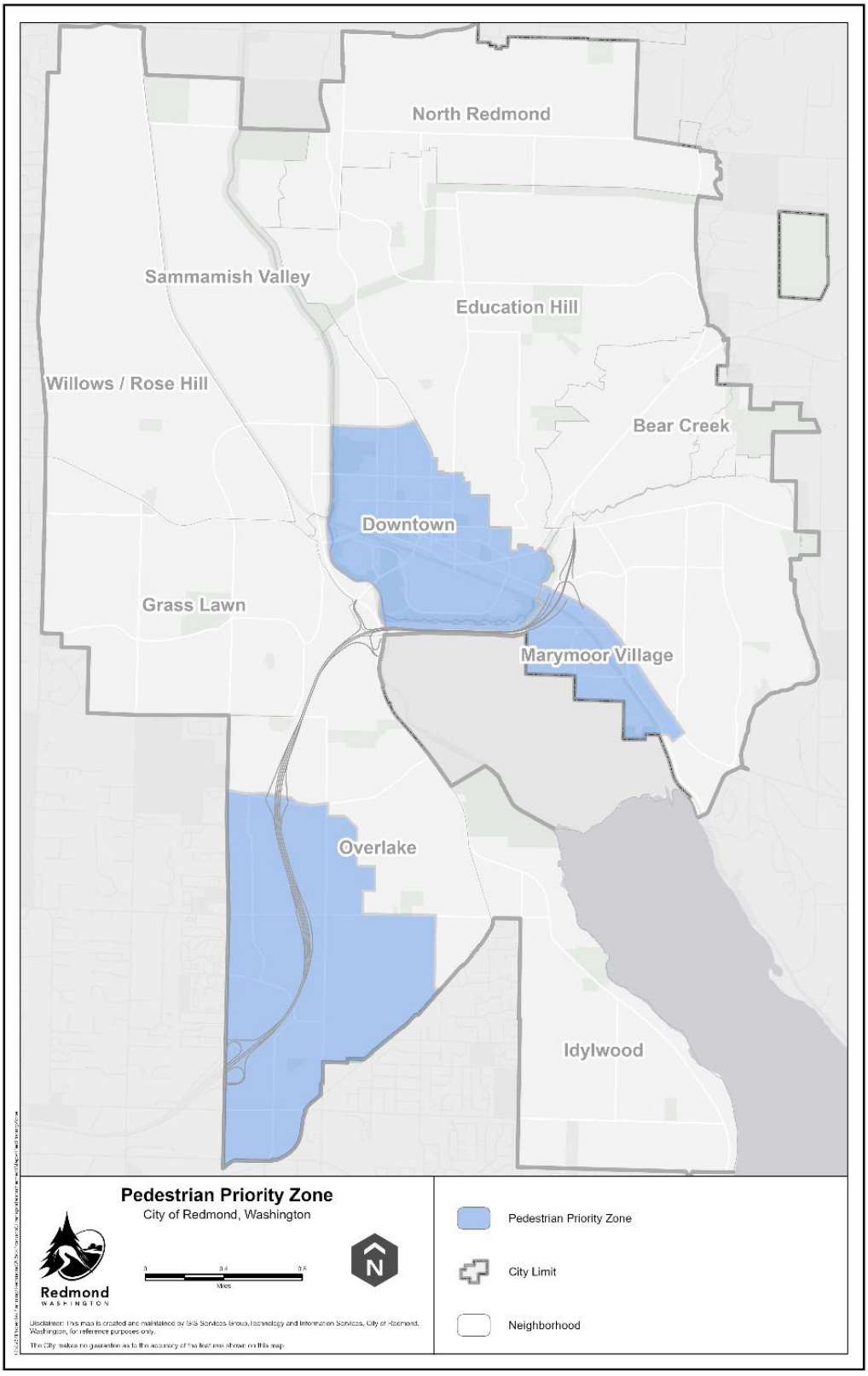

FIGURE 7 - REDMOND PEDESTRIAN PRIORITY ZONES

Redmond 2050 Policies Supporting Strategy 6

- Supports Redmond 2050 TR-11: Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

Recommended Actions

- Action 6A: Add signage consistent with the Downtown Pedestrian Priority Zone to denote the boundaries of the Overlake Pedestrian Priority Zone and Marymoor Pedestrian Priority Zone.
- Action 6B: Consistent with recommendations in the Safer Streets Action Plan, consider implementing a High Visibility Enforcement program within all three Pedestrian Zones to focus on education of the requirements for drivers to yield to pedestrians in crosswalks.
- Action 6C: Consistent with recommendations in the Safer Streets Action Plan, develop a list of recommended operational and street design strategies that prioritize pedestrian mobility within Pedestrian Priority Zones. Operational strategies would include but are not limited to automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red, and pedestrian scrambles, where appropriate and applicable. Street design strategies would include but are not limited to raised crosswalks/intersections, curb extensions, narrowed streets, and other traffic calming measures.
- Action 6D: Explore opportunities for increased frequency of temporary street closures in Redmond's centers for open street festivals and other events that highlight pedestrian priority.

Strategy 7: Develop a Right-of-Way ADA Transition Plan

The City of Redmond is prioritizing accessibility improvements by committing to the development of an ADA Transition Plan for elements of the public right-of-way, including sidewalks, curb ramps, and signal pushbuttons. This plan will serve as a strategic framework to identify, prioritize, and implement upgrades across the City's pedestrian network, ensuring compliance with Americans with Disabilities Act standards.

The development of the Right-of-Way ADA Transition Plan will be led by the Public Works Department and will focus on the following efforts:

- **Conducting Field Assessments:** Evaluating existing pedestrian infrastructure related to curb ramps, sidewalks, and signal pushbuttons to evaluate data accuracy for transition plan.
- **Prioritizing Upgrades:** Identifying a prioritization strategy that includes focus on areas with high pedestrian traffic, proximity to transit, schools, and public facilities.
- **Securing Funding:** Pursuing local, state, and federal funding opportunities to support the replacement of non-compliant ramps, sidewalks and signal pushbuttons.
- **Establishing a Phased Implementation Plan:** Developing a timeline for upgrades, with a focus on addressing the highest priority needs first and achieving compliance over time.
- **Engaging Stakeholders:** Consulting with individuals with disabilities, advocacy groups, and the broader community to ensure the plan reflects diverse needs and priorities.

The ADA Transition Plan will be a key step in addressing accessibility challenges across Redmond's pedestrian network. By committing to this effort, the City is taking proactive steps to meet ADA standards and ensure that all residents, regardless of ability, have safe and equitable access to Redmond's transportation network.

Redmond 2050 Policies Supporting Strategy 7

- Supports Redmond 2050 TR-15: Adopt and implement a plan for active and accessible transportation and an ADA Transition Plan as part of the Transportation Master Plan that results in connected neighborhoods with safe, comfortable, and convenient access to opportunity in Redmond and the region.
- Supports Redmond 2050 TR-17: Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

Recommended Actions

- Action 7A: Develop an ADA Transition Plan for the City of Redmond's public right-of-way.
- Action 7B: Develop performance measures and processes to track the removal of accessibility barriers based on recommendations in the ADA Transition Plan.

Strategy 8: Upgrade street lighting with a focus on areas with high pedestrian activity

In 2019, the City of Redmond began evaluating elementary school walking routes in need of street lighting upgrades. The city identified seven elementary schools that were in need of lighting upgrades along frequent walking routes:

1. John James Audubon Elementary
2. Clara Barton Elementary
3. Albert Einstein Elementary
4. Horace Mann Elementary
5. Redmond Elementary
6. Norman Rockwell Elementary
7. Benjamin Rush Elementary

To maintain safe walking routes, the City began upgrading high-pressure sodium (HPS) streetlights to light-emitting diode (LED) streetlights in the vicinities of the schools. The upgrade process began in 2021, and as of 2025, upgrades are complete at Redmond Elementary School and slated to be completed in the near-term at Norman Rockwell Elementary School. The City plans to continue to work to upgrade the street lighting around these elementary schools and other middle and high schools citywide.

In addition to school walking routes, other areas of high pedestrian activity should be prioritized for lighting upgrades, including near high-frequency transit stops or parks. Pedestrian lighting is an important component of the overall comfort and safety of a sidewalk or other walking facility. The City's areas of high pedestrian activity should be prioritized for improved lighting. These areas include connections to the transit network, such as bus stops serving frequent transit routes and Mobility Hubs (see Chapter 6 for more information about Mobility Hubs in Redmond). Improving lighting at these important multimodal connection points will contribute to increased comfort on the pedestrian network and encourage nonmotorized connectivity.

Redmond 2050 Policies Supporting Strategy 8

- Supports Redmond 2050 TR-10: Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.

Recommended Actions

- Action 8A: Fund the Street Lighting Program at a higher level and seek grant funding to accelerate the upgrading of streetlights to LED.

- Action 8B: Complete the upgrading of HPS streetlights to LED streetlights along all school walking routes in Redmond.
- Action 8C: Establish a prioritization process for pedestrian lighting upgrades citywide that includes frequent transit routes, parks, and other destinations that generate pedestrian activity.

Strategy 9: Ensure safe and accessible pedestrian travel through construction areas

Redmond's growth results in high levels of construction activity particularly in its urban centers where walking is intended to be a primary mode of travel. Often construction activities impact pedestrian accessibility by closing sidewalks or pathways. The City is making changes to better ensure the provision of accessible pedestrian routes through construction areas. For example, the City's recently adopted fee structure for Right of Way Use permitting incentivizes developers to minimize their impacts on the public right-of-way. Detailed traffic control plans that include consideration for pedestrian accommodations such as accessible detours, protected pathways, and temporary crosswalks are required of all development. These plans must be reviewed and approved before work begins. Redmond's inspection and compliance processes play a critical role in ensuring that contractors adhere to approved plans. City inspectors monitor construction sites to ensure safety standards are met, including verifying the placement of temporary infrastructure like detour routes, signage, lighting, and safe crossings. Redmond can leverage GIS platforms and digital tools to provide real-time updates to residents, improving communication.

Redmond 2050 Policies Supporting Strategy 9

- Supports Redmond 2050 TR-17: Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

Recommended Actions

- Action 9A: Improve processes to ensure accessible pedestrian routes are provided with all construction projects.
    - Develop standards and requirements for accessible pedestrian detour routes for all construction projects within or impacting the public right of way and train inspectors on requirements. Requirements should be based on Manual for Uniform Traffic Control Devices (MUTCD), Public Right of Way Accessibility Guidelines (PROWAG), other available best practice guidance, and any specific requirements developed by the City of Redmond.
    - Modify existing approval conditions to clarify that pedestrian detour routes must be provided on the side of the street on which the development project is occurring during all stages of development unless it is documented to be infeasible or unsafe.
    - Ensure real-time information is pushed out to the Redmond community regarding any closures that impact the pedestrian system.

Strategy 10: Improve consistency in pedestrian wayfinding signage

Redmond's wayfinding network guidelines have not been updated since the Redmond Bicycle Wayfinding Design Manual was developed in 2015. Prior to this, the Downtown Redmond Wayfinding Manual and Overlake Wayfinding Design Manual were developed in 2006 and 2009, respectively. Redmond includes a variety of different wayfinding signage that can be inconsistent, as shown in Figure 8 below. The City should work to adjust signage for consistency and clarity

FIGURE 8 - WAYFINDING SIGNAGE IN REDMOND

throughout parks, facilities, and the public right-of-way.

The Redmond Parks & Recreation Department will begin a parks and facilities wayfinding signage analysis and update in 2025. The pedestrian network wayfinding signage should maintain consistency in look, design, and functionality with signage at Redmond Parks and Recreation while providing an intuitive signage network for those using pedestrian facilities citywide. To the extent possible, Redmond's wayfinding network should intuitively merge with the signage used by neighboring jurisdictions and King County. A unified approach will improve clarity and create a more intuitive experience for residents and visitors navigating the broader Eastside network.

Redmond 2050 Policies Supporting Strategy 10

- Supports Redmond 2050 TR-11: Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

Recommended Actions

- Action 10A: Undergo a citywide pedestrian wayfinding signage update focusing on clarity and modernization and prioritizing key destinations including all four Redmond light rail stations.
- Action 10B: Align pedestrian network wayfinding signage for consistency with parks and facilities wayfinding signage.

- Action 10C: Seek to promote consistency in wayfinding design and functionality across jurisdictional boundaries through coordination with regional partners such as King County, neighboring Eastside cities, and regional transit agencies.