



Memorandum

**Date:** 10/5/2021  
**Meeting of:** City Council

**File No.** AM No. 21-147  
**Type:** Consent Item

**TO:** Members of the City Council  
**FROM:** Mayor Angela Birney  
**DEPARTMENT DIRECTOR CONTACT(S):**

Public Works	Dave Juarez	425-556-2733
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**DEPARTMENT STAFF:**

Public Works	Gina Schroeder	Traffic Safety Program Administrator
Public Works	Paul Cho	Traffic Operations Safety and Engineering Manager
Public Works	Steve Flude	Deputy Director- City Engineer

**TITLE:**

Adoption of an Ordinance Lowering the Maximum Speed on Redmond-Woodinville Road between NE 90th Street and NE 87th Street

- a. Ordinance No. 3062: An Ordinance of the City of Redmond, Washington, Amending Redmond Municipal Code 10.24.060, Schedule, in Order to Reduce the Speed Limit on Redmond-Woodinville Road from NE 90th Street to NE 87th Street to 30 MPH in this Corridor

**OVERVIEW STATEMENT:**

The existing speed of 40 mph in this corridor exceeds the City’s Transportation Master Plan guidance for a Minor Arterial. NE 90<sup>th</sup> St is the gateway to the Downtown Area and the lower speed will support this Pedestrian Priority Zone. NE 87<sup>th</sup> St south to Cleveland Street is currently 30 mph, this change will extend the 30 mph speed north to NE 90<sup>th</sup> St.

**Additional Background Information/Description of Proposal Attached**

**REQUESTED ACTION:**

- Receive Information       Provide Direction       Approve

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**

The Community Strategic Plan supports increasing transportation choices and walkability. The Transportation Master Plan Vision relies heavily on a successful pedestrian system, improving safety and providing for needs of the greatest generators of pedestrian traffic.

- **Required:**  
RMC 10.24 SPEED REGULATIONS; 10.24.60 Schedule
- **Council Request:**  
N/A
- **Other Key Facts:**
  - Pedestrians frequently cross mid-block and at intersections without crosswalk markings in this corridor. Lowering the speed limit to 30 mph will allow for the eventual installation of a flashing crosswalk.
  - We are requesting this item to go forward for Council approval at the October 5, 2021 Council business meeting.

**OUTCOMES:**

The speed limit will now align with Redmond’s design guidance for Minor Arterials. Pedestrians will benefit from the friendlier speeds, allowing easier crossings of Red-Wood Road.

The City’s goal, in alignment with WSDOT, is a phased approach.

Phase 1: Lower the speed- WSDOT will be removing the existing speed limit signs and installing the new ones at no charge to the City.

Phase 2: City of Redmond will install roadway speed reduction elements such as painted lines and medians and a flashing marked crosswalk with new ADA ramps. Cost is estimated at \$250,000, paid for by City of Redmond.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**  
N/A
- **Outreach Methods and Results:**  
N/A
- **Feedback Summary:**  
N/A

**BUDGET IMPACT:**

**Total Cost:**

Phase 1: No Cost for this ordinance change or implementation of new signs.

Phase 2: \$250,000. No current funding; will request funding in the 2023-2024 budget.

**Approved in current biennial budget:**       Yes       No       N/A

**Budget Offer Number:**

N/A

**Budget Priority:**

N/A

Other budget impacts or additional costs:     Yes             No             N/A

If yes, explain:

N/A

Funding source(s):

N/A

Budget/Funding Constraints:

N/A

Additional budget details attached

**COUNCIL REVIEW:**

**Previous Contact(s)**

Date	Meeting	Requested Action
9/14/2021	Committee of the Whole - Planning and Public Works	Provide Direction

**Proposed Upcoming Contact(s)**

Date	Meeting	Requested Action
N/A	None proposed at this time	N/A

Time Constraints:

N/A

**ANTICIPATED RESULT IF NOT APPROVED:**

Pedestrians will continue to cross at unmarked locations with vehicles traveling at high speeds and there will likely be additional pedestrian and vehicle collisions.

**ATTACHMENTS:**

- Attachment A: Additional Background Information
- Attachment B: Map of proposed speed reduction
- Attachment C: Zoning Maps
- Attachment D: Code Ordinance Speed Limits