City of Redmond

Redmond
WASHINGTON

Agenda

Study Session

Tuesday, January 27, 2026
7:00 PM

City Hall: 15670 NE 85th St; Remote: Comcast Ch. 21/321, Ziply Ch. 34, Facebook (@CityofRedmond), Redmond.gov/rctvlive, or 510-335-7371

City Council

Mayor
Angela Birney

Councilmembers
Melissa Stuart, President
Angie Nuevacamina, Vice President
Jessica Forsythe
Vanessa Kritzer
Sayna Parsi
Vivek Prakriya
Menka Soni

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AGENDA

ROLL CALL

1. Overlake Commons Master Planned Development, Development Agreement, and Site Plan Entitlement - Quasi-Judicial

Department: Planning and Community Development, 60 minutes

Agenda Memo
Attachment A: Technical Committee Report
Attachment B: Draft Development Agreement with Exhibits
Attachment C: City Council Issues Matrix
Attachment D: SEPA Comment Issues Matrix

Legislative History

12/2/25	Committee of the Whole - Planning and Public Works	referred to the City Council Study Session

2. Transportation Master Plan Status Update: Final Plan

Department: Planning and Community Development, 45 minutes

Agenda Memo
Attachment A: Issues Matrix
Attachment B: Transportation Master Plan
Attachment C: Revised Planning Commission Report
Attachment D: Planning Commission Report Appendices

Legislative History

5/6/25	Committee of the Whole - Planning and Public Works	referred to the City Council Study Session
5/27/25	City Council	referred to the City Council Study Session
7/8/25	City Council	presented
10/7/25	Committee of the Whole - Planning and Public Works	referred to the City Council Study Session
10/28/25	City Council	referred to the City Council Study Session

3. Outcome Maps Refresh: Healthy & Sustainable and Strategic & Responsive

Department: Finance, 60 minutes

Agenda Memo
Attachment A: Draft Refreshed Outcome Map - Healthy & Sustainable
Attachment B: Draft Refreshed Outcome Map - Strategic & Responsive
Attachment C: Draft Outcome Maps Refresh - Enhanced
Attachment D: Draft Outcome Maps Refresh - PowerPoint

4. 2025 Q4 Capital Investment Program (CIP) Status Update including a Look Ahead to 2026, and an Update on the MOC Campus Rebuild Project

Department: Public Works, 15 minutes

Agenda Memo
Attachment A: 2025 CIP Quarter 4 Projects Updates
Attachment B: Projects List - Council Handout
Attachment C: Teen Center Building Demo Project Information Sheet

Legislative History

1/6/26	Committee of the Whole - Planning and Public Works	referred to the City Council Study Session

5. Council Talk Time

10 minutes

Council Policy Proposal No. 16

ADJOURNMENT

Meeting videos are usually posted by 12 p.m. the day following the meeting at redmond.legistar.com, and can be viewed anytime on Facebook/YouTube (@CityofRedmond) and OnDemand at redmond.gov/OnDemand

15670 NE 85th Street
Redmond, WA

City of Redmond

Memorandum

Date: 1/27/2026
Meeting of: City Council Study Session

File No. SS 26-011
Type: Study Session

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

Planning and Community Development	Carol Helland	425-556-2107

DEPARTMENT STAFF:

Planning and Community Development	Alex Hunt	Senior Planner
Planning and Community Development	Travis Salley	Interim Planning Manager

TITLE:
Overlake Commons Master Planned Development, Development Agreement, and Site Plan Entitlement - Quasi-Judicial

OVERVIEW STATEMENT:
Review and approve a Type V quasi-judicial consolidated review permit for development of an approximately 4-acre site. The proposal includes two multifamily residential buildings with a total of up to 830 residential dwelling units. Site improvements will include on-site circulation, landscaping, and open spaces for residents. The proposal is being reviewed under 2024 Redmond Zoning Code (RZC) standards as permitted by RZC 21.12.505.

Because this is a quasi-judicial matter, discussion of this project should occur only during Council meetings. Councilmembers will be asked to disclose any communications that they have had regarding this project before the matter is presented to them for final action. It a Councilmember's participation is challenged under the Appearance of Fairness Doctrine for communications outside of a Council meeting, they may be disqualified from voting on the proposal.

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

REQUESTED ACTION:

☐ **Receive Information** ☒ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  FW-15: Promote a development pattern and urban design that enable people to readily use alternative modes of transportation, including walking, bicycling, transit and carpools.
  LU-8: Design developments to encourage access by modes of travel other than driving alone, such as walking, bicycling and transit, and to provide connections to the nonmotorized system.
  OV-42: Size and design plazas and open spaces to meet the needs of those who live, work, and shop in the area.

Include among the facilities a place to gather, rest, eat, and engage in active recreational activities that do not require large amounts of space. Provide trees and places for shade and relief.

- **Required:**
  Per RZC Table 21.76.050B, Master Planned Developments and Development Agreements are Type V Quasi-Judicial Permits. Consistent with RZC Table 21.76.050A, following a recommendation by the Technical Committee, Type V Permits require a public hearing and decision by City Council.
- **Council Request:**
  N/A
- **Other Key Facts:**
  N/A

OUTCOMES:

The outcomes of the project include the following:

- Expansion of Redmond's housing supply by approximately 830 units, including affordable housing.
- Addition of new residential uses adjacent to the Overlake Village light rail station, supporting transit-oriented development goals.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  Notice of Application: November 28, 2024
  Neighborhood Meeting: January 6, 2025
  SEPA Determination of Non-Significance (DNS) Notice: December 1, 2025
  Public Hearing Notice: Notice publication scheduled for January 27, 2026, for a February 17, 2026, public hearing
- **Outreach Methods and Results:**
  Notice of Application: Mailed and posted on-site
  Neighborhood Meeting Notice: Mailed
  Neighborhood Meeting: Hosted virtually
  SEPA DNS: Mailed and posted on-site
  Public Hearing Notice: To be mailed and posted on-site
- **Feedback Summary:**
  Nine (9) comments were received on the application. The comments were related to the following:
  - Questions related to project timing
  - Displacement of existing residents at the assisted and senior living facility
  - Support for new development supporting walkability and affordability
  - Utilities and transportation system impacts
  - Environmental and quality of life impacts

BUDGET IMPACT:

Total Cost:

Staff working on this project is funded through the adopted budget with revenue from development fees.

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

Budget Offer Number:
0000303 - Development Services

Budget Priority:
Vibrant and Connected

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
12/2/2025	Committee of the Whole - Planning and Public Works	Receive Information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
2/17/2026	Business Meeting	Approve

Time Constraints:
The applicant would appreciate a speedy and thorough review of the project.

ANTICIPATED RESULT IF NOT APPROVED:
The proposed development of approximately 830 residential units would not occur.

ATTACHMENTS:
Attachment A-Technical Committee Report
Attachment B-Draft Development Agreement
Attachment C-City Council Issues Matrix
Attachment D-SEPA Comment Issues Matrix

Memorandum

Date: 1/27/2026
Meeting of: City Council Study Session

File No. SS 26-011
Type: Study Session

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

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DEPARTMENT STAFF:

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Because this is a quasi-judicial matter, discussion of this project should occur only during Council meetings. Councilmembers will be asked to disclose any communications that they have had regarding this project before the matter is presented to them for final action. It a Councilmember's participation is challenged under the Appearance of Fairness Doctrine for communications outside of a Council meeting, they may be disqualified from voting on the proposal.

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REQUESTED ACTION:

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REQUEST RATIONALE:

- **Relevant Plans/Policies:**
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Include among the facilities a place to gather, rest, eat, and engage in active recreational activities that do not require large amounts of space. Provide trees and places for shade and relief.

- **Required:**
  Per RZC Table 21.76.050B, Master Planned Developments and Development Agreements are Type V Quasi-Judicial Permits. Consistent with RZC Table 21.76.050A, following a recommendation by the Technical Committee, Type V Permits require a public hearing and decision by City Council.
- **Council Request:**
  N/A
- **Other Key Facts:**
  N/A

OUTCOMES:

The outcomes of the project include the following:

- Expansion of Redmond's housing supply by approximately 830 units, including affordable housing.
- Addition of new residential uses adjacent to the Overlake Village light rail station, supporting transit-oriented development goals.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

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  - Environmental and quality of life impacts

BUDGET IMPACT:

Total Cost:

Staff working on this project is funded through the adopted budget with revenue from development fees.

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

Budget Offer Number:
0000303 - Development Services

Budget Priority:
Vibrant and Connected

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
12/2/2025	Committee of the Whole - Planning and Public Works	Receive Information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
2/17/2026	Business Meeting	Approve

Time Constraints:
The applicant would appreciate a speedy and thorough review of the project.

ANTICIPATED RESULT IF NOT APPROVED:
The proposed development of approximately 830 residential units would not occur.

ATTACHMENTS:
Attachment A-Technical Committee Report
Attachment B-Draft Development Agreement
Attachment C-City Council Issues Matrix
Attachment D-SEPA Comment Issues Matrix

Type V Consolidated Master Planned Development, Development Agreement, and Site Plan Entitlement

Technical Committee Report

Project Name:	Overlake Commons Type V Consolidated Master Planned Development, Development Agreement, and Site Plan Entitlement
Location:	2956 152nd Ave NE
Project File Number:	LAND-2024-00221, LAND-2024-00222, LAND-2024-00223, SEPA-2024-00224, PR-2024-00429
Project Description:	Proposed development of two 8-story multi-family residential buildings with a total of up to 830 residential dwelling units.
Applicant:	Kelly Carlson, Runberg Architecture Group
Planner:	Alex Hunt, Senior Planner
Recommendation:	Approval with conditions

Conclusion in Support of Recommendation: The Technical Committee has found the proposal to be in compliance with the Redmond Zoning Code (RZC), Redmond Comprehensive Plan, and Redmond Municipal Code. The City of Redmond issued a Determination of Non-Significance (DNS) for the subject proposal under the State Environmental Policy Act (SEPA) in conjunction with the Technical Committee recommendation, under File No. SEPA-2024-00224.

Carol V. Helland

Carol V. Helland, Director
Department of Planning and
Community Development

Aaron Bert, Director
Public Works Department

Project Review Authority and Procedures

The City of Redmond **Technical Committee** is comprised of staff from different departments and disciplines who analyze project applications for compliance with City codes and regulations. Based on this analysis, the Technical Committee provides responses, conclusions, and recommendations (in the form of this report) to the City Council. The City Council will conduct a public hearing to receive public testimony regarding the proposal and to review the Technical Committee's analysis and recommendations on the Master Planned Development Permit (LAND-2024-00221), Development Agreement (LAND-2024-00222), and Site Plan Entitlement (LAND-2024-00223). Based upon the Technical Committee's recommendations and testimony received at the public hearing, the Council will make the final decision regarding the Master Planned Development Permit, Development Agreement, and Site Plan Entitlement.

Key Dates

Application Date: September 26, 2024
Determination of Completeness: October 24, 2024
Neighborhood Meeting Date: January 6, 2025
SEPA Determination of Non-Significance Issued: December 1, 2025
SEPA Appeal Deadline: December 30, 2025
Technical Committee Recommendation Meeting: November 19, 2025
Public Hearing Date: To be determined, tentatively February 17, 2025

Report Attachments

1. General Application Forms
2. Notice of Application and Certification of Public Notice
3. Neighborhood Meeting Notice Affidavit
4. Public Comments
5. SEPA Checklist
6. Master Plan Packet
7. Design Review Plans
8. Development Agreement
9. Site Plan Entitlement Drawings
10. Arborist Report
11. Critical Areas Report
12. Phase 2 Traffic Study
13. Utility Availability Certificate
14. Stormwater Report
15. Transportation Certificate of Concurrency
16. Parking Modification Memo
17. Tree Exception Request

18. Title Report
19. Waste Management Approval Letter

I. Proposal Summary

The proposed project redevelops the existing Overlake Terrace site to develop two 8-story multi-family residential buildings, landscaping, and site improvements. Both residential structures would contain a combined total of up to 830 residential dwelling units and would contain structured parking with a capacity for 713 vehicles. On-site open space would be provided in the form of plazas and podium-top courtyard spaces open to residents as well as a nature plaza space that would be publicly accessible.

II. Site Description and Context

The project site consists of a 4.7-acre parcel in the Overlake neighborhood. The parcel is irregularly shaped and slopes up toward the east, for a total vertical relief of approximately 60 feet across the 730-foot length of the property. The site is currently developed with a senior and assisted living facility.

The table below depicts existing land uses and zoning designations adjacent to the project site:

Adjacent	Existing Land Use	Zone
North	Office (application for mixed-use residential currently under review)	Overlake Business and Advanced Technology (OBAT)
South	Hotel, Mixed-Use Residential	Overlake Village (OV)
East	Office	Overlake Business and Advanced Technology (OBAT)
West	Light rail station	Overlake Village (OV)

III. Site Requirements

The proposal is vested to the 2024 land use regulations in place as of December 31, 2024, as established in RZC 21.12.505-Transition to New Standards (See Section XII). The site has a Comprehensive Plan designation of Overlake Mixed Use and a vested Zoning designation of Overlake Village 1 (OV-1). The intent of the Overlake Village zones is to encourage a broad mix of multifamily residential and commercial uses and amenities in order to achieve a vibrant, engaging environment and a true urban center. The multi-family residential use proposed for the site is a permitted land use in the OV-1 Zone (RZC Table 21.12.040B). The site requirements established in RZC 21.12.040 for this district are depicted in the table below. Additional land use regulations are addressed in Section VI, Compliance with Development Regulations.

OV-1 Development Regulations (RZC 21.12.040)

Regulation	Requirement	Proposed
Maximum Floor Area Ratio with Incentives*	4.0	3.95
Maximum Building Height with Incentives*	9 stories	Up to 9 stories
Maximum Impervious Surface Area	85% of site area	78%
Minimum Landscaped Area	15% of site area	31%
Minimum Parking	1.25 spaces per residential unit	0.62 spaces per residential unit**

*See Section VI for details on the proposal's compliance with incentives to achieve higher development yield.
**See Section XI for details on the requested deviation from parking requirements.

IV. Public Notice and Comment

Requirements for public notice are contained in RZC 21.76.080.

A. Notice of Application:

The Notice of Application for this proposal was published on November 7, 2024. The notice was posted at City Hall, the Redmond Regional Library, and one notice sign was posted on the property. A notice was also mailed to property owners within 500 feet of the site (Attachment 2, Certificate of Public Notice).

Public Input: During the Notice of Application public comment period and throughout the project review, the City received eight (8) written comments (Attachment 4, Public Comments).

The comments expressed the following concerns or requests for consideration and staff has included responses below:

1. Questions related to project and construction timeline.

   Staff Response: Construction timeline will be largely at the discretion of the property owner but is contingent upon the issuance of several construction permits. After a decision on this consolidated land use permit application, the applicant will need to apply for and obtain additional permits before construction work may occur on the site.

2. Concerns with displacement of existing residents at the senior and assisted living facility.

Staff Response: The City does not have regulations in place requiring relocation assistance or similar mitigation measures to residential displacement. However, the operator of the senior and assisted living facility has several proposed measures to mitigate displacement impacts, including moving assistance, relocation notice (as required by the Department of Social and Health Services), and relocation discounts at alternative facilities.

3. Support for new development supporting walkability and affordability.

Staff Response: Support for the project has been noted.

B. Neighborhood Meeting:

A neighborhood meeting was held on January 6, 2025 (Attachment 3, Neighborhood Meeting Notice) consistent with the Neighborhood Meeting requirements established in RZC 21.76.060.C. Neighborhood meeting notice was mailed to those individuals that received the Notice of Application. During the Neighborhood Meeting, the applicant provided an overview of the project proposal and addressed questions from meeting attendees. Questions and concerns voiced during the Neighborhood Meeting are summarized below. Responses to comments are addressed in Section IV.A above.

- Project timeline
- Concerns with displacement of existing residents

V. State Environmental Policy Act

The State Environmental Policy Act (SEPA) requires applicants to disclose potential impacts to the environment that may occur as a result of their project. The Environmental Checklist submitted by the applicant adequately discloses anticipated environmental impacts as a result of this project. City of Redmond codes and regulations; including those contained within the Zoning Code, Streets and Sidewalks, Water and Sewer, and Building and Construction Codes adequately mitigate for these anticipated environmental impacts. Therefore, a Determination of Non-Significance (DNS) is being issued in conjunction with this Technical Committee recommendation (Attachment 5, SEPA Application Form and Checklist).

VI. Compliance with Development Regulations

A. Landscaping

RZC 21.32 establishes landscaping standards for new development, including planting locations and dimensional specifications.

Finding:

As conditioned, the project satisfies the landscaping requirements of RZC 21.32. The perimeter of the site, including along 152nd Ave NE, will be planted with

landscaping intended to visually screen the site and provide a buffer between adjacent development, and the central courtyard and plazas will be planted with low vegetative cover integrated into the site design to soften the visual appearance of the development. The project complies with the Ecological Score requirements of RZC 21.32.030 by providing minimum 25% northwest adaptive and native plants, providing a minimum of 25% evergreen trees, planting at least 25% of trees at a greater size than typically required, and providing green roofs that provide 10% roof coverage. Planting details will be verified for code compliance in conjunction with future civil and building permits submittals, and any changes to proposed landscaping will be reviewed to ensure continued compliance with RZC 21.32.

B. Tree Protection & Replacement

RZC 21.72.060 requires a minimum of 35% of all significant trees to be retained. Significant trees are those trees with a diameter at breast height (dbh) of 6" or greater. Any trees being removed shall be replaced, with one (1) replacement tree required per tree removed, or in the case of landmark trees (those trees with 30" or greater dbh), three (3) replacement trees required per removed landmark tree. Alternatives to tree replacement are permitted pursuant to RZC 21.72.090. If a proposal is not able to provide all replacement tree plantings on-site, the applicant may pursue alternative methods of tree replacement per RZC 21.72.080.E.

Finding:

As conditioned, the proposal complies with the tree protection standards of RZC 21.72. The Arborist Report provided by the applicant (Attachment 10) identifies 227 significant trees on-site, which includes 9 landmark trees. The applicant is proposing removal of 179 significant trees plus 9 landmark trees. Because the proposal retains less than the required 35% of significant trees and removes landmark trees, an exception request has been provided per the requirements of RZC 21.72.090 (Attachment 17). The application meets the criteria for approval of an exception request (See Section XI, Deviations), as strict compliance with the tree retention standards would limit the development potential of the site in a manner inconsistent with the adopted vision and policies for the Overlake neighborhood. To mitigate the removal of trees on-site, the applicant proposes 213 replacement trees in conjunction with redevelopment of the project site, which meets the tree replacement standards of RZC 21.72.080. See the below table for tree removal and required replacement quantities.

Tree Retention and Replacement Table

Tree Type	Total Existing	Removed	Retained	Required Replacement

Significant (6”-30” dbh)	218	179	39	179*
Landmark (>30” dbh)	9	9	0	27
Total	227	188	39	206

*Per RZC 21.72.090.B.2, tree replacement ratios may be modified for master plans within urban centers and local centers to allow for 1:1 replacement when accompanied by a three-tier vegetative replacement plan. The applicant has provided a three-tier vegetative replacement plan with their Master Plan and Site Plan Entitlement submittal.

C. Critical Areas

RZC 21.64 regulates the protection of critical areas, including geologically hazardous areas, wetlands, streams, frequently flooded areas, and critical aquifer recharge areas. The critical area standards of RZC 21.64 also establish the methodology for delineating critical areas.

Finding:

There are no mapped critical areas on or adjacent to the project site, and further review of the project site did not yield evidence of the presence of critical areas. Therefore, the critical area standards of RZC 21.64 do not apply to the proposed development. The applicant provided a Wetland Reconnaissance Study (Attachment 11), which was prepared by a qualified ecologist and based on direct site observations.

D. Open Space

RZC 21.12.120, as vested, establishes requirements for open space associated with residential development in the Overlake Village zones. New development shall provide usable open space in amount equal to or greater than 6.25% of the gross residential floor area.

Finding:

As conditioned, the proposal complies with the residential open space requirements of RZC 21.12.120 (see Attachment 9, Site Plan Entitlement, Sheet G.8). The applicant proposes 52,518 square feet of open space, including plazas, courtyards, roof decks, private balconies, and private patios. The proposed open space is equivalent to 7.6% of the residential gross floor area.

E. Affordable Housing

RZC 21.20 establishes affordable housing requirements for new development. Pursuant to RZC 21.20.030, as vested, at least ten percent of the units in new

housing developments must be affordable housing units. Additionally, one bonus market rate unit is permitted for each affordable housing unit provided.

Finding: As conditioned, the proposal meets all applicable affordable housing regulations. The Site Plan Entitlement (Attachment 9, Sheet G.1) proposes 663 base units, 67 affordable units, and 67 bonus market rate units, for a total of 797 units. If the total number of residential units changes, the required number of affordable units will be correspondingly updated. The affordable units are intermingled throughout both proposed buildings, and the size of the affordable units will be similar to market rate units, not to fall below the minimum required areas prescribed by RZC 21.20.040, as vested.

F. Overlake Village Incentive Program

RZC 21.12.170, as vested, establishes the Overlake Village Incentive Program, which provides development density and height bonuses in exchange for project features that implement neighborhood goals for Overlake.

Finding: As conditioned, the project satisfies the requirements of RZC 21.12.170 to receive development bonuses. The proposal is utilizing the decarbonization incentive, which allows development to obtain the maximum allowable height in the zone and provides an additional floor area ratio (FAR) bonus of 1.5 for residential uses. The decarbonization incentive requires a number of measures to ensure that the carbon emissions are reduced on the developed site. As a condition of project approval, future construction permit applications will be required to demonstrate compliance with the decarbonization incentive requirements, and emissions reporting will be required as established in RZC 21.12.170.B.4.

G. Design Standards

RZC Article III establishes design standards for new development. While design review in the City of Redmond is now conducted administratively by review staff, the initial submittal of the consolidated Master Planned Development and Site Plan Entitlement was reviewed by the Redmond Design Review Board at their December 5, 2024, meeting.

Finding:

The proposal meets the design standards of RZC Article III as vested (see Attachment 7, Design Review Plans), except where flexibility is request as detailed in Section XI. The building and site design breaks up the visual appearance of large buildings by incorporating courtyards, landscaping, and recessed ground floor entrances, resulting in a site that is visually appealing from the street and is appropriately scaled to the pedestrian-oriented streetscape. The applicant incorporated feedback from the Design Review Board in subsequent plan

submittals, redesigning the street facing facades for greater visual appeal and to enhance the residential character of the building.

H. Transportation

RZC 21.12.510, RZC 21.17.010.F, RZC 21.52, RZC Appendix 2, RZC Appendix 7, and the City's Standard Specifications and Details require frontage and road infrastructure improvements.

Finding:

As conditioned, the proposed improvements will meet all requirements, per RZC 21.12.510, RZC 21.17.010.F, RZC 21.52, RZC Appendix 2, RZC Appendix 7, and the City's Standard Specifications and Details. The developer will construct frontage improvements along 152nd Ave NE, including a signalized intersection at Da Vinci Ave and 152nd Ave NE (if not already fully constructed by the adjacent Redmond Building 22 project). The right-of-way dedication along 152nd Ave E will also be provided to meet the City's street standards. All improvements and accesses will be designed and constructed per the City's street standards contained in the City's Standard Specifications and Details, RZC Appendix 2 and RZC Appendix 7. All sidewalks will be constructed to be compliant with the Americans with Disabilities Act (ADA). Streetlights will be designed and constructed per the City's Illumination Design Manual.

I. Stormwater

The Redmond Municipal Code (RMC 15.24) and the 2022 Stormwater Technical Notebook (STN) requires that projects meet the applicable minimum requirements based on threshold requirements. Redmond Zoning Code (RZC 21.17.010.E) and (RZC 21.74.020) requires that all projects and developments are required to be served by adequate surface water management system complying with the policies of the Comprehensive Plan and meeting the requirements of RMC Chapter 15.24, Clearing and Grading, and Storm Water Management, and the Storm water Technical Notebook and Construction Manuals.

Finding:

Stormwater runoff from the property currently connects into the existing main within 152nd Ave NE and flows to the Overlake South Regional Stormwater Facility. The proposed project shall replace all existing onsite private storm drainage infrastructure and route all proposed stormwater runoff to the north to connect to the Overlake Village Regional Stormwater Facility.

Stormwater runoff from the west and southeast areas of the project will connect to the Overlake Village Regional Stormwater Facility through the existing public 84-inch storm drain manhole structure located along the west side of 152nd Avenue NE. The project will (and as conditioned) coordinate with the neighboring

property development, Redmond Building 22, to provide a single shared stormwater connection across 152nd Ave NE at the west shared access driveway. Approximately 72 lineal feet of new 12-inch storm drain piping shall be installed by the project to make this connection. Storm drainage piping crossing 152nd Ave NE shall be installed to achieve a 90-degree crossing alignment with respect to the roadway.

Stormwater runoff from the northeast area of the project will connect to Redmond Building 22's existing offsite private stormwater conveyance piping which then connects into the City storm main within 152nd Avenue NE and flows to the Overlake Village Regional Stormwater Facility.

The project will coordinate (as conditioned) with the Redmond Building 22 development to provide a private stormwater drainage easement for any storm pipes crossing onto Redmond Building 22's property prior to CCR.

Stormwater quality and quantity control for the project will be provided by the Overlake Village Regional Stormwater Facility.

As conditioned, the proposal will meet all requirements per RMC 15.24.

J. Utilities

Per RZC 21.17.010.D, all developments shall be served by adequate public water and sanitary sewer systems approved by the City and meeting the design and construction requirements of the City's Technical Design and Construction Manuals.

Finding:

The project will include the installation of approximately one-thousand one-hundred and fourteen feet of new 12-inch water mains along future driveways, two four-inch water residential meters, two irrigation meters, five new fire hydrants, and other fire appurtenances. All water services will be connected to the water mains along future driveways.

The project will also include installation of approximately six hundred forty-one feet of new sewer mains along the future proposed driveway, eleven new manholes and two eight-inch side sewers to be connected to two of the new manholes on the sewer main along future proposed driveway.

As conditioned, the proposal will meet all requirements, per RZC 21.17.010.

VII. Criteria Applicable to all Land Use Permits:

Proposed land use actions within the City must comply with the criteria listed in RZC 21.76.070.B.3.a. These criteria are applicable to all land use permits to ensure overall consistency between proposed land use permits, applicable regulations, and the Comprehensive Plan. Staff's analysis of whether the proposal meets the decision criteria is below.

1. A proposed project's consistency with the City's development regulations shall be determined by consideration of:
    A. The type of land use;
    B. The level of development, such as units per acre or other measures of density;
    C. Availability of infrastructure, including public facilities and services needed to serve the development; and
    D. The character of the development, such as development standards.

    Staff Response: As conditioned, the proposal satisfied the criteria. The subject application proposes a mid-rise multi-family residential development in the OV1 Zone. Multi-family residential development is a permitted use in the OV1 Zone, and providing additional housing opportunities near rapid transit is one of the stated intents of the OV Zones per RZC 21.12.010 as vested. The proposal complies with applicable density standards, development standards, and public facilities standards, as demonstrated in Section VI above.

2. Upon review of a land use permit and accompanying site plan, the decision maker shall determine whether building design and/or site design complies with the following provisions:
    A. The Comprehensive Plan, RZC 21.02, *Preface,* RZC Article I, *Zone-Based Regulations,* RZC Article II, *Citywide Regulations,* and the Appendices that carry out these titles;
    B. The provisions of RMC Title 15, *Buildings and Construction*, that affect building location and general site design;
    C. The Washington State Environmental Policy Act (SEPA) if not otherwise satisfied;
    D. RZC Article VI, *Review Procedures,* to the extent it provides the procedures to ensure compliance with the requirements in subsections B.3.a. ii. B and B.3.a.ii.C of this section;
    E. Both within and outside the Transition Overlays, decision makers authorized by the RZC to decide upon discretionary approvals may condition such approvals and development permits, including but not limited to site plan approvals, to minimize adverse impacts on other properties and uses, and to carry out the policies of the Comprehensive Plan.

Staff Response: Technical review staff have reviewed the proposal and have determined that it complies with the Comprehensive Plan, RZC, and RMC. The review of the applications has been consistent with RZC Article VI, Review Procedures, for a consolidated Type V Master Plan, Development Agreement, and Site Plan Entitlement. All future construction permits will be reviewed for compliance with applicable development regulations. The proposal complies with SEPA requirements as described in Section V.

The proposed development specifically addresses the following Comprehensive Plan goals and policies:

Comprehensive Plan Policy	Compliance Analysis
OV-42: Encourage redevelopment of Overlake Village in order to enhance the attractiveness and functionality of this area as a place to live, work, shop and recreate. Implement requirements for new developments to incorporate housing to support land use, environmental and transportation goals for Overlake.	The proposal adds a significant number of new residences adjacent to the Overlake Village light rail station, thereby supporting the policy goal of enhancing the attractiveness and functionality of the area as a place to live.
UC-20: Size and design plazas and open spaces to meet the needs of those who live, work, and shop in the area. Include among the facilities a place to gather, rest, eat, and engage in active recreational activities that do not require large amounts of space. Provide trees and places for shade and relief.	The proposed development incorporates open space throughout the site in the form of plazas and courtyards. The open spaces are appropriately landscaped and designed to meet the open space needs of residents and visitors to the site.
UC-18: Develop and maintain a variety of linkages, such as paths and wayfinding elements, among parks, plazas, and open spaces to create an interconnected system of public spaces that are within walking distance of each other.	The proposal includes a direct pedestrian connection between the on-site open space amenity and nearby Esterra Park, contributing to an interconnected system of public spaces.
LU-8: Design developments to encourage access by modes of travel other than driving alone, such as walking, bicycling and transit, and to provide connections to the non-motorized system.	By developing hundreds of new dwelling units within close walking distance of high capacity transit, the development encourages residents to make use of transit as a primary mode of travel.

VIII. Master Planned Development Decision Criteria:

Per RZC 21.76.070.P.5, the MPD shall meet the following criteria:

1. All elements of the MPD shall support and be consistent with the RZC and all applicable Comprehensive Plan policies.

   Staff Response: Staff has reviewed the proposal for compliance with the RZC and Comprehensive Plan as discussed in Section VI and Section VII above.

2. MPDs proposed in the Overlake Metro Center shall be consistent with the Overlake policies in the Redmond Comprehensive Plan and shall include the items listed in RZC 21.76.070.P.5.d in addition to the following:
   i. A height and bulk study that demonstrates how building mass, height, and scale relate to open spaces, pedestrian pathways, streets, and other buildings;

   ii. An analysis of shading effects of taller buildings (for sites smaller than three acres, only required if the Technical Committee or Design Review Board determine based upon the height and bulk study that analysis of shading effects is needed); and

   iii. Phasing plan for bonus features and affordable housing component showing that the completion of improvements of bonus features and affordable housing shall be commensurate with the progress on the construction of the development (for sites smaller than three acres, only required if the Technical Committee determines necessary).

   Staff Response: The MPD is consistent with the Overlake policies set forth in the Comprehensive Plan as demonstrated in Section VII above and Attachment 6, Master Plan, Sheets 15-16. The Master Plan includes height, bulk, and shading studies, and the full master plan is proposed to be constructed in one phase. However, the above criteria are met for each individual building as well if the applicant chooses to phase the construction of both buildings. Therefore, these criteria are satisfied.

3. MPDs proposed in the Marymoor Village Center shall include a phasing plan for bonus features and affordable housing as described in RZC 21.76.070.P.5.b.iii in addition to the items listed in RZC 21.76.070.P.5.d.

   Staff Response: Not applicable. The project is not located within the Marymoor Village Center.

4. All MPDs shall include the items listed below:

   i. A design concept that is in conformance with all applicable Comprehensive Plan policies and development regulations;

ii. Conceptual site plan indicating all proposed land uses (architectural design,exact building shapes, locations, and other detailed information required in a site plan shall not be required);

iii. Transportation and circulation plan indicating the layout and conceptual design of all streets, pedestrian pathways, parking, and location of transit facilities (as available), in plan view and cross section for streets (cross sections only required for projects in the Downtown);

iv. Location of proposed space for parks, open space, and any cultural facilities;

v. Phasing plan describing anticipated time frames for development and showing that completion of affordable housing shall be commensurate with the progress on the construction of the development;

vi. Location of any environmentally critical areas;

vii. Landscape and tree retention concepts, including consideration of the health and structural stability of retained trees, as determined by an arborist report;

viii. Preliminary plan indicating required connections to adjacent properties for transportation and open space systems;

ix. Overall approach to sustainable design, including consideration of the use of environmentally sustainable materials such as permeable pavement, where possible; and

x. Preliminary plan for other major infrastructure improvements (may be waived by the Technical Committee for sites in Overlake smaller than three acres).

Staff Response: The MPD application materials included the above listed items and was deemed a complete application on October 24, 2024.

5. The master plan must comply with all site requirements or design guidelines that would ordinarily apply to projects developed in the underlying zone.

Staff Response: The proposal complies with all standards of the underlying zone. Compliance with applicable development regulations is demonstrated in Section VI above.

6. Site requirements and other development standards and regulations shall be administered on the basis of the area controlled by the approved master plan ("plan area"), rather than on a site-by-site basis, provided the approved master plan demonstrates the ability to comply with the requirement in question.

   Staff Response: In its buildout condition, the Master Plan area demonstrates the ability to comply with all applicable development standards and regulations. The MPD was reviewed with respect to the entire development.

7. Property included in an MPD must be under the same ownership, or there must be a signed agreement establishing control over multiple ownerships.

   Staff Response: The MPD area is currently under single ownership. If this is adjusted at a later date, a signed agreement would be required.

IX. Development Agreement Decision Criteria:

Per RZC 21.76.070.L.3, the Development Agreement shall meet the following criteria:

1. The agreement must be consistent with the applicable development regulations for the property.

   Staff Response: The Development Agreement establishes an agreement between the City and the applicant to provide for coordinated development of the project site. All provisions of the agreement pertaining to development regulations comply with applicable RZC and RMC standards.

2. All impacts of the development must be mitigated by the measures set forth in the agreement or the agreement must provide a mechanism for analyzing and mitigating such impacts as they occur.

   Staff Response: The agreement provides for mitigation of development impacts to infrastructure, including street and right-of-way (ROW) improvements and ROW dedication. The agreement provides for development to mitigate development impacts through the payment of impact fees or through the use of transportation impact fee credits as applicable.

3. The agreement must reserve the City's authority to impose new or different regulations to the extent required by a serious threat to public health and safety.

Staff Response: Section 4.4 of the agreement details the City's reserved right to impose new or different officially adopted regulations to the extent required by a serious threat to public health and safety.

4. The duration of the agreement must be reasonable in light of the anticipated build-out period for the proposed development and the needs of the City.

   Staff Response: Section 5 of the Development Agreement establishes the duration of the agreement, which is ten (10) years with an option to extend for an additional five (5) years. The duration is reasonable for the anticipated build-out period and is consistent with the expiration terms for Master Planned Developments established in RZC 21.76.070.P.

5. The agreement must be in the public interest and provide a public benefit.

   Staff Response: The agreement provides for a suite of public benefits including public art, a publicly accessible nature amenity open space, and enhanced bicycle and pedestrian safety design along 152nd Ave NE. The agreement provides additional housing opportunities consistent with the land use vision for the Overlake Village zones and is in the public interest.

X. Site Plan Entitlement Decision Criteria

1. The Technical Committee, composed of the Departments of Planning and Public Works, shall review all Development Review permits with the State Environmental Policy Act and the RZC.

   Staff Response: Staff has reviewed the Site Plan Entitlement for compliance with the RZC and SEPA and has found the proposal to meet applicable development regulations as discussed in Section VI. Staff has followed applicable SEPA procedure and is recommending issuance of a Determination of Non-Significance in conjunction with the decision on the Site Plan Entitlement.

2. The Landmarks and Heritage Commission will review all Certificates of Appropriateness for compliance with the RZC.

   Staff Response: No Certificate of Appropriateness is required for this application, and this criterion does not apply.

XI. Code Deviations Granted

The Technical Committee has granted the following deviations to the development standards through the authority referenced.

Administrative Design Flexibility-Ground Level Uses: RZC 21.12.150 requires pedestrian-oriented commercial uses on the ground floor along the Retail Street designation (152nd Ave NE). The applicant is requesting Administrative Design Flexibility (ADF) from the requirement that ground floor commercial uses be sited on the ground floor at this site. The project site is irregularly shaped and contains only 80 feet of street frontage, most of which must be used for site access and sight distance requirements. Because development is constrained to be located further away from the street than envisioned by Overlake Village typical street cross sections, the site is not suitable for ground level commercial uses. The proposed ADF request meets the approval criteria of RZC 21.76.070.C.8 and contributes to more appropriate use of the site given the irregular shape of the parcel while also allowing for retention of an existing stand of trees near the street-facing edge of the site.

Code Authority: RZC 21.76.070.C

Administrative Design Flexibility-Façade Modulation: RZC 21.60.040.B.2.b.iii. requires that building facades visible from public streets shall be stepped back or projected forward to provide a minimum of 40% façade modulation. The applicant is requesting ADF to provide approximately 20% façade modulation. Modulation is proposed for portions of the building that have higher visibility from the public street. Because of the irregular site and building shape, much of the building façade will be invisible or obscured when viewed from the street. The ADF request meets the intent of the design standards and meets the criteria of RZC 21.76.070.C.8 by provide modulation and architectural interest in those areas that are most highly visible to the public.

Code Authority: RZC 21.76.070.C

Administrative Design Flexibility-Parking Design: The applicant is requesting ADF from the parking area dimensional standards of RZC 21.40. The majority of the proposed structured parking complies with the dimensional standards for parking stalls and drive aisles, however, in certain locations, structural columns create pinch points where the drive aisle width is reduced to a minimum of 22 feet (the same width dimension as two-way access drive aisles outside the parking structure). The proposed parking design meets the criteria of RZC 21.76.070.C.8 and provides a safely accessible parking structure.

Code Authority: RZC 21.76.070.C

Minimum Parking Supply Deviation: RZC 21.12.040 establishes a minimum parking ratio of 1.25 parking spaces per residential dwelling unit, whereas the project

proposes a minimum parking ratio of 0.62 parking spaces per residential unit. RZC 21.40.010.D.2 allows for alternative minimum parking requirements when the applicant demonstrates through a parking study that the alternative requirement will provide sufficient parking to serve the use without impacting other uses and streets in the vicinity. The provided Parking Study (Attachment 16) demonstrates that the alternative parking proposal will meet the criteria for approval.

Code Authority: RZC 21.40.010.D.2

Tree Exception: The applicant is requesting an exception from the tree protection standards of RZC 21.72 to allow for tree removal exceeding the 35% minimum retention requirements and removal of landmark trees (see Attachment 17, Tree Exception Request). Strict compliance with the provisions of RZC 21.72 would be in conflict with the increased density of the urban centers and would result in development that would be inconsistent with the adopted vision for the neighborhood. In order to construct a proposed multi-family residential development at densities envisioned by the Comprehensive Plan and RZC, retention below the standard 35% is necessary to accommodate site structures and supporting circulation and new utility hookups.

Code Authority: RZC 21.72.090

Administrative Design Flexibility-Open Space Dimensions: The applicant is requesting ADF for open spaces that are below the 12-foot minimum dimension required by RZC 21.12.120 for a proposed minimum width dimension of approximately 9 feet. Those open space areas falling below the 12-foot width dimensions provide connections between open spaces and are part of the larger open space network that provides larger spaces to meet the recreation and open space needs of residents (See Attachment 9, Sheet G.8). The proposal meets the ADF approval criteria by providing an interconnected site-wide open space network that meets the intent of the open space standards.

Code Authority: RZC 21.76.070.C

Administrative Design Flexibility-Bicycle Parking: The applicant is requesting ADF for reduced long-term bicycle storage on-site. RZC 21.40.020 requires that one long-term bicycle parking space per unit be provided for multi-family residential development, whereas the applicant proposes that bicycle parking be provided for a minimum of 60% of residential units. Bicycle parking would be provided via a combination of common storage areas within the building and residential units providing space within the unit for bicycle storage. The ADF request allows for more efficient use of space within the building and therefore contributes to superior site design. Per Attachment 9, Sheet G.2, the applicant requests that the minimum 797

long term bike storage spaces be reduced to 478, including up to 239 long term bike stalls provided within residential units. The ADF request meets the criteria of RZC 21.76.070.C.8.

Code Authority: RZC 21.76.070.C

Administrative Design Flexibility-Solid Waste Collection: The applicant requests ADF from the requirement that no residential unit be located greater than 200 feet from a solid waste collection point. As proposed, no unit will be located greater than 250 feet from a solid waste collection point. The ADF request allows for a superior floor plan layout and more efficient use of trash collection areas. The ADF request meets the approval criteria of RZC 21.76.070.C.8.

Code Authority: RZC 21.76.070.C

XII. Vesting/Approval Expiration

This decision is vested to the development regulations in effect on December 31, 2024, pursuant to the provisions of RZC 21.12.505, which allows for projects under review in 2024 to continue being reviewed under 2024 land use standards. The application has complied with all requirements of RZC 21.12.505 to be considered for review under December 31, 2024, land use standards. The MPD approval of this project and Development Agreement shall expire ten years from the date of this decision, unless an approval extension is granted for an additional 5 years pursuant to Section 5 of the Development Agreement and RZC 21.76.070.P.3.

XIII. Conditions of Approval

A. Site Specific Conditions of Approval

The following conditions shall be reflected on the Civil Construction Review, unless otherwise noted:

1. Development Engineering - Transportation and Engineering
   Reviewer: Min Luo, Senior Engineer
   Phone: 425-556-2881
   Email: mluo@redmond.gov

   I. Overlake Commons Master Plan Development (LAND-2024-00221):

   The Overlake Commons Master Plan provided by Coughlin Porter Lundeen on October 15, 2025, clearly outlines easements, right-of-way dedications, access points, and frontage improvements including construction of a new signalized

intersection at Da Vinci and 152nd Ave NE. Details can be found on Pages 22 and 23 of the Overlake Commons *MPD Plan Package - Response 4 - Overlake Commons 2025.10.15*.

II. Overlake Commons Site Plan Entitlement (LAND-2024-00223):

a. **Easements and Dedications.** Easements and dedications shall be provided for City of Redmond review at the time of civil construction drawing application and finalized for recording prior to civil construction drawing approval. The existing and proposed easements and right-of-way shall be shown on the civil plans. Prior to acceptance of the right(s) of way and/or easement(s) by the City, the developer will be required to remove or subordinate any existing private easements or rights that encumber the property to be dedicated, except as provided in Subsection 1 of RZC 21.52.030.G.

i. Easements are required as follows:
   (a) A shared private access easement at the driveway entrance off 152nd Ave NE must be obtained from the Parcel ID 0673100010 to the north prior to civil construction drawing approval.
   (b) Any construction easements from the adjacent properties must be secured prior to civil construction drawing approval.
   (c) At the time of construction, additional easements may be required to accommodate the improvements as constructed.

ii. Dedications for right-of-way are required as follows:
   (a) A strip of land 20 feet wide abutting the existing right-of-way on the east side of 152nd Ave NE shall be granted as new right-of-way. The private easements recording numbers 8202010477, 9212170341, 9212170342 and their associated facilities within the proposed 20 feet wide right-of-way dedication along 152nd Avenue NE must be eliminated or relocated before the City's acceptance of the right-of- way along 152nd Avenue NE. The developer must collaborate with easement stakeholders to fulfill the relinquishment of these private easements, and the removal or relocation of the associated facilities.

Code Authority: RZC 21.52.030.G; RMC 12.12

b. **Construction Restoration and Street Overlay.** If the existing pavement is damaged by trenching or other work on 152nd Ave NE, the pavement shall be planed, overlaid, and/or patched, per the City of Redmond (COR) Standard Specifications and Details (STD) 201, 202 and 203, or as determined by the Traffic Operations and Safety Engineering Division in Public Works. Contact

Adnan Shabir at 425-556-2776 if there are additional questions. If the existing pavement materials and thickness on 152nd Ave NE do not meet the requirements per COR STD 301, the pavement shall be reconstructed to meet the street standards.

Code Authority: RMC 12.08; Redmond Standard Specifications & Details

c. Street Frontage Improvements

i. The frontage along 152nd Ave NE must meet current City Standards which include asphalt paving 17 feet from centerline to face of curb with appropriate tapers, 1-foot concrete curb and gutter, 12 feet wide landscaping zone, 7 feet wide cycle track, 4 feet wide amenity zone and 10 feet wide concrete sidewalk, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. If the existing pavement materials and depth do not meet the requirement of the City's Standard Specifications and Details 301, the minimum pavement section is recommended as follows:

- 4-inches HMA Class ½" PG 58H-22
- 5-inches HMA Class 1" PG 58H-22
- 4-inches of 1-1/4" minus crushed rock base course per WSDOT standard spec 9-03.9(3).
- Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557)
- Street crown 2% sloped to drain system

The frontage improvements along 152nd Ave NE must seamlessly connect to the frontage improvements constructed by Redmond Building 22 (Parcel ID 0673100010) to the north. In addition, the improvements must extend south to provide a smooth and continuous transition of the landscaping zone, cycle track, amenity zone, and sidewalk, including any necessary modifications to the driveway access on the adjacent property to the south (Parcel ID 0673100020). All required construction easements for these improvements shall be obtained prior to civil construction drawing approval.

Code Authority: RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2; RZC Appendix 7; Redmond Standard Specifications & Details

ii. A traffic signal system shall be installed at the intersection of 152nd Ave NE and Da Vinci Ave in accordance with City of Redmond standards, if it has not been partially or fully constructed by Redmond Building 22 (Parcel ID 0673100010) to the north. This development shall coordinate closely with

Redmond Building 22 to establish and document roles and responsibilities in a recorded agreement for the full construction of the traffic signal prior to civil construction drawing approval. Signal plans are required for all traffic signals being constructed. The plans shall be prepared in accordance with Section 8-20 and 9-29 of the WSDOT Standard Specifications as supplemented and modified by the City of Redmond. Potholing and utilities locate are required prior to signal design. The project engineer shall arrange for potholing and utility locates, and then contact Paul Cho, Transportation Operations, at (425) 556-2751 at least 48 hours in advance of installation to verify the layout.

Code Authority: RZC 21.52.030.F

iii. ADA ramp requirements:
Curb ramps for persons with disabilities are required to all new curb construction at the intersection of 152nd Ave NE and Da Vinci and to all replacement curbs constructed in combination with sidewalks, paths, or other pedestrian access ways.

Code Authority: RCW 35.68.075; RZC 21.A.21.a

iv. A 20-scale Channelization Plan is required and should be separate or incorporated into the Transportation Plan, provided the details are clearly visible, for any public street being modified or constructed. The plan shall include the existing and proposed signs, striping and street lighting and signal equipment for all streets adjacent to the site and within at least 150 feet of the site property line (both sides of the street). The plan shall conform to the requirements in the City of Redmond Standard Specifications and Details Manual.

Code Authority: RZC 21.52.030.F, RZC Appendix 2; Redmond Standard Specifications & Details; RCW 47.24.020

v. Sidewalks constructed to City standards are required at the following locations:
    - A 10 feet wide concrete sidewalk along the east side of 152nd Ave NE

Code Authority: RZC 21.10.150, RZC 21.17.010; RZC 21.52.050; RMC 12.12

vi. All retaining walls and rockeries must be located entirely outside of existing and proposed public right of way and public easements. Placement within these areas is not permitted under any circumstances.

Code Authority: RZC Appendix 2.A.15.a

d. **Access Improvements**

i. The type and location of the proposed site accesses are approved as shown on the Overlake Commons General Site Plan prepared by COUGHLIN PORTER LUNDEEN on October 15, 2025.

Code Authority: RZC 21.52.030.E; RZC Appendix 2.D

ii. The following driveways are required to be improved as specified below:

- The existing driveway on 152nd Ave NE shall be closed and replaced with standard frontage improvements.

Code Authority: RZC Appendix 2.D

e. **Underground Utilities.** All existing aerial utilities (if any) along the street frontage on 152nd Ave NE and within the development site shall be placed underground. All new utilities serving the development shall be placed underground.

Code Authority: RZC 21.17.020; RZC Appendix 2.A.3 and 11

f. **Street Lighting.** Illumination of the street(s) along the property frontage must be analyzed to determine if it conforms to current City standards. Streetlights may be required to illuminate the property frontage. Luminaire spacing should be designed to meet the specified criteria for the applicable lamp size, luminaire height and roadway width. Contact Isabel Diaz, Transportation Operations at (425) 556-2733 with questions. The street lighting shall be designed using the criteria found in the City's Illumination Design Manual which can be accessed at:
http://www.redmond.gov/development/CodesAndRules/StandardizedDetails

With Site Plan Entitlement approval, the applicant shall contact Puget Sound Energy (Street Lighting division) for coordination and development of a Work Sketch plan to include any proposed work on PSE-owned lights and or poles. The final PSE Street Lighting plan is required to be included in the final plan set prior to final approval of the Coordinated Civil Review.

To begin the PSE Lighting coordination process, fill out the Street Lighting information request form here: https://www.pse.com/en/construction-services/pole-services

Code Authority: RZC 21.52.030.F, RZC Appendix 2.A.11

g. **Temporary Pedestrian Access Plan.** The applicant is required to provide a temporary pedestrian access plan for approval by the City prior to any construction on the project site. This plan needs to show how pedestrian traffic passing by the proposed development will be accommodated during the entire length of the construction phase.

A pedestrian access plan should provide pedestrian protection with barriers or covered walkways that parallel existing facilities along the street frontage on the same side of the street on which the development is occurring. These routes must be accessible for persons with disabilities per the current ADA regulations and standards, including the provision of ramps, minimum widths, a detectable edge, and smooth surfaces for wheelchair access. If, under extenuating circumstances, a parallel accessible route cannot be provided along the street frontage adjacent to the development, pedestrians must be detoured with advance signing in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). This route must be accessible for people with low or no vision. The developer may be required to install temporary crosswalks and street lighting as part of this detour.

In order to keep existing routes open during the construction of new structures adjacent to existing sidewalks, pedestrian protection must be in place and inspected prior to construction adjacent to and at the same grade or above, as detailed in IBC 3306.1 (see table below) to protect pedestrians from falling debris. Pedestrian protection should be designed to provide sturdiness, adequate light for nighttime use and safety, and proper sight distance at intersections and crosswalks. Plans and details for the construction of these covered walkways shall be included as part of the civil construction plan set.

IBC Table 3306.1. PROTECTION OF PEDESTRIANS

HEIGHT OF CONSTRUCTION	DISTANCE FROM CONSTRUCTION TO SIDEWALK, WALKWAY, OR LOT LINE	TYPE OF PROTECTION REQUIRED
8 feet or less	Less than 5 feet	Construction railings
	5 feet or more	None
More than 8 feet	Less than 5 feet	Barrier and covered walkway
	5 feet or more, but not more than one-fourth the height of construction	Barrier and covered walkway

	5 feet or more, but between one-fourth and one-half the height of construction	Barrier
	5 feet or more, but exceeding one-half the height of construction	None

Code Authority: MUTCD 2023 (or latest revision) sections 6D.01, 6D.02, & 6D.05, IBC 3306.1
Condition Applies: Civil Construction

2. Development Engineering – Water and Sewer
   Reviewer: Heba Awad, Senior Utility Engineer
   Phone: 425-556-2861
   Email: hawad@redmond.gov

   a. **Water Service.** Water service will require a developer extension of the City of Redmond water system as follows:

   The developer will install approximately one thousand one hundred and fourteen feet of new water mains along future driveways, two four-inch water residential meters, two irrigation meters, five new fire hydrants, and other fire appurtenances. All water services will be connected to the water mains along the future driveways.

   A development (Redmond Building 22) is currently under Site Planning Entitlement Review permit in the neighboring parcel to the north number 0673100010 with address 3050 152ND AVE NE 98052. The City of Redmond needs to make sure an agreement is in place between this development and the development to the north to address the water main design along 152nd Ave NE and shared driveways, construction sequencing and maintaining water services during construction.

   Fire coverage of surrounding parcels shall be maintained during the construction of the water mains. Fire coverage shall be addressed in the agreements between the developer and surrounding parcels. The water main replacement sequencing during construction shall be based on the fire coverage of the parcel to the east.

   Code Authority: RZC 21.17.010.D

b. **Sewer Service.** Sewer service will require a developer extension of the City of Redmond sewer system as follows:

The Developer will install approximately six hundred forty-one feet of new sewer mains along future proposed driveway, eleven new manholes, two eight-inch side sewers to be connected to two of the new manholes on the sewer main along future proposed driveway.

The Geotechnical report in the first submittal of Coordinated Civil Review shall include the design of the sheet piles and the length extended beyond the footing of the proposed column to the south of the driveway in the vicinity of existing City sewer main.

Code Authority: RZC 21.17.010.D

c. **Easements.** Easements shall be provided for all water and sewer improvements as required in the Design Requirements for Water and Sewer System Extensions. Easements for the water and sewer mains shall be provided for City of Redmond review at the time of construction drawing review. All easements must be recorded prior to construction drawing approval.

If any offsite easements are needed for the project, they shall be provided for the City of Redmond review at the time of construction drawing review and be recorded prior to construction drawing approval.

Code Authority: RZC 21.74.020.C, RZC Appendix 3.VII

d. **Reimbursement Agreement.** Portions of this of the water main installations may benefit other properties and meet the criteria to be eligible for a reimbursement agreement. In order to be eligible for reimbursement, the City must have received a completed reimbursement agreement application prior to approval of civil drawings and the agreement must be fully executed, by the City, prior to commencement of construction of the facility.

Code Authority: RZC Appendix 3. III, RMC 13.12

e. **Permit Applications.** Water meter and side sewer applications shall be submitted for approval to the Development Engineering Division. Permits and meters will not be issued until all improvements are constructed and administrative requirements are approved. In certain limited circumstances, at the sole determination of the City of Redmond, water meter and/or side sewer permits may be issued prior to completion

of improvements and/or administrative requirements. In such cases, various additional guarantees or requirements may be imposed as determined by the Development Engineering Division. All reimbursement fees shall be paid prior to issuance of water and side sewer permits if applicable.

Code Authority: RMC 13.08.010; RMC 13.12.120

3. Development Engineering – Stormwater/Clearing and Grading
Reviewer: Rick Goode, Senior Engineer
Phone: 425-556-2496
Email: rgoode@redmond.gov

a. Water Quantity Control:
   i. Project lies within the Overlake Regional Stormwater Facility Basin. Stormwater quantity control will be provided by the City of Redmond upon payment of the Overlake Capital Facility Charge.

   ii. Provide for overflow routes through the site for the 100-year storm.

Code Authority: RMC 15.24.080.I

b. Water Quality Control
   i. Project lies within the Overlake Regional Stormwater Facility Basin. Stormwater quality control will be provided by the City of Redmond upon payment of the Overlake Capital Facility Charge.

Code Authority: RMC 15.24.080.H

c. Public Stormwater Easements. Public easements will be required for any public stormwater conveyance systems on private property. Easements shall be provided for City of Redmond review at the time of construction drawing approval. The existing and proposed easements shall be shown on the civil plans. Prior to acceptance of the easement(s) by the City, the developer will be required to remove or subordinate any existing private easements or rights to encumber the property to be dedicated. Prior to construction drawing approval, fully executed and recorded offsite easements shall be provided to the Development Engineering Division.

Code Authority: Stormwater Technical Notebook, Section 5.7.1

d. Private Stormwater Easements. Private stormwater easements will be required where drainage systems are located across adjacent properties and will remain under private ownership. Maintenance of private drainage systems will be the

responsibility of the property owners benefiting from the easement. This requirement must be noted on the face of the civil construction drawings and record (as-built) drawings. Prior to construction drawing approval, fully executed and recorded easements shall be provided to the Development Engineering Division.

Code Authority: Stormwater Technical Notebook, Section 5.7.2

e. Temporary Erosion and Sediment Control (TESC).

i. Rainy season work permitted October 1st through April 30th with a Wet Weather Plan (WWP) incorporated into the CCR plan set. The WWP will be used to apply for a separate WWP permit (as needed) after the Civil SITE Construction permit issuance, and additional WWP permit fees may apply based on the fee schedule at that time.

Code Authority: RMC 15.24.080

f. Department of Ecology Notice of Intent Construction Stormwater General Permit. Notice of Intent (NOI) must be submitted to the Department of Ecology (DOE) at least 60 days prior to construction on a site that disturbs an area of one acre or larger. Additional information is available at: https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Stormwater-general-permits/Construction-stormwater-permit

Code Authority: Department of Ecology Rule

g. Department of Ecology Notice of Intent (NOI) Industrial Stormwater General Permit (ISGP). Certain industrial sites or activities require coverage under the ISGP. New permittees must submit a complete and accurate application at least 60 days before discharging stormwater from the facility. Additional information, including a list of applicable industrial activities, can be found at: https://ecology.wa.gov/regulations-permits/permits-certifications/stormwater-general-permits/industrial-stormwater-permit#Apply

Code Authority: Department of Ecology Rule

h. Regional Capital Facilities Charge: A Regional Capital Facilities Charge applies to this project, located in the Overlake Sub-basin. Please see the Development Engineering Fee Schedule for current fee information. This fee will be assessed at the end of the CCR process and payment is required prior to approval and issuance of the CCR Civil Site Permit.

Code Authority: RMC 13.20.047 (Overlake), RMC 13.20.040 (Citywide)

4. Fire Department

Reviewer: Jon McKinnon, Deputy Fire Marshal
Phone: 425-556-2223
Email: jmckinnon@redmond.gov

The current submittal is generally adequate for LAND-2024-00221, LAND-2024-00222, LAND-2024-00223, and SEPA-2024-00224 Approval but does not fully represent compliance with all requirements. The following conditions are integral to the approval and shall be complied with in Civil Drawings, Building Permit Submittals, Fire Code Permit submittal, and/or other applicable processes:

a. Site Plan Conditions

1. Required fire access shall meet all requirements of Redmond Fire Department Standard (RFDS) 2.0: Access and Addressing.
2. Addresses for all structures and suites within will be assigned during the civil review process and shall conform to Redmond Fire Department Addressing Standards.
3. Firefighter pedestrian access is required for this project and requires a recorded easement. The path is located as indicated on the SPE plans. Future proposed structures that may impede firefighter pedestrian access shall be approved by the Fire Code Official.
4. Emergency Medical Services (EMS) access per RMC 15.06 is to be provided as indicated on the Fire Protection Page of the Site Plan Entitlement (SPE) plans. The required striping and signage for this location shall be determined in the civil review process.
5. Fire service access and appurtenances shall be accessible at all times and not be obstructed with deliveries, trash, storage, gates, or other building functions.
6. Required fire access roadways not in the public way are required to be recorded in an Emergency Vehicle Access Easement (EVAE).
7. Required fire access roadways shall be able to support the weight of fire department vehicles: 77,000 pounds and a point load of 45,000 pounds over a 24”x24” pad, or as determined by the City of Redmond Engineer. The access roadways shall be in place when the building exceeds one story above grade.
8. Striping and signage are required for all fire access roadways and will be determined in the civil review process.
9. As required by RFDS 2.0 and the Redmond Zoning Code, a minimum of two access points to the street system shall be provided for general circulation, alternate emergency vehicle access routes, through access, and general

area transportation designs. This project proposes a main access point to the public way on the west side of the project on 152nd Ave NE and two additional access points through adjacent parcels to the north and the south. The two required access points from this project to the public way shall meet all the requirements of a fire access roadway and shall not be obstructed by gates.

10. All fire access roadways including private off-site required roadways (see Item #9 above) shall be recorded as an Emergency Vehicle Access Easement for the benefit of this project.
11. Where pedestrian travel is expected as part of a building's egress to the public way, such egress shall be separate from the fire access roadway width.

b. Fire Protection Plan

1. The building shall be fully sprinklered as per the IFC, NFPA 13 and RFDS 5.0.
2. All areas shall have compliant Class I standpipe coverage, as per IFC, NFPA 14 and RFDS 4.0. Temporary standpipe coverage is required per IFC and RFDS 4.0.
3. All areas shall have an IFC, NFPA 72, and RFDS 9.0 compliant fire detection and alarm system.
4. Fire hydrants shall be located approximately as shown on the SPE plans to meet required commercial hydrant spacing and to meet fire flow requirements in the International Fire Code and RMC 15.06. Exact locations will be determined in the civil review process.
5. Hydrants must be in place and serviceable prior to the delivery, use, or storage of combustible building materials on-site or when Type 1A construction is complete.
6. Primary and secondary fire department connections (FDCs) are required and shall meet the requirements of RFDS 5.0. All FDCs shall be accessible by emergency vehicles via the public way or required fire access roadways. Such roadways shall be constructed either fully open or accessed through automatic opening gates.
7. During construction, fire mitigation for adjacent buildings may be required per the International Building Code (IBC) and the International Fire Code (IFC) as amended by RMC 15.06.013 A. (59). Proposed plans for fire mitigation shall be submitted with the building permit submittal documents.
8. The water supply capacity shall be capable of providing 3,500 gallons per minute (gpm) to the site and meet all requirements of the City of Redmond Engineer.
9. Per Appendix B (Fire Flow) of the IFC as amended by RMC 15.06, a building separation may be required to limit the fire flow of any one portion of the building to 3,500 gpm. Initial fire flow calculations based on the proposed building square footage and building construction type have been calculated in the SPE process and shall be updated in the civil review and building permit review.

10. Buildings that meet the International Building Code (IBC) definition of a high-rise shall conform to all the requirements for high-rises in the Redmond Fire Code including references to the IBC, IFC and RMC. For each building, the elevation of the Lowest Level of Fire Department Access (LLFDA) shall be indicated on the building plan elevations and shall be approved by the Fire Code Official.
11. High-rise buildings shall meet the IFC and IBC requirements for stored water. These requirements may not be met by separate connections to the public water system.
12. See the Fire Code Permit section for other Fire Protection requirements.

c. Change or Modification

1. Determination of adequate fire flow as per RFDS 3.0: Fire Flow has been approximated in the SPE. Any changes in the size and building type of the structure at the time of building permit submittal could result in building changes including the addition of fire walls.
2. If an underground tank is discovered on site, a separate fire permit for removal is required.
3. Required fire access roadways, or "Fire Lanes", may be established at the time of plan review, pre-construction site inspection, and/or post construction site inspection. Additional fire lanes, marking, or re-marking may be required anytime during the life of the development upon evaluation by and direction of the Fire Marshal.

d. Fire Code Permits

As part of the fire protection plan for this building, all IFC construction permits as described in the IFC Chapter 105.7 as amended by RMC 15.06.013 A. (17) are required. This may include but is not limited to the following permits:

1. Fire Alarm and detection systems and related equipment for an NFPA 72 compliant fire alarm.
2. Fire Sprinkler systems and related equipment for an NFPA 13 compliant fire sprinkler system(s).
3. Standpipe systems for an NFPA 14 compliant standpipe system(s).
4. Fire Pumps and related equipment
5. Emergency Responder Radio
6. Flammable Combustible Liquids
7. Gates and Barricades across fire apparatus access roads
8. Places of Assembly
9. Fixed Fire Suppression systems
10. Solar Photovoltaic systems
11. Smoke Control or exhaust systems

12. Smoke control shall be installed as specified in the IBC and IFC. Depending on the smoke control requirements and design, outside technical review and inspections may be required at the applicant's expense.
12. Demolition of existing structures shall require a permit.
13. Removal of existing underground storage tanks requires a permit.

Code Authority: RMC 15.06; RZC Appendix 2, Redmond Fire Department Standards and Redmond Standard Specifications and Details

5. Planning Department
Reviewer: Alex Hunt, Senior Planner
Phone: 425-556-2475
Email: ahunt@redmond.gov

a. Development Agreement. Development shall be subject to the terms of the executed Development Agreement (LAND-2024-00222). Amendments to the proposed development shall be processed as established in Section 4.5 of the Development Agreement.

Code Authority: RZC 21.32.090 & Standard Detail 907

b. Public Art. The applicant shall obtain a recommendation from the Redmond Arts and Culture Commission prior to approval of the coordinated civil review (CCR).

Code Authority: RMC 4.15

c. Affordable Housing Agreement. Prior to building permit issuance, an affordable housing agreement in a form approved by the City shall be recorded with the King County Department of Records and Elections, pursuant to the requirements of RZC 21.12.080.

Code Authority: RZC 21.12.080

d. Decarbonization Incentive. Prior to building permit issuance, the applicant shall demonstrate compliance with the decarbonization incentive established in RZC 21.12.170, as vested. The decarbonization incentive includes all of the following requirements to achieve the incentive:

i. Provide only high efficiency heat pump for space heating;

ii. Provide only hot water heat pumps;

iii. Avoid natural gas for cooking. Deviations may be proposed that provide electrical outlets, supporting future conversion to electrical appliances;

iv. Install utilities for EV and solar readiness;

v. Confirm three-to-five-year green power purchase contract from PSE to offset all operational energy use based on energy modeling; and

vi. Install a building automation system (BAS) for increased occupant control and for automatic switch-off when systems are not in use.

vii. A confirmation shall be provided to the City every five years by the property owner, confirming that the carbon emissions of the site remain the same or have reduced. A binding agreement will be used to provide such confirmation. This agreement must run with the building and stay in place in perpetuity.

Code Authority: RZC 21.12.170
Condition Applies: Building Permit

e. Tree Preservation Plan. A Tree Preservation Plan depicting all significant and landmark trees required to be preserved as part of the site development must be provided with the civil construction drawings.

Code Authority: RZC 21.72.060.D

f. Planting Standards. Landscaping shall be coordinated with water/sewer lines and fire hydrants/connections. Trees shall be planted a minimum of 8 feet from the centerline of any water/sewer lines, unless otherwise approved and provisions provided. Shrubs shall be planted to maintain at least 4 feet of clearance from the center of all fire hydrants/connections.

Code Authority: RZC 21.32.080

g. Impact Fees. Impact Fees will be required prior to the issuance of building permits pursuant to the requirements of RMC 3.10 and the final Development Agreement for Overlake Commons. The applicant shall receive impact fee credit for the existing 150-bed assisted living facility. If the proposed development is eligible for any additional credits including right-of-way dedication and system improvements, these additional credits will be assessed and provided after construction, dedication or implementation is completed and accepted by the City.

Code Authority: RMC 3.10
Condition Applies: Building Permit

h. Bonds. Bonds for Landscaping, Tree Preservation, Tree Replacement and Mitigation shall be provided and executed prior to approval of civil permits.

Code Authority: RZC 21.76.090.F
Condition Applies: Civil Construction Permit

i. Archaeological and Historical Preservation: The City's Inadvertent Discovery Plan (IDP) procedure shall be required during all ground disturbing activities. In the event that archaeological resources are encountered during ground disturbance, the Duwamish Tribe has requested notification and the opportunity to be on-site during further ground disturbance.

Code Authority: RZC 21.30.070.D
Condition Applies: Civil Construction & Building Permit

j. Construction Parking Requirements and Contact Information. A sign shall be posted on-site visible to the public throughout the duration of all construction activity per the Construction Contact Sign Handout. Construction activities consist of all site work including, but not limited to grading, landscaping, infrastructure and building permit related construction. Applicant and contractor shall work with city planner prior to mylar signing to determine location(s) of sign(s). Contact information shall remain up-to-date and visible at all times. The assigned city planner shall be notified within two business days when contact person has been changed and a picture of the updated sign shall be e-mailed. Construction Parking requirements for the project shall be denoted on the bottom portion of the sign per handout instructions.

Code Authority: RZC 21.76.070.B.3.a.ii.A

k. Agency Permits. The applicant shall be responsible for identifying and obtaining all required permits from other agencies, including local, regional, state and federal permits.

Code Authority: RZC 21.76.070.B
Condition Applies: As determined by the permitting agency

6. Potholing

Reviewer: Rick Goode, Senior Engineer and Utility, Heba Awad
Phone: 425-556-2496 and 425-556-2861
Email: rgoode@redmond.gov and hawad@redmond.gov

All existing utilities at the location of the proposed water/sewer mains, storm and service line crossings shall be potholed prior to submittal of first Civil Plan Review. The potholing shall identify the width and the depth to both the top and bottom of any pipes, structures, conduits, and duct banks.

Potholing in the City Right-of Way requires a Right-of-Way Use permit, approved traffic control plans, and a performance bond before commencing work. The developer shall include in the Right-of-Way permit, a list of potholing numbers along with the potholing information for each number, such as utility name, type of facility and the reason for potholing.

The developer shall do the following during and after potholing:

1. Follow City of Redmond Detail 203 for pothole restoration.
2. Protect existing traffic loops.
3. Survey all potholing locations.

Based on the final survey, a modified design of sewer, water and storm facilities may be necessary to avoid conflict with existing utilities.

All potholing information shall be included in the plans and profiles of water, sewer and storm design in first submittal of CCR review. The developer shall add clearance information on the water/sewer/storm profiles at all crossings of existing and proposed utilities. Minimum clearance of one foot is required between the sewer/water mains and other utilities including storm sewer.

Code Authority: Water and Wastewater System Extensions Design Requirements Section IV. 3. M and Section V. 3. K; Stormwater Technical Notebook, Issue No. 9, Effective July 1, 2022

B. Compliance with City of Redmond Codes and Standards

This approval is subject to all applicable City of Redmond codes and standards, including the following:

RZC 21.12	Overlake Regulations
RMC 6.36	Noise Standards
RZC 21.52	Transportation Standards
RZC 21.40.010.E	Design Requirements for Parking Facilities
RZC 21.54	Utility Standards
RMC 12.08	Street Repairs, Improvements & Alterations
RMC 12.12	Required Improvements for Buildings and Development
RMC 12.16	Highway Access Management
RZC 21.76.100.F.9.C	Nonconforming Landscaping and Pedestrian System Area
RZC 21.76.020.G	Site Construction Drawing Review
RZC 21.76.020.G.3	Preconstruction Conference
RZC 21.76.090.F	Performance Assurance
RZC Appendix 2	Construction Specification and Design Standards for Streets and Access
RZC Appendix 7	Overlake Village Street Requirements
City of Redmond	Record Drawing Requirements, November 2024
City of Redmond	Standard Specifications and Details (current edition at the time of this approval letter issued)

Water and Sewer

RMC 13.04	Sewage and Drainage
RMC 13.08	Installing and Connecting Water Service
RMC 13.10	Cross-Connection and Backflow Prevention
RZC 21.17.010	Adequate Public Facilities and Services Required
RZC Appendix 3	Design Requirements for Water and Wastewater System Extensions
City of Redmond	Standard Specifications and Details (current edition at the time of this approval letter issued)
City of Redmond	Design Requirements: Water and Wastewater System Extensions – April 2019.

Stormwater/Clearing and Grading

RMC 13.25	Temporary Construction Dewatering
RMC 15.24	Clearing, Grading, and Storm Water Management
RZC 21.32.080	Types of Planting
City of Redmond	Standard Specifications and Details (current edition at the time of this approval letter issued)
City of Redmond	Stormwater Technical Notebook, Issue No. 9, Effective July 1, 2022

Department of Ecology	Stormwater Management Manual for Western Washington (July 2019)

Fire

RMC 15.06	Fire Code
RZC Appendix 2	Construction Specification and Design Standards for Streets and Access
City of Redmond	Fire Department Design and Construction Guide
City of Redmond	Fire Department Standards

Planning

RZC 21.12	Overlake
RZC 21.58, 60, 62	Design Standards
RMC 3.10	Impact Fees
RZC 21.32	Landscaping
RZC 21.34	Exterior Lighting Standards
RMC 6.36	Noise Standards
RZC 21.38	Outdoor Storage and Service Areas
RZC 21.40	Parking Standards
RZC 21.64	Critical Areas
RZC 21.44	Signs

Building

RMC 15.08	Building Code
RMC 15.12	Electrical Code
RMC 15.14	Mechanical Code
RMC 15.16	Plumbing Code
RMC 15.18	Energy Code
RMC 15.20	Ventilation and Indoor Air Quality Code

OVERLAKE COMMONS DEVELOPMENT AGREEMENT

This DEVELOPMENT AGREEMENT ("Agreement") is entered into this ____ day of _____, 202__ ("Effective Date"), by and between the City of Redmond ("City"), a Washington municipal corporation, and Stellar Overlake Terrace, LLC ("Owner"), a Delaware limited liability company. The City and Owner are referred to herein collectively as the "Parties" and individually as a "Party."

RECITALS

A. Owner is planning the redevelopment of land located at 2956 152nd Avenue NE in Redmond, Washington and legally described on the attached Exhibit A (the "Property") attached hereto and incorporated herein by this reference. The development plan includes two residential buildings with 830 units and 750 parking stalls, referred to herein as "the Project." The Project is expected to include a Binding Site Plan, which will establish a parcel for each residential building. The Property is located in the City's Overlake Village 1 ("OV1") zone.

B. As required by Redmond Zoning Code ("RZC") 21.76.070.P.2.b, Owner has prepared a master planned development entitled Overlake Commons Master Plan dated [insert final date of Master Plan] (the "Master Plan") to provide for coordinated development of the Property. Owner has applied for approval of the Master Plan, this Development Agreement, and Site Plan Entitlements ("SPEs") for the Project under City File Nos. LAND-2024-00221, LAND-2024-00222, and LAND-2024-00223, respectively. The Master Plan has been the subject of a public review process that included public review and comment at a neighborhood meeting and recommendations for final approval by City's administrative design review process and Technical Committee. The Redmond City Council also conducted a public hearing to obtain further public comment on the Master Plan and this Agreement.

C. Environmental impacts of the development proposed by the Master Plan and SPEs were identified and considered through a State Environmental Policy Act checklist under City File No. SEPA-2024-00224 with a Determination of Non-Significance issued by the City of Redmond Technical Committee on December 1, 2025. *See also*, RZC 21.70.110.

D. Completion of the Project in accordance with this Agreement will promote the goals and policies of the Redmond Comprehensive Plan, including but not limited to, providing potential new housing and job opportunities in Overlake near transit and major employment hubs, providing connections between sites and public open spaces, improving street frontages, and advancing sustainable development. The Comprehensive Plan goals furthered by the Project include, but are not limited to: FW-LU-1, FW-LU-2, FW-HO-3, FW-OV-1, LU-6, LU-8, LU-31, LU-35, HO-13, TR-35**,** OV-4.

E. RCW 36.70B.170 through 36.70B.210 authorize cities to enter into development agreements with property owners to govern the future development of real property. A development agreement between Owner and the City is a collaboration that will provide mutual benefit for the Parties and the residents and businesses of the Overlake Neighborhood.

F. By executing this Agreement, the Parties intend to set forth their mutual agreements and understandings as they relate to the development of the Property and the Project.

AGREEMENT

PURSUANT TO RCW 36.70B.170 through 36.70B.210 and in consideration of, and subject to, the mutual promises, benefits, and obligations set forth herein, the City and Owner enter into the following Development Agreement and agree to be bound by its terms.

1. Land and FAR. The Property, exclusive of public right-of-way, comprises 205,486 square feet of total land area, as depicted on Exhibit B (overall basic site plan from Master Plan showing property boundary). As provided in RZC 21.12.090.C, the maximum allowed development on the Property is expressed in terms of the ratio of floor area to total gross land area prior to dedication of new public right-of-way or provision of other land for public amenities. Allowed FAR shall thus be calculated for all purposes by using 205,486 square feet as the total gross land area. Future dedications of land for right-of-way or other public use or improvements shall not reduce the land area used for calculating FAR, the development rights provided for in this Agreement or development rights provided for through applicable land use regulations. |

2. The Project. The Project will be constructed under separate building permit applications for each building. The Project consists of two buildings, a private driveway connecting the buildings and providing fire access, and open space and landscaping enhancements. The Project is also expected to include a Binding Site Plan that will create a separate parcel for each building, with all necessary access and utility easements allowing for a unified proposal.

3. Conformance with Master Plan. The Redmond City Council approved the Master Plan on [insert date]. Approval of the development shown in the Master Plan and identified in this Agreement is specifically conditioned upon dedication of the land and construction of the improvements identified in the Master Plan and/or this Agreement, including but not limited to right-of-way dedication along 152nd Avenue NE. The Project shall substantially conform to the Master Plan, including amendments thereto as provided for in RZC 21.76.090.D. Site and building modifications to facilitate interim use of existing structures, if any, are not regulated by the Master Plan. In the event of a conflict between the Master Plan and this Agreement, this Agreement shall control.

4. Vested Rights.

4.1 Vesting Mechanism. The Owner submitted a complete application for Type V entitlements including the Master Plan, this Agreement, and Site Plan Entitlements on September 26, 2024, received a determination of completeness on October 24, 2024, and received a determination from City staff that it was ready to be reviewed by the Design Review Board on November 15, 2024. Owner also submitted a request to the Code Administrator on September 26, 2024, for the Project to be reviewed under the Redmond Zoning Code and development regulations as they existed on December 31, 2024 as required under RZC

21.12.505.A Accordingly, the Project satisfied the initial requirements of RZC 21.12.505.A to be considered vested to and governed by the City development regulations in effect as of December 31, 2024, and shall be considered vested as long as Owner submits complete building permit applications for all of the buildings in the Project by December 31, 2026 subject to requirements of RZC 21.12.505A. If the Owner submits complete building permit applications for all of the buildings in the Project by that date, then the Project shall remain vested to the development regulations in effect as of December 31, 2024 during the time such applications are under review, issued, and unexpired. If the Owner should fail to submit acceptable building permit applications under RZC 21.12.505A, for all of the buildings in the Project by December 31, 2026, then the Project shall not be vested to the Redmond Zoning Code and development regulations as they existed on December 31, 2024, and it must conform to the then-current Code and development regulations when building permits are submitted and the Owner must submit conforming revisions to the Master Plan and Site Plan Entitlements at such time.

4.2 Development Regulations. Except as expressly stated otherwise herein, any amendments to or additions made during the term of this Agreement to City development regulations shall not apply to or affect the conditions of development of the Project. As used in this Agreement, "development regulations" shall be deemed to include regulations, policies, and guidelines addressing zoning (including the Redmond Zoning Code and zoning maps), environmental review (including SEPA procedures and substantive SEPA policies), building and site design, utilities, stormwater, transportation concurrency and other laws, ordinance, policies, and administrative regulations and guidelines of the City governing land development.

4.3 Exemptions. The following are exempt from vesting under this Agreement:

4.3.1 Plan review fees, inspection fees, and transportation, school, and fire impact fees established by schedules, charts, tables, or formulae;

4.3.2 Water, sewer, stormwater, and other utility connection charges, general facility charges, Cascade Water Alliance charges, Metro charges, and monthly service charges;

4.3.3 Amendments to building, plumbing, mechanical, fire, and other construction codes adopted pursuant to RCW 19.27 and 19.27A; and

4.3.4 Other City enactments that are adopted pursuant to state or federal mandates (such as, but not limited to, the City's NPDES Municipal Stormwater Permit) that preempt the City's authority to vest regulations.

4.4 City's Reserved Rights. Notwithstanding any other provisions of this Agreement, pursuant to RCW 36.70B.170(4) the City reserves authority to impose new or different officially adopted regulations of general applicability to the extent required by a serious threat to public health and safety, as determined by the Redmond City Council after written notice and an opportunity to be heard has been provided to Owner.

4.5 Amendments to Agreement. This Agreement may be amended administratively upon a request by the Owner if the request does not result in an increase in the aggregate square footage approved by the Master Plan, does not significantly increase impacts created by the Project, does not meaningfully reduce the public benefits described in Section 13 without reasonable replacement, and does not include a use not approved by this Agreement and the approved Master Plan. Except for the term of this Agreement, any of the dates set forth in this Agreement may be revised administratively by agreement between the Owner and City staff.

5. Term. The term of this Agreement shall be ten (10) years, except as provided in this Section. The City and Owner may agree to extend the term of this Agreement, provided that such extension is approved by the Redmond City Council. The Redmond Zoning Code currently limits the term of a master plan approval in Overlake to ten (10) years, with the potential for a five (5) extension. The City and Owner intend for this Agreement to be in effect for a term concurrent with the Master Plan and intend that any request for extension of the Master Plan will be processed concurrently with an extension of this Agreement, and that any expiration of the Master Plan shall cause this Agreement to expire. The City and Owner agree that if the Master Plan is extended, the term of this Agreement shall likewise be extended for the term of the Master Plan.

6. Development Approvals.

6.1 Flexibility. Detailed plans for development of the Property shall be as approved through the site plan entitlement process and other approval processes set forth in the RZC, as applicable. Road widths, access locations, right-of-way dedications, public amenity spaces, and street and utility improvements shall be governed by the Master Plan and the site plan entitlement approvals. Depictions of building footprints, shapes, square footage, and number of stories in the Master Plan are illustrative only. Such graphics and text in the Master Plan shall not constrain the process of designing and approving individual developments, which shall address applicable city-wide and special design guidelines, codes, and standards. Modifications may be made administratively, and shall exclude only the following; changes in density, changes to housing type, impacts to critical areas, diminishing public benefits, reduction of open space, increase in height, and reduction of retained trees. Any changes to the SPEs for the Project shall remain vested to the Redmond Zoning Code and development regulations as they existed on December 31, 2024, so long as they follow the Administrative Modification procedure and criteria in RZC 21.76.090.D.

6.2 Conditions. The City shall not impose any condition on the Project, or on any development proposal within the Project, that is inconsistent with the Master Plan, except as authorized in this Agreement or otherwise authorized by applicable City codes or state or federal regulations, including but not limited to those codes and regulations set forth in Section 4.3 against which Owner is not vested, or under those circumstances set forth in Section 4.4.

6.3 Development Site/Land Division. Additional legal lots or development parcels within the Property may be modified if approved by the City without amendment of the Master Plan through binding site plans, short plats, subdivisions or the creation of condominiums. Any future land division shall not impact the ultimate size of open spaces,

infrastructure, or other required public amenity space or public benefits or improvements, unless permitted as an administrative amendment to this Agreement and unless the City obtains like public amenity space, public benefits, or infrastructure.

7. Street, Utility, and Frontage Improvements.

7.1 Street and Right-of-Way Improvements. Owner will construct the street improvements as shown in the Master Plan and required by the Master Plan conditions of approval in order to mitigate the transportation impacts associated with the Project. The improvements and associated right-of-way are generally shown on pages 22 and 23 of the Master Plan. Easements and dedications shall be provided for the City of Redmond's review at the time of construction drawing approval and finalized for recording prior to issuance of a civil site permit. The improvements shall be designed and constructed in accordance with the Master Plan and shall comply with the City of Redmond standards and code requirements. Changes to the project that result in administrative amendments to this Agreement under Sections 4.5 and 4.6 will not require additional street and/or right-of-way improvements beyond those described in the Master Plan and this Agreement, so long as the change to the Project generates the same or fewer vehicle trips as the Project prior to the amendment, based on the methodology of the Transportation Impact Analysis accompanying the Master Plan.

7.1.1 Right-of-Way Widths and Dedications. Right of way dedication width and location along 152nd Avenue NE is depicted in the Master Plan. In accordance with RZC 21.52.030.G, where planned street right-of-way or roadway, sidewalk, slope, or utility easement, as indicated by RZC 21.52.030.D, or as necessary to complete a public street, lies within the proposed development along 152nd Avenue NE, Owner shall be required to dedicate the right-of-way and/or easement to the City as a condition of approval, unless stated otherwise in this Agreement. Prior to acceptance of the right-of-way and/or easement by the City, Owner will be required to remove or subordinate any existing private easements or rights that encumber the property to be dedicated, and shall be required to remove any encroachments on such easements or rights-of-way.

7.1.2 Deviations. The City agrees that the Project may qualify for administrative design flexibility under RZC 21.76.070.C. for Administrative Engineering Deviations to road widths, engineering standards, dedications and right of way improvements in the Master Plan. The City agrees to consider such deviations, if the Owner requests such deviations and the deviation requirements in the RZC and the City's Administrative Engineering Deviation Procedure are met. [further detail to be inserted if specific deviations are known at MPD approval]

7.2 Utilities. Any required water mains, sewer mains, and storm drainage facilities will be installed in public right-of-way or in easements acceptable to the City. Any necessary right-of-way and easements shall be dedicated or conveyed to the City. Construction of such improvements shall be in accordance with City standards, including but not limited to, the City's standard construction details and the City of Redmond Stormwater Manual. Owner will construct improvements as shown in the Master Plan and according to the phasing schedule, if any, approved as part of that Plan. No additional utility improvements will be required, except

as may be necessary to meet state or federal mandates against which Owner is not vested under Section 4.3 and except as may be required by the City under circumstances described in Section 4.4. Changes to the Project that result in administrative amendment to this Agreement will not result in additional utility requirements beyond those described in the Master Plan and its conditions of approval, provided that there is no increase in stormwater runoff as the result of the amendment and provided that the utility demands of the amendment do not exceed the capacity of the proposed Master Plan utilities or the City utility system used by the Project. Deviations from the Master Plan that provide materially equivalent utility service and that comply with City standards may be proposed by the Owner and approved administratively by the City staff without amendment of the Master Plan or this Agreement.

7.3 Street Frontage. 152nd Avenue NE is a "Retail Street," which requires 50 percent minimum of the linear sidewalk-level façade to contain pedestrian-oriented uses. RZC Table 21.12.150B; 0021.12.150.C.2.a. Due to site geometry and the limited frontage along 152nd Avenue NE, and the distance that the building is required to be set back from the sidewalk due to the unique shape of the site and the requirement for the driveway alignment, the sidewalk-level façade is determined to be negligible and the requirement for pedestrian oriented uses does not apply.

8. Transportation Impact Fees and Credits.

8.1 Generally. Except as otherwise provided in this Agreement, Owner shall pay transportation impact fees for the Project in effect at the time building permits are issued for each building.

8.2 Calculation of Transportation Impact Fees. The City's method and procedure for calculating net new project demand for mobility units for purposes of transportation impact fees shall be modified for development within the Master Plan Property to account for structures currently existing on the Property ("Existing Structures"). Upon demolition of an Existing Structure, credit for reduction of existing demand for mobility units attributable to such Existing Structure shall automatically accrue to the owner of the Existing Structure. There is one Existing Structure on the Property. The City agrees that Owner will receive credit for the 150 assisted living beds. The credit may be used in whole or part by such owner to reduce the demand for mobility units attributable to such owner's development within the Master Plan Property or may be assigned to another owner or developer of property within the Master Plan Property. Credits may only be used in the calculation of net new mobility unit demand for development within the Property and may not be used in connection with any development located outside of the Property. Consistent with the Redmond Municipal Code ("RMC") 3.10.120, at the time of building permit issuance, the Owner may choose to use the City's standard traffic impact fee rates outlined in the schedules in RMC 3.10.100 for the year of the building permit issuance, or have an independent study conducted to develop unique transportation impact fee rates. All independent fee calculation studies shall meet the standards outlined in RMC 3.10.120 and shall be submitted to the City for review and approval.

8.3 Transportation Impact Fee Credits Generally. Per RMC Ch. 3.10, specifically RMC 3.10.130.A, whenever a development approval is conditioned upon a

developer's conveyance of land and/or construction of specified transportation system improvements, the developer shall be entitled to a credit against the impact fee that would be imposed for the value of the land or property interest conveyed and/or the actual cost of construction. The total amount of credit granted shall not exceed the total amount of the impact fee the Owner is required to pay upon completion of the Project. If the amount of credits available to be applied to a particular building permit or phase exceeds the amount of the impact fee required for that building permit or phase, Owner may apply the remaining credit against impact fees required for future building permits or phases of development. In consideration of Owner constructing the transportation improvements as set forth in this agreement and shown in the Master Plan, the city shall credit against all Redmond transportation impact fees due to the City the total project cost (including land value, design, permit fees, construction costs, and right-of-way dedications) of improvements made and listed in the Redmond Transportation Facilities Plan (TFP) or subsequently added to the plan or its successor. If not already part of the TFP, City staff shall propose for City Council decision the inclusion in the TFP of all transportation improvements listed below. In the event Owner pays all or part of the cost of a TFP project in lieu of construction, the credit shall be in the amount of such payment.

8.3.1 152nd Avenue NE

In order to accommodate Owner construction of transportation improvements prior to City Council decision on inclusion in the TFP, and pursuant to Redmond Municipal Code Chapter 3.10, Section 3.10.130(a), the total cost of improvements shall be estimated prior to any impact fee payment made by Owner and credited against such payment. Owner shall be required to provide a performance assurance device acceptable to the City for the amount of such credit. If the Redmond City Council has approved amendment of the TFP to include any or all the improvements described above as transportation improvements, City shall release Owner from its performance assurance requirement upon completion of the transportation improvements, pursuant to RMC Chapter 3.10, Section 3.10.130.d. In the event the City Council has approved amendment of the TFP and the transportation improvements described above are not included, Owner shall pay the remaining traffic impact fees equal to the amount of the credit received. If the City Council has not yet voted on the TFP by the completion of the Project, Owner shall be required to extend or provide a new performance assurance device in the amount of such credit for the time period of the extension.

8.4 Transportation Impact Fee Credits from Esterra Park Development.
In conjunction with development of "Esterra Park," a Master Planned Development with a Development Agreement located immediately adjacent and south of the Project, the City and master developer of the Esterra Park property, USL2 Overlake Village Center, LLC, entered into that certain "Redevelopment of Overlake Village Administrative Procedures for Impact Fees, Utility Connection Charges and Bonding," which allowed assignment of impact fee credits within the Esterra Park Master Plan. The Esterra Park Master Plan is now complete, and fee credits remain. Subject to the provisions and procedures specified in the Esterra Park Development Agreement, the master developer of the Esterra Park property may transfer ownership of a portion of such fee credits to owners of those properties specified in the Esterra Park Development Agreement, and the City hereby recognizes such credits may be applied to the building permits for the Project if such transfer occurs. The Owner must demonstrate ownership of such fee credits to the City at the time of building permit approval where it intends to seek

application of such credits.

9. <u>Transportation Management.</u>

9.1 Transportation Mitigation. On-site street and right of way improvements required to mitigate the transportation impacts associated with the Project are outlined in the Master Plan. No additional on-site or off-site transportation mitigation will be required for construction of the Project. Changes to the Project that result in administrative amendments to this Agreement will not result in additional transportation mitigation beyond those described in the Master Plan and this Agreement, so long as the change to the Project generates the same or lesser trips as the prior use on the site, based on the methodology of the Transportation Impact Analysis accompanying the Master Plan.

9.2 Transportation Concurrency. Pursuant to RZC 21.52.010.B.7, development proposed in a building permit application submitted to the City on or before December 31, 2026, shall be deemed to have met the transportation concurrency requirements set forth in the RZC, so long as the development generates the same or lesser trips as approved as part of the Master Plan, based on the methodology of the Transportation Impact Analysis accompanying the Master Plan. No additional analysis and no additional transportation concurrency certificates shall be required to construct any development proposed as part of a building permit application submitted to the City on or before this date.

10. <u>Tree Removal and Mitigation.</u> The Project proposes tree removal and replacement mitigation at a 1:1 ratio for tree replacement and 3:1 ratio for landmark tree replacement in lieu of 35 percent retention as allowed pursuant to RZC 21.72.090.B.2 for master plans in urban centers. For purposes of the tree removal and mitigation, the entire Project site will be considered together, and planting shall be considered onsite, even if multiple parcels are created through a Binding Site Plan. The Parties further agree that if it is not feasible to comply with all of the tree replacement requirements in RZC 21.72.080 via onsite tree replacement because of site grades and fire access requirements, then the Owner may complete mitigation to satisfy RZC 21.72.080.E.2 by paying an in-lieu mitigation fee. If applicable, the in-lieu mitigation fee shall be set and paid to the City prior to the issuance of a tree removal permit.

11. <u>Bicycle Parking.</u> The Redmond Zoning Code requires 1 long-term bicycle parking space per multifamily structure unit. RZC Table 21.40.020. The Project includes units with utility and/or laundry rooms which can accommodate long-term bicycle parking. These units will not include separate long-term bicycle parking. Including these units with utility and/or laundry rooms, Owner will provide 60 percent of the stalls that would otherwise be required under the Redmond Zoning Code.

12. <u>Decarbonization Incentive.</u> The Project will participate in the decarbonization incentive set forth in RZC 21.12.170. The City agrees that the Owner has complied with the requirements to achieve the decarbonization incentive for the purposes of land use entitlement. The Owner shall comply with the decarbonization requirements of RZC 21.12.170.B.4 in conjunction with subsequent construction permits for buildings constructed under the MPD.

13. Public Benefits. The City agrees that the commitments made by Owner under this Agreement are in the public interest and provide sufficient public benefit to meet the requirements of RZC 21.76.070.L.3.e. The public benefits delivered by the Project include the following:

13.1 Enhanced Bicycle and Pedestrian Safety Alternative on 152nd. Owner shall, to the extent approved through the SPE process, propose bike lane and sidewalk improvements along 152nd Avenue NE along the Property and connecting to adjacent improvements that better address pedestrian and bicycle safety compared to the City's typical street section.

13.2 Sustainability Measures. Owner shall achieve a LEED Gold or equivalent sustainability rating.

13.3 Public Art. Owner shall provide public art in the form of artwork, sculpture, water features, and/or murals. The Owner will identify local artists to create public art that will enhance the proposed network of plazas throughout the site. The exact locations within the project will be identified in collaboration with the Redmond Arts and Culture Commission.

13.4 Nature Amenity. Owner shall provide 3,000 square feet of publicly-accessible nature amenity on the site (the "Nature Amenity"). The Nature Amenity shall be designed and programmed via the SPE process, and may include active and passive recreational features, public seating, dog park amenities, or other amenities to be determined. The Nature Amenity shall serve both buildings and both parcels, in addition to the public, if a new parcel is established through the Binding Site Plan process.

14. Transfer of Ownership. In the event of transfer of ownership of all or any portion of the Property, the benefits accruing to, and the obligations placed upon the Owner under this Agreement shall run with the land and title to the Property and inure to the benefit of, and be binding upon, each person having any right or title or other legal interest in the Property with respect to that party's interest in the Property. This Agreement shall be deemed to create privity of contract and estate with and among all persons and entities acquiring any interest in the Property subsequent to the date hereof.

15. Miscellaneous Provisions

15.1 Code Citations. All citations and references to the Redmond Zoning Code and Redmond Municipal Code in this Agreement shall refer to those provisions in force as of the date of this Agreement.

15.2 Recording. This Agreement shall be recorded with the King County Department of Records and Elections. The provisions of this Agreement shall run with the land and be binding upon and inure to the benefit of the Parties, their successors in interest and assigns.

15.3 Amendments. Amendments to this Agreement shall be governed by Section 4.5 above.

15.4 Specific Performance. The Parties specifically agree that damages are not an adequate remedy for breach of this Agreement and that the Parties are entitled to specific performance of all terms of this Agreement by any Party in default hereof.

15.5 Governing Law - Venue. This Agreement shall be governed and construed in accordance with the laws of the State of Washington, notwithstanding any conflicts of law provisions. Venue for any litigation under this Agreement shall be King County Superior Court.

15.6 Notices. All notices and other communications required or otherwise provided for by this Agreement hall be in writing and shall be given to the following persons:

City of Redmond:	**Stellar Overlake Terrace, LLC:**
Attention: Carol Helland Director of Planning Community Development P.O. Box 97010 Mail Stop: 4SPL Redmond, WA 98073-9710	[to be inserted]
And to its Attorney:	*And to its Attorney*
[to be inserted]	Hillis Clark Martin and Peterson P.S. Attn: Holly Golden 999 3rd Avenue, Seattle WA 98104

The Parties may, from time-to-time, notify each other in writing of changes in the names and addresses of persons to receive notices and communications and such changes shall become effective upon receipt by the non-notifying Party. Notices shall be deemed received within three days after being placed in the United States Mail, properly addressed and postage prepaid, or upon personal delivery.

15.7 Full Understanding – Construction. The Parties each acknowledge, represent and agree that they have read this Agreement, that they fully understand the terms thereof; that they have had the opportunity to be fully advised by their legal counsel and any other advisors with respect thereto; and that they are executing this Agreement after sufficient review and understanding of its contents.

15.8 Attorney's Fees. If either Party institutes litigation against the other Party to enforce any provision of this Agreement or to redress any breach thereof, the prevailing Party shall be entitled to recover its costs and reasonable attorney's fees incurred in such litigation.

15.9 Severability. If any section, sentence, clause or phrase of this Agreement is determined to be invalid or unconstitutional by any court of competent jurisdiction, the remaining sections, sentences, clauses and phrases shall remain viable and in full force and effect.

15.10 Counterparts. This Agreement may be executed in counterparts, with each Party sending a .pdf of its signature to the other Party via email transmission. This Agreement, when fully executed and signature pages exchanged as provided herein shall be effective as the original document.

15.11 Equal Opportunity to Participate in Drafting. The Parties have participated and had an equal opportunity to participate in the drafting of this Agreement. No ambiguity shall be construed against any Party based upon a claim that such Party drafted the ambiguous language.

15.12 Exhibits. This Agreement includes the following Exhibits:

Exhibit A – Legal Description
Exhibit B – Master Plan
[insert additional exhibits, as needed]

15.13 Final and Complete Agreement. This Agreement constitutes the final and complete expression of the Parties on all subjects relating to the development of the Property. This Agreement supersedes and replaces all prior agreements, discussions and representation on all subjects relating to the development of the Property. Neither Party is entering into this Agreement in reliance on any oral or written promises, inducements, representations, understandings, interpretations or agreements other than those contained in this Agreement and the exhibits hereto.

15.14 Effect of Expiration or Termination. Upon expiration or sooner termination of this Agreement, all rights and obligations of the Parties under this Agreement shall terminate and be of no further effect. All development for which a permit is issued after the expiration or termination of this Agreement shall be required to comply with all applicable development regulations in effect at that time and shall be required to pay impact fees in effect at the time of permit issuance. All development for which a permit is issued after expiration or termination of this Agreement shall be required to satisfy any applicable concurrency requirements notwithstanding the issuance of any concurrency certificate during the effective period of this Agreement. All development for which a permit is issued after the expiration or sooner termination of this Agreement shall be subject to SEPA review if not previously completed and may be conditioned to mitigate any environmental impacts of such development, notwithstanding any mitigation provided during the term of this Agreement and the City shall not be required to credit any mitigation provided during the term of this Agreement against any

mitigation subsequently determined necessary to mitigate the environmental impacts of any development for which a permit is issued after expiration or sooner termination of this Agreement. It is the intent of the Parties that the requirements of this Agreement shall apply only during its term and that once this Agreement has expired or is terminated, all rights created by the terms of this Agreement will have expired or terminated. All conditions of any permit approvals shall continue to apply, however, as long as the development approved by such permits remains on the Property.

[Signature and acknowledgement pages follow]

DRAFT

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first set forth above.

STELLAR OVERLAKE TERRACE, LLC
a Delaware limited liability company

By:_____
Name: _____
Its: _____

CITY OF REDMOND

By: _____
Angela Birney, Mayor

ATTEST:

By: _____
Cheryl D. Xanthos, City Clerk

APPROVED AS TO FORM:

By:_____
Daniel P. Kenny, City Attorney

DRAFT

STATE OF WASHINGTON }
ss.

COUNTY OF _____

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the _____ of [Insert Owner name] to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED: _____ _____

Printed:
NOTARY PUBLIC in and for Washington
Residing at: _____

My appointment expires: _____

STATE OF WASHINGTON }
ss.

COUNTY OF _____

I certify that I know or have satisfactory evidence that Angela Birney is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Mayor of the CITY OF REDMOND, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED: _____ _____

Printed:
NOTARY PUBLIC in and for Washington
Residing at: _____

My appointment expires: _____

DRAFT

Exhibit A
Legal Description of Property

LOT 2 OF CITY OF REDMOND SHORT PLAT NO. SS-82-2-R. AS RECORDED NOVEMBER 3, 1988 UNDER RECORDING NUMBER NO. 811030192, RECORDS OF KING COUNTY AUDITOR: SITUATE IN THE CITY OF REDMOND, COUNTY OF KING, STATE OF WASHINGTON.

DRAFT

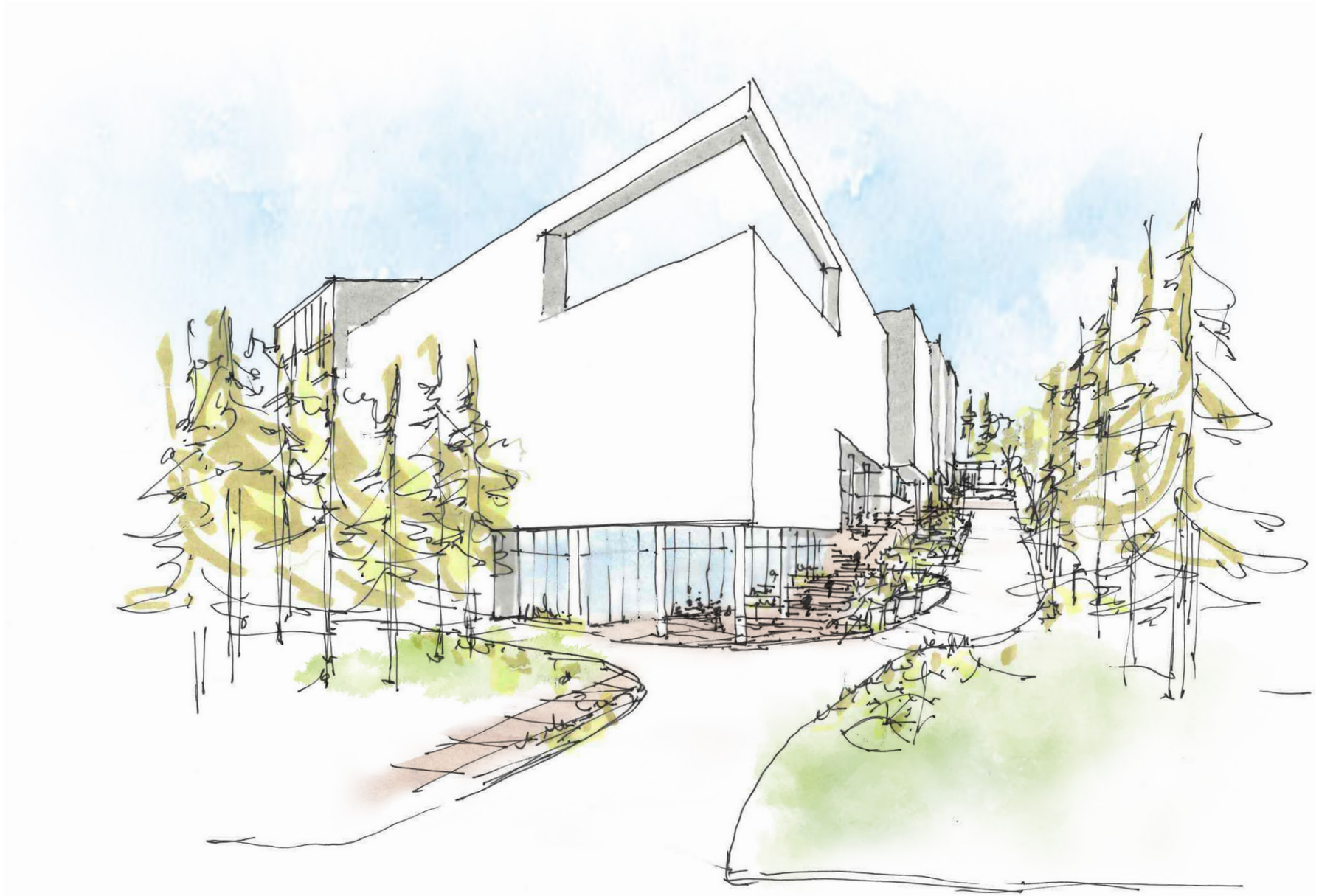
Exhibit B
Master Plan Site Plan

[Attached]

DRAFT

OVERLAKE COMMONS - 2956 152ND AVE NE

Master Planned Development Correction 4 Response // Land Use: LAND-2024-00221
October 15, 2025



CAPSTONE PARTNERS

RUNBERG ARCHITECTURE GROUP

COUGHLIN PORTER LUNDEEN

TENW

Brumbaugh & Associates
LANDSCAPE ARCHITECTURE

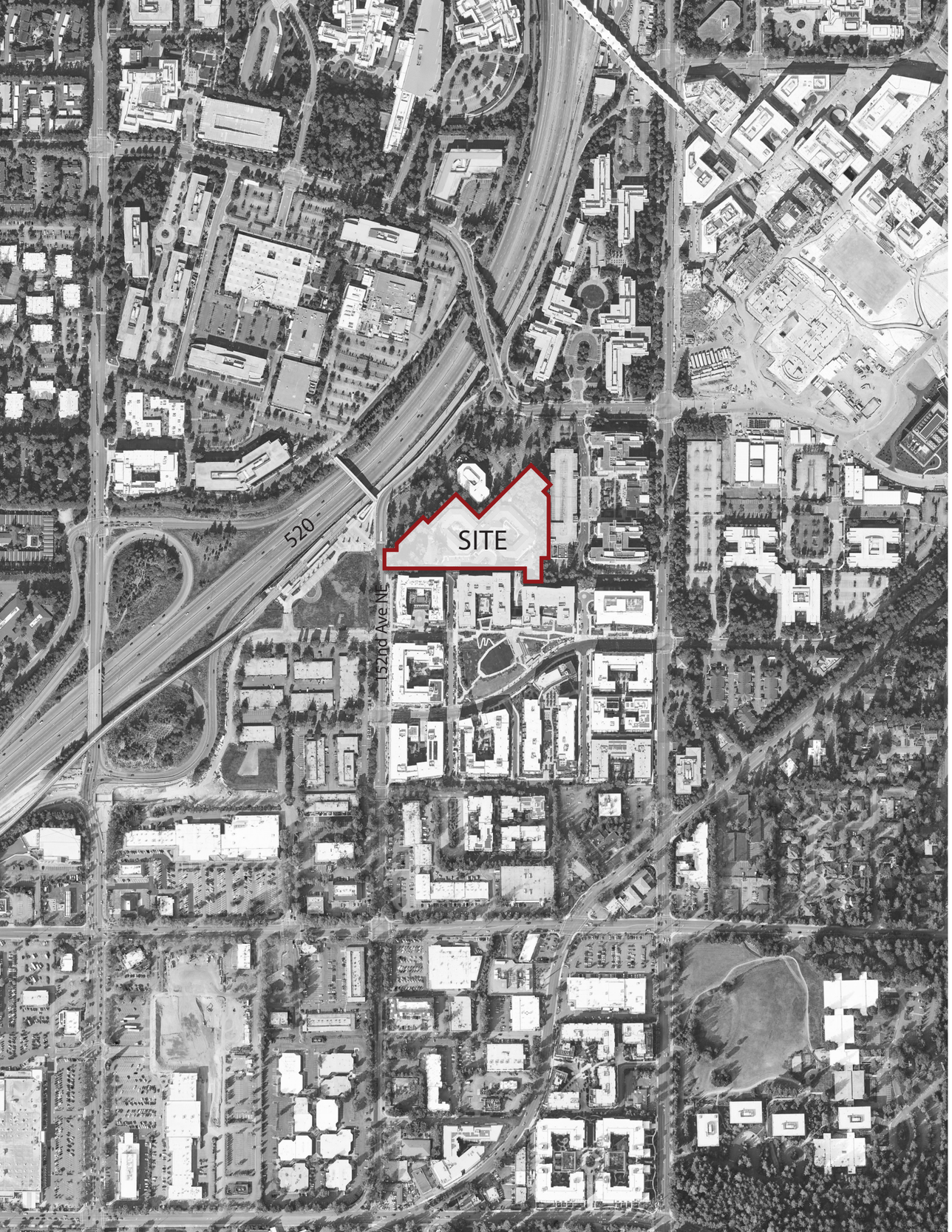


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PROJECT CONTACTS

OWNER

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CIVIL

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OWNER'S REPRESENTATIVE

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dotis@capstone-partners.com

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Kirkland, WA 98033

Contact: Glen DuBreuil
206.395.6776
dubreuil@tenw.com

SURVEYOR

Terrane
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Bellevue, WA 98004

Contact: Jacob Miller
425.458.4488
info@terrane.net



01 PROJECT INTRODUCTION

SURROUNDING AREA

CONTEXT MAP



This uniquely shaped site, immediately across the street from the new transit station, offers both challenges and opportunities. The proximity to the Esterra Park development with its central open space as well as the Microsoft campus provide opportunity to provide a variety of suitable uses. This MPD proposal is for two multi-family residential buildings. The project will also include a private driveway connecting the buildings and providing fire access, and open space and landscape enhancements. The project is anticipated to be developed in a single phase, but construction of each building would occur under separate building permit applications. The two buildings will provide up to 830 units as well as 750 parking stalls.

Project address:	2956 152nd Ave NE Redmond, WA 98052
Site area:	205,486 SF (4.72 ACRES)
Legal description:	Lot 2 city of Redmond short plat no. SS-82-2-R, as recorded November 3, 1988 under recording no. 8811030192, in king county, Washington; Together with non-exclusive easements for ingress, egress and waterline and sidewalk as granted in instrument recorded October 22, 1984 under recording no. 8410220743; Situate in the City of Redmond, country of King, state of Washington.
Zoning:	Overlake Village Zone 1 (OV1)
Street classification:	152nd Ave NE retail street
Zoning Code:	Vested to code in place as of December, 2024
Building code:	2021 IBC with Redmond Amendments

SURROUNDING ZONING

ZONING MAP



OVERLAKE VILLAGE ZONE PRIMARY GOALS

Redmond Zoning Code: 21.12.010 Overlake Village Purpose

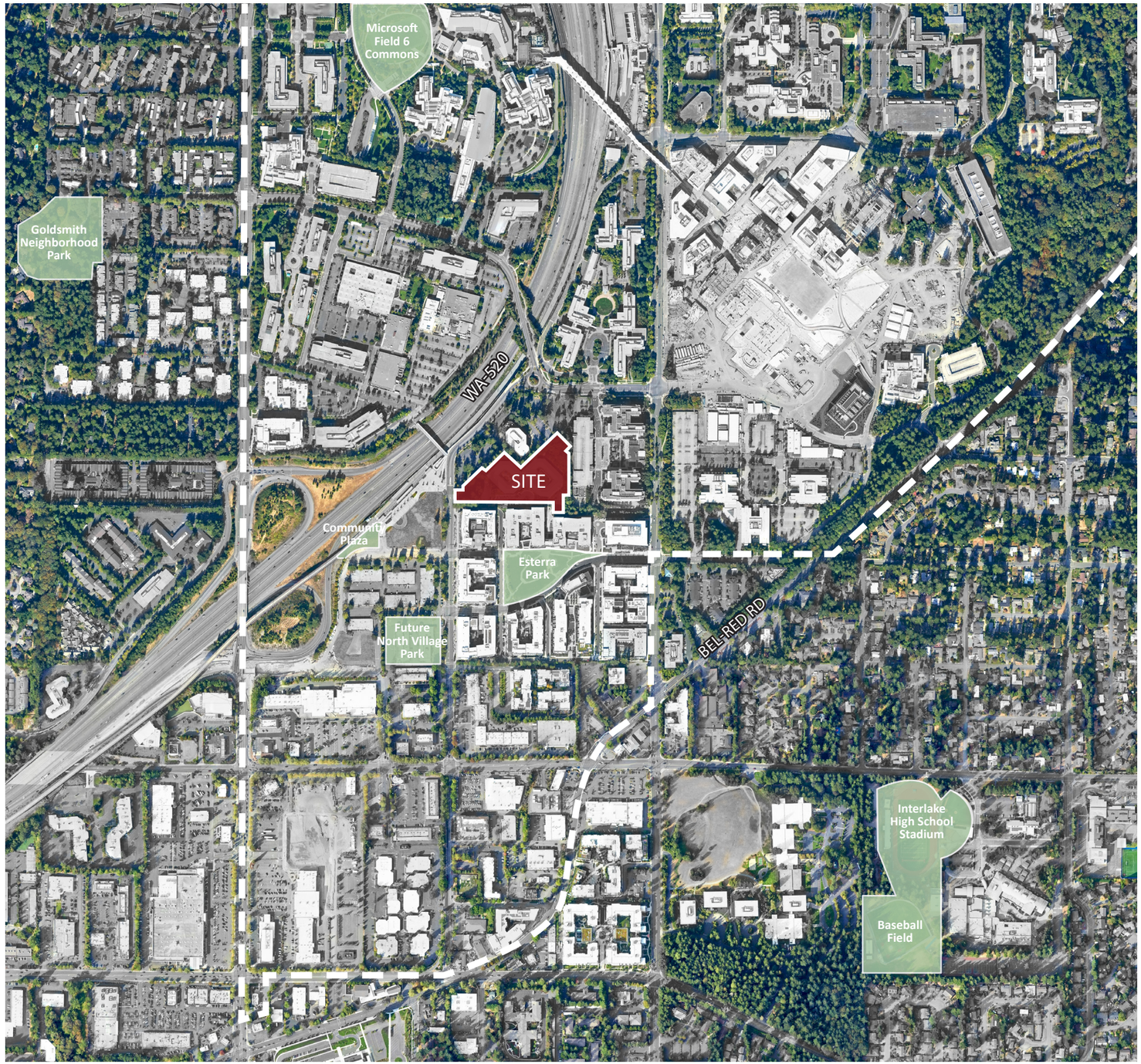
- Encourage a broad mix of multifamily residential and commercial uses and amenities in order to achieve a vibrant, engaging environment and a true urban center.
- Provide for pedestrian-friendly and activating commercial uses on the ground floor of development located along arterials, while allowing residential uses on the ground floor of development along local streets.
- Promote compact, walkable development forms that are conductive to transit use.
- Encourage use of environmentally sustainable site design and building features.

Overlake Village Subarea Policies: Redmond 2030 Comprehensive Plan

- Overlake Village: A mixed-use, pedestrian-oriented area with opportunities to live, work, shop and recreate.
- Encourage new transit-oriented development in order to take advantage of local and regional transit opportunities.
- Recognize the public benefit that can be derived from the site's proximity to the Overlake Village Transit Center, the planned bus rapid transit line, and the planned Sound Transit light rail station by encouraging walkable, transit-supportive development through incentives tied to building height and allowable floor area.
- Include design features that encourage walking and biking to the area and between stores and shopping centers. Locate parking beside, behind or underneath buildings. Include street trees and landscaping to provide green space between buildings and the street.

SURROUNDING OPEN SPACE

CANOPY, GREEN SPACE AND PARKS MAP



OPEN SPACE PRIMARY GOALS

Redmond Zoning Code: Residential Open Space and Landscaping (RZC 21.12.120-130)

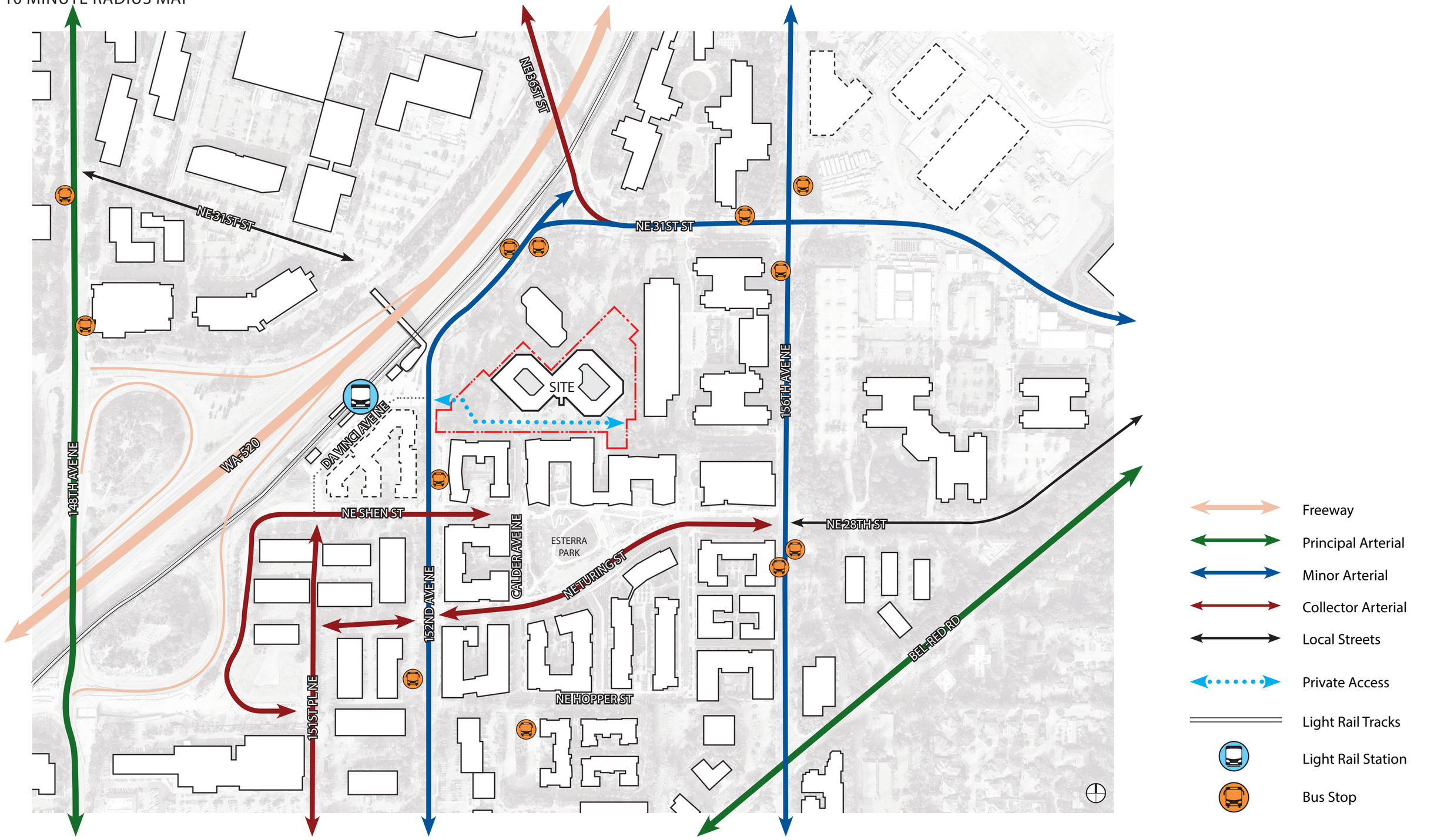
- Provide open space that is open to all residents. Including landscaped courtyards or decks, gardens with pathways, children's play areas, and other multi-purpose recreational or green spaces.
- Open space to be large enough to accommodate functional leisure or recreation activities.
- Design plazas and common usable spaces that create visual interest with a variety of landscape, colors, heights and forms of foliage.
- Provide private open spaces for residents such as balconies or patios.

Overlake Open Area Policies: Redmond 2030 Comprehensive Plan

- Develop and maintain a variety of linkages, such as paths and wayfinding elements, among parks, plazas, and open spaces to create an interconnected system of public spaces that are within walking distance of each other.
- Include plazas, artwork, and other recreation opportunities that augment and enhance public park infrastructure.
- Encourage street trees, trees on site, landscaping, open space and recreational areas to provide a sense of openness for the site and the neighborhood.
- Seek opportunities to create recreational open spaces where people can walk, rest or view natural features by landscaping places, such as utility easements, right-of-way, and unimproved portions of parks, where appropriate.

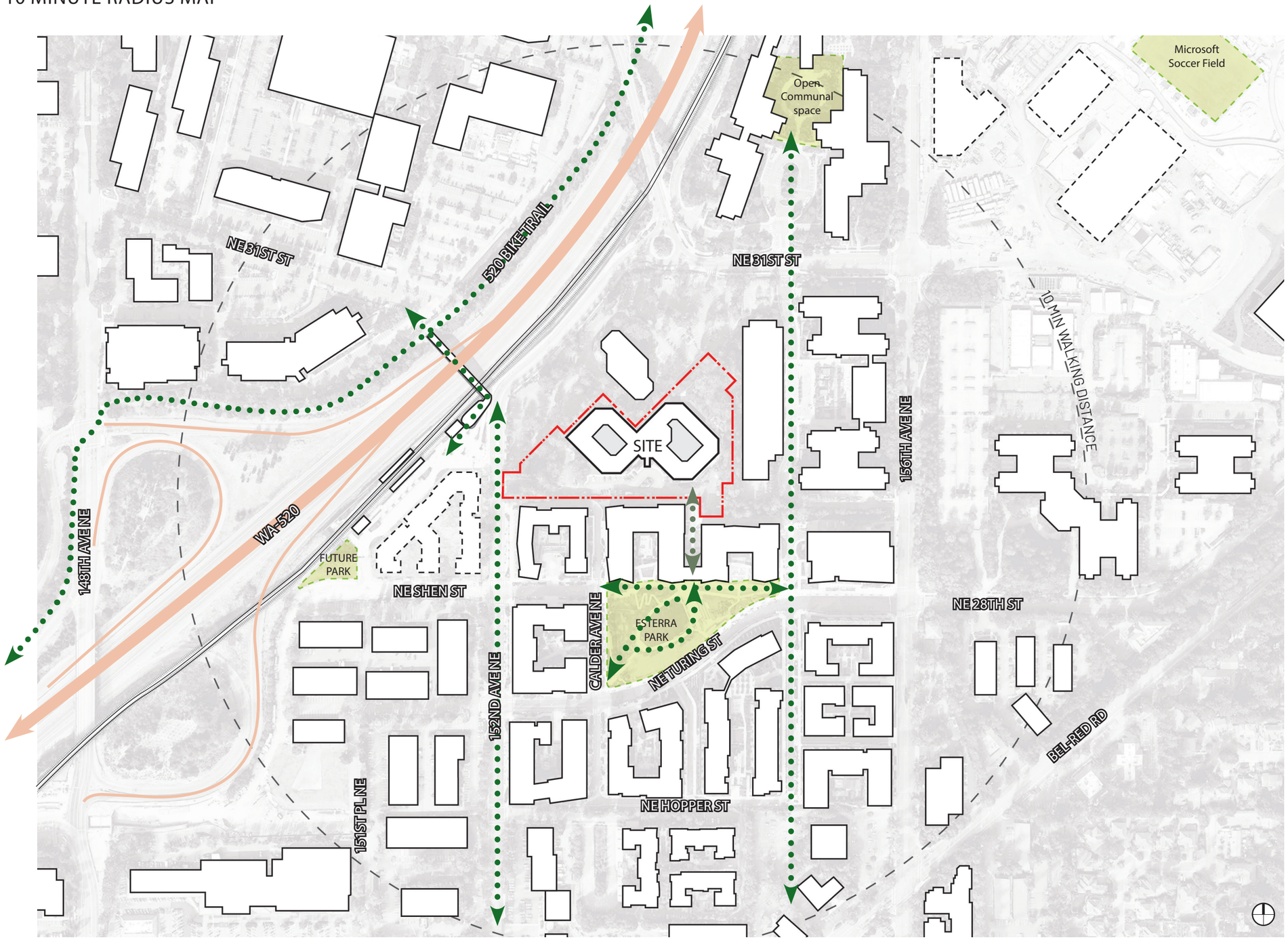
SITE ANALYSIS - TRANSPORTATION

10 MINUTE RADIUS MAP



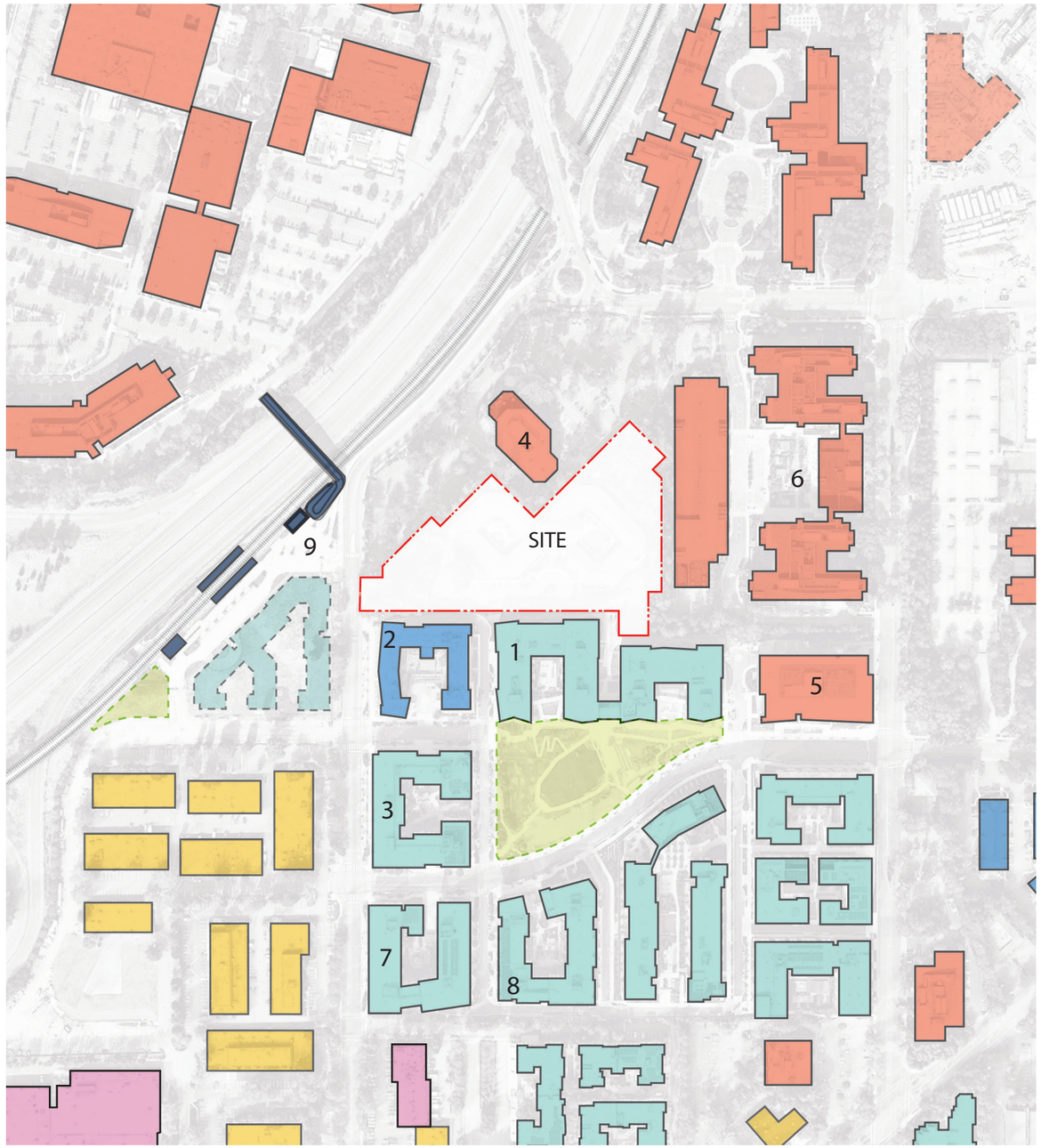
SITE ANALYSIS - PEDESTRIAN OPEN SPACE ANALYSIS

10 MINUTE RADIUS MAP



SITE ANALYSIS - SURROUNDING LAND USE

ADJACENT USES



Office / Commercial | Residential | Hotel | Civic | Retail | Grocery



1. Verde Apartments & Esterra Park



2. Aloft+Element Hotel



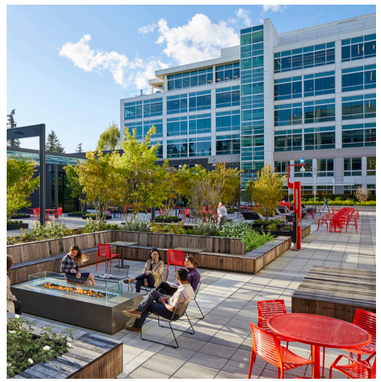
3. AVA Esterra Park



4. Microsoft Bldg 22



5. Microsoft One Esterra



6. Microsoft Bldg 40-41



7. Avalon Esterra Park



8. AVA Esterra Park



9. Overlake Village Station











02 DESIGN CONCEPT

DESIGN CONCEPT AND NARRATIVE



The design of the project is strongly influenced by the site's unique constraints: size, topography, shape, and limited street frontage. The large site (approximately 4.72 acres) has around 60 feet of elevation gain as you transverse the site from west to east. The property line is irregular, with non-rectilinear edges. The whole site has a perimeter of 2,378 feet, but only 80 feet of the perimeter fronts a public right of way (less than 4%). This limited frontage creates an inward focused energy appropriate for the proposed uses that focus on courtyards and plazas provided on site. As an urban project, the site design also includes a focus on creating a strong pedestrian linkage between two key neighborhood features: Esterra Park and Overlake Village Station.

A pedestrian path on the south side of the site links these two nodes. It is the primary organizing element of the site, with the path providing multiple opportunities to connect with the rugged Northwest inspired landscape via a variety of experiences: being immersed in the landscape, perching above it, and traveling through it. The building form and grade change define a variety of large outdoor spaces connected by a path with smaller scaled spaces in between.

The building form enhances this experience, creating two buildings with a communal space between them. The building height steps up with the topography, maximizing views and solar exposure. A simple upper building massing is proposed, lifted off the grade plane, with a texture and materiality that references vernacular architecture found in historic Redmond. At grade, the building and landscape have a richness in materials, textures, and level of transparency. On this site, the primary experience is that of the pedestrian.

SITE CIRCULATION DIAGRAM

TRANSPORTATION CONNECTIONS



Site Access

The uniquely shaped 4.72 acres site offers a variety of constraints in addition to the opportunity of the proximity to the transit station. The project has been working with the City of Redmond and the neighbor to the north to provide an aligned intersection accessing this transit station. The relocation of this driveway further limits the access along 152nd Ave NE and makes any street frontage of the building impossible. In addition, the site grade rises approximately 60' from the west moving east.

Connection

This combination of these constraints creates a bottleneck effect on the site. In response to these conditions; the site design will emphasize strong pedestrian connections to Overlake station and to Esterra Park through the existing Verde Apartment's muse. These two points of connections create a path along the south side of the site that becomes the main organization element of the site design.

SITE PLANNING DIAGRAM

GROUND FLOOR ZONES



Carving Internally Focused Spaces

The building form and grade change define a series of connected outdoor spaces along the hill climb up the site. Each space responds to the programmed spaces inside the building; varying from the most public entry plaza to the most private courtyards for the building users. A semi-public central plaza ties the two buildings together and creates a communal hub for the project. These series of spaces create unique connections along the project.

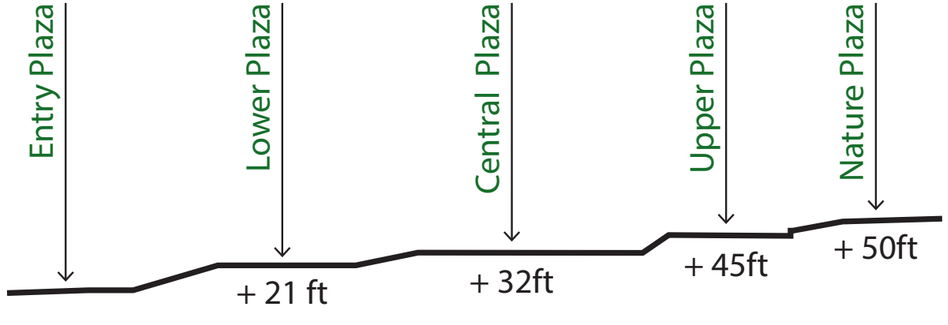
1 Entry Plaza

2 Lower Plaza

3 Central Plaza

4 Upper Plaza

5 Nature Plaza



REDMOND 2030 COMPREHENSIVE PLAN GOALS

LANDSCAPE & SENSE OF PLACE



CC-23
Encourage landscaping that:
- Creates character and a sense of place,
- Retains and enhances existing green character,
- Preserves and utilizes native trees and plants,
- Enhances water and air quality,
- Minimizes water consumption,
- Provides aesthetic value,
- Creates spaces for recreation,
- Unifies site design,
- Softens or disguises less aesthetically pleasing features of a site
- Provides buffers for transitions between uses or helps protect natural features.

OV-74
Seek opportunities to create recreational open spaces where people can walk, rest or view natural features by landscaping places, such as utility easements, right-of-way, and unimproved portions of parks, where appropriate.

RESPONSE:

The landscape design is specifically crafted to emphasize and reflect the character of the Pacific Northwest. The design is linked to Esterra Park, both physically and echoing the character and design. Plantings are used as buffers along the external edges of the site and as features in the sequence of plaza spaces stepping up the hill. This string of open spaces through the utility and access spine along the south of the site offers outdoor amenity and the variety of spaces provides rest, activity and viewing opportunities.

VARIETY OF USES & URBAN CENTER



UC - 11
Coordinate land use and infrastructure plans such that major public or semi-public uses are located near transit stations.

OV - 42
Encourage redevelopment of Overlake Village in order to enhance the attractiveness and functionality of this area as a place to live, work, shop and recreate. Implement requirements for new developments to incorporate housing to support land use, environmental and transportation goals for Overlake.

RESPONSE:

The west side of the site provides limited street frontage but convenient access to the transit station across the street. Placing a plaza in this location emphasizes a mix of public and semi public spaces linked along the south edge of the site, stepping up the hill to provide connection to Esterra Park. The redevelopment of the site will support the density and uses desired in the Overlake Village in close proximity to mass transit.

PUBLIC PLAZA & OPEN SPACE



UC - 20
Size and design plazas and open spaces to meet the needs of those who live, work, and shop in the area. Include among the facilities a place to gather, rest, eat, and engage in active recreational activities that do not require large amounts of space. Provide trees and places for shade and relief.

OV - 20
Recognize the urban park and open space system in Overlake Village as the neighborhood's highest-priority park and recreation need. Achieve the park and open space system through a strategy of City investment together with encouraging future development to include plazas, artwork, and other recreation opportunities that augment and enhance public park infrastructure.

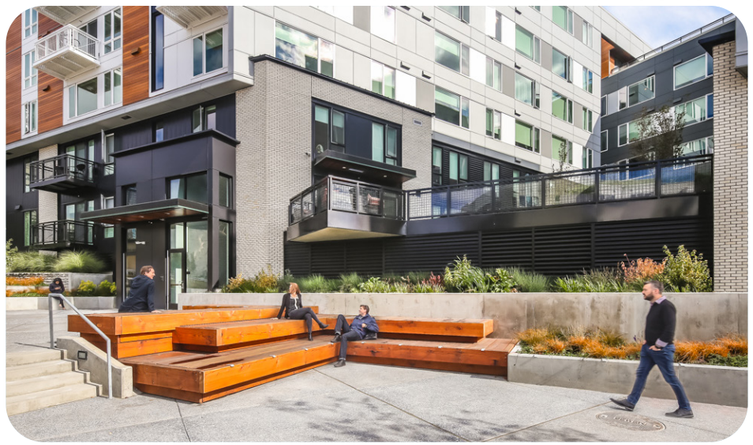
OV - 74
Seek opportunities to create recreational open spaces where people can walk, rest or view natural features by landscaping places, such as utility easements, right-of-way, and unimproved portions of parks, where appropriate.

RESPONSE:

The connection to Esterra Park in one of the primary design drivers of the site and the linkage of the open space throughout the site leads a user through a sequence of spaces. Each open space is uniquely designed to address the uses and provide a variety of character.

OVERLAKE COMPREHENSIVE PLAN GOALS

SUSTAINABLE CONSTRUCTION



CC-1
Maintain Redmond's vision for its size and character while balancing its regional role in meeting transportation needs, caring for the environment, and meeting the demands for growth.

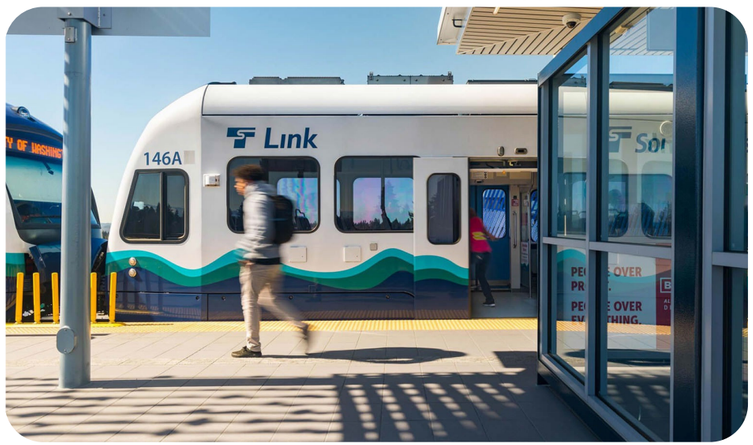
NE-12
Encourage environmentally friendly construction practices, such as Leadership in Energy and Environmental Design (LEED), King County Built Green, and low-impact development.

OV - 15
Encourage the use of green building techniques and low-impact development methods, such as green roofs, bioswales and rain gardens.

RESPONSE:

The density and character of the project blends with the newly established Esterra Park neighborhood. The strong commitment to designing environmentally sustainable spaces extends to the material selection, mechanical systems, electrification strategies, drought tolerant landscape selection and green stormwater strategies.

ALTERNATIVE MODES OF TRANSIT



FW - 15
Promote a development pattern and urban design that enable people to readily use alternative modes of transportation, including walking, bicycling, transit and carpools.

LU-8
Design developments to encourage access by modes of travel other than driving alone, such as walking, bicycling and transit, and to provide connections to the non-motorized system.

OV-36
Consider reducing parking requirements for developments near transit stations. Consider eliminating minimum parking standards as regional and local transit service in the neighborhood improves, as light rail is provided to the neighborhood, or as parking demand data indicate it is appropriate.

RESPONSE:

The proximity of the new transit station will promote alternative modes of transportation. The design of the project extends this impact by providing strong pedestrian connection to the station and provides support for bicycling and walking. A parking reduction for the project is requested to reflect the shift from a car based transportation preference to a transit focused approach.

PEDESTRIAN CONNECTION & NEIGHBORHOOD LINKAGE



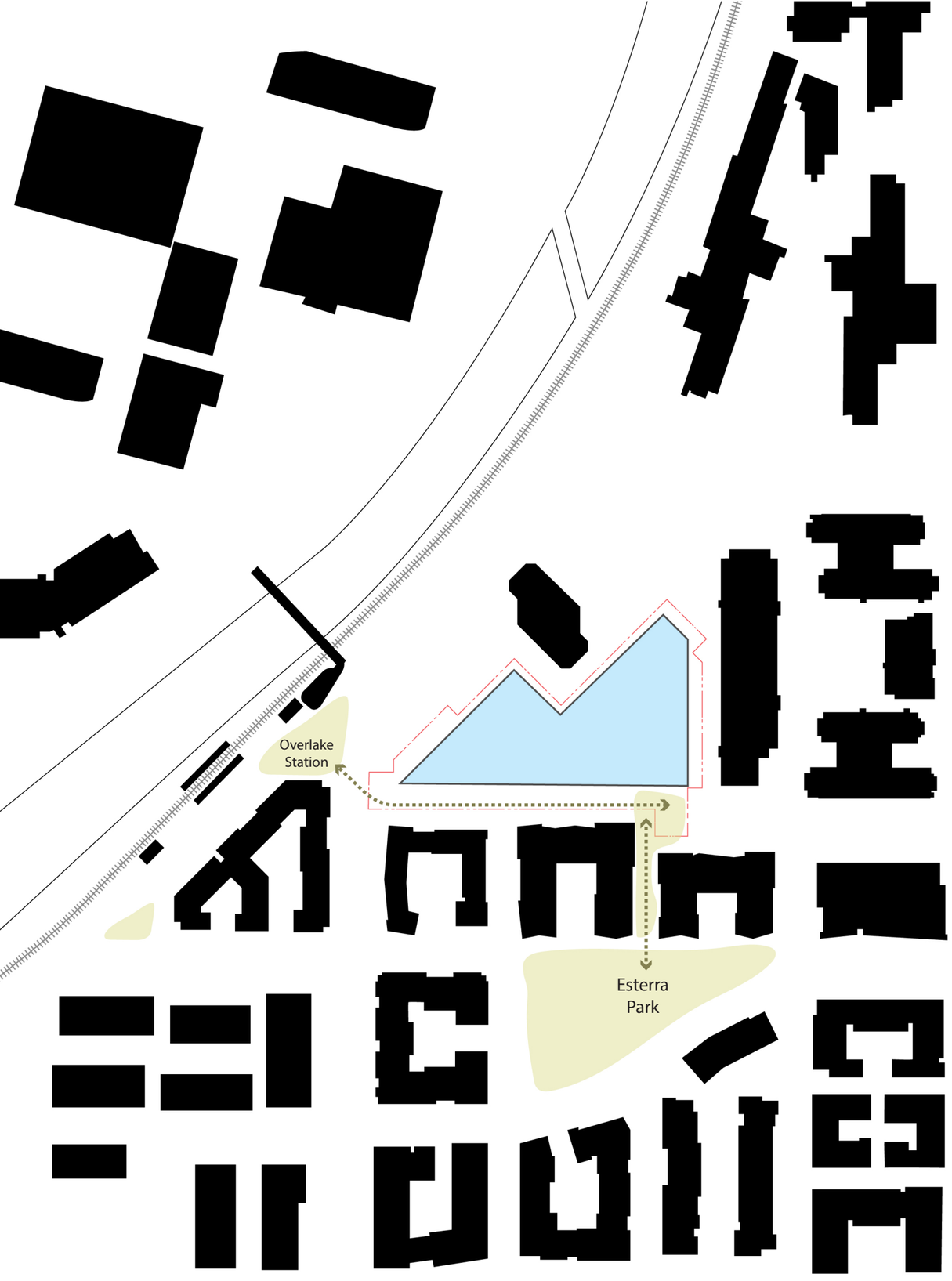
OV - 27
Increase mobility within Overlake and provide for convenient transit, pedestrian and bicycle routes to and from Overlake.

UC- 18
Develop and maintain a variety of linkages, such as paths and wayfinding elements, among parks, plazas, and open spaces to create an interconnected system of public spaces that are within walking distance of each other.

CC-10
Provide links to public places to encourage their use through such means as:
• Providing safe and convenient pedestrian walkways

RESPONSE:

Pedestrian paths and safe bike lane transitions help increase mobility and safety. The connection to Esterra Park will benefit the users of the site as well as the greater neighborhood by expanding the amenity options and connection to open spaces.



03 SITE PLAN

SITE PLAN

FAR		Unit Count		Parking Count	
East Area:	400,000 SF	East Building:	460 Units	East Building:	410 Stalls
West Area:	320,000 SF	West Building:	370 Units	West Building:	340 Stalls
Gross Area:	720,000 SF	Total (Up To):	830 Units	Total:	750 Stalls
Site FAR:	3.95				

Alternative minimum parking demand is 0.62 stalls/unit per TENW study dated 09/26/24



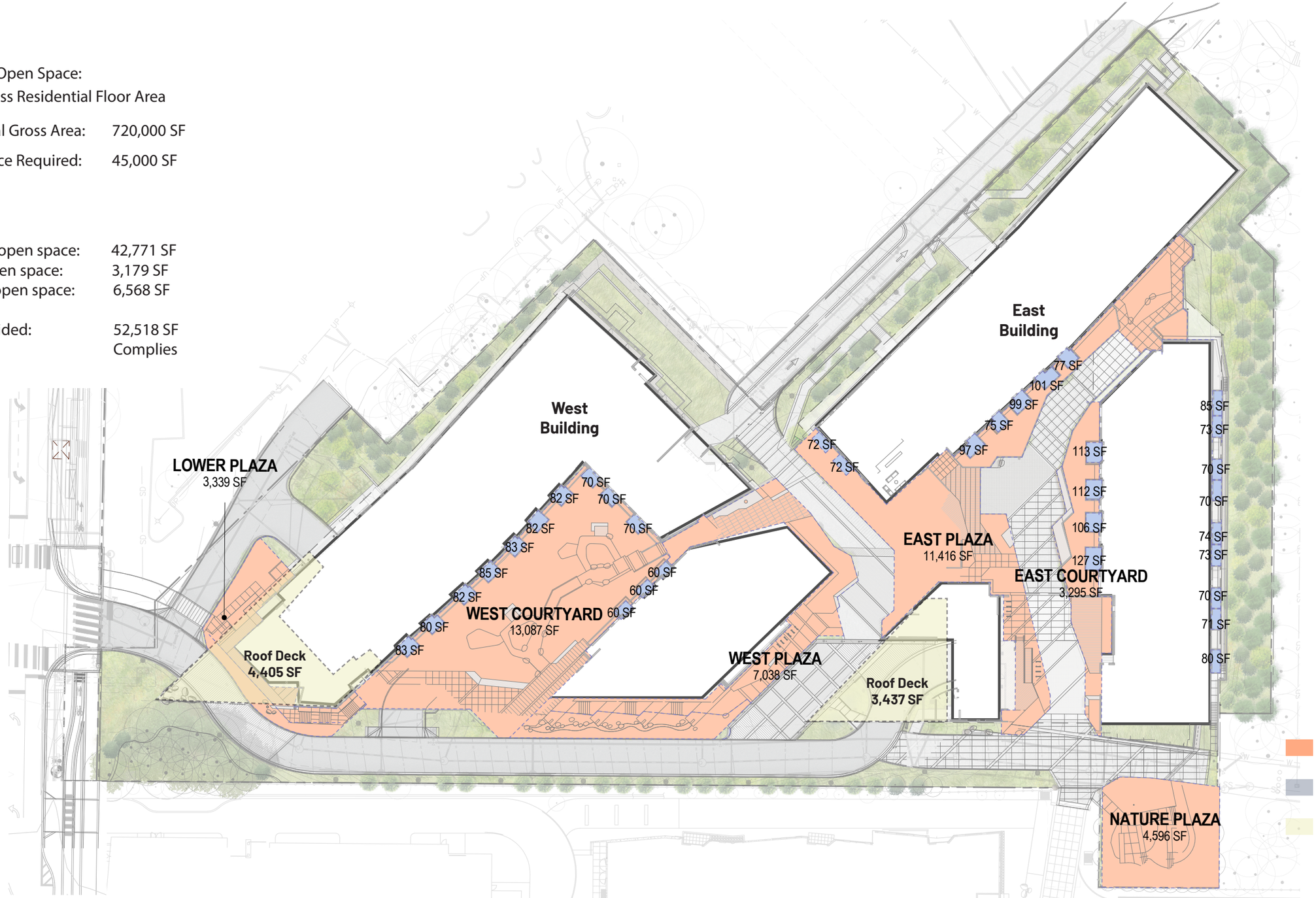
OPEN SPACE PLAN

Required Open Space:
6.25% Gross Residential Floor Area

Residential Gross Area:	720,000 SF
Open Space Required:	45,000 SF

Provided:

Common open space:	42,771 SF
Private open space:	3,179 SF
Roof top open space:	6,568 SF
Total Provided:	52,518 SF Complies



LANDSCAPE PLAN

1 WEST ENTRY PLAZA
- Under cover of building above
- Plaza connected at grade to streetscape at 152nd with concrete paving that crosses drive and unifies the pedestrian circulation space

2 WEST HILL CLIMB
- Pedestrian circulation path and stairs follows grade up the slope to the west courtyard, and over garage portal
- Low landscape creates separation between drive and pedestrian path

3 GARAGE ACCESS

4 WEST COURTYARD
- Passive spaces for strolling and seating in a park-like setting
- Pedestrian pathway through meadow landscape and up to central courtyard space
- Outdoor spaces connect to primary pedestrian circulation path creating active southern edge for socializing and gathering in larger groups
- Comfortable furniture at small niches nestled into landscape

5 SOUTH HILL CLIMB
- Continuation of pedestrian circulation up the hill.
- Pedestrian path is visually connected to adjacent storm water conveyance landscape that flows down the slope

6 VEHICLE DROP OFF
- Drop off plaza for both buildings
- Accent paving differentiates space from vehicle circulation and fire lane

7 CENTRAL PLAZA
- Pedestrian plaza and fire lane access connects building entry lobbies and provides outdoor seating and pedestrian circulation.
- Landscape, benches, and site furniture delineate edges of fire access.

8 FIRE LANE
- Fire access lane

9 EAST PORTAL
- Fire access and pedestrian circulation
- Outdoor, undercover space connected to work and fitness spaces

10 EAST COURTYARD
- Outdoor spaces for socializing and gathering, strolling, and seating
- Overlook to plaza below
- Residential patios are separated from common space with landscape and trees for privacy
- Fire lane access

11 EAST PARK SPACE
- Open space for strolling, gathering, dog walking
- Benches and pathways tucked into landscape under tree canopy to create a park-like setting

12 DRIVEWAY

13 TRASH / LOADING



Scale: 1" = 60'

60'

TREE PRESERVATION PLAN

- Landmark Trees to be Removed
- Significant Trees to be Removed
- Other Trees to be Removed
- Significant Trees to Remain
- Off-Site Trees

Summary:

Existing Trees on Site:	226
Required Retention:	35% / 79 trees
Significant Trees to Remain:	38
Landmark Trees on Site:	9
Landmark Retained:	0
Replacement Trees Required:	206 Trees
Significant Trees:	1:1= 179 Trees
Landmark trees:	3:1= 27 Trees
Replacement Trees Provided:	213 Trees

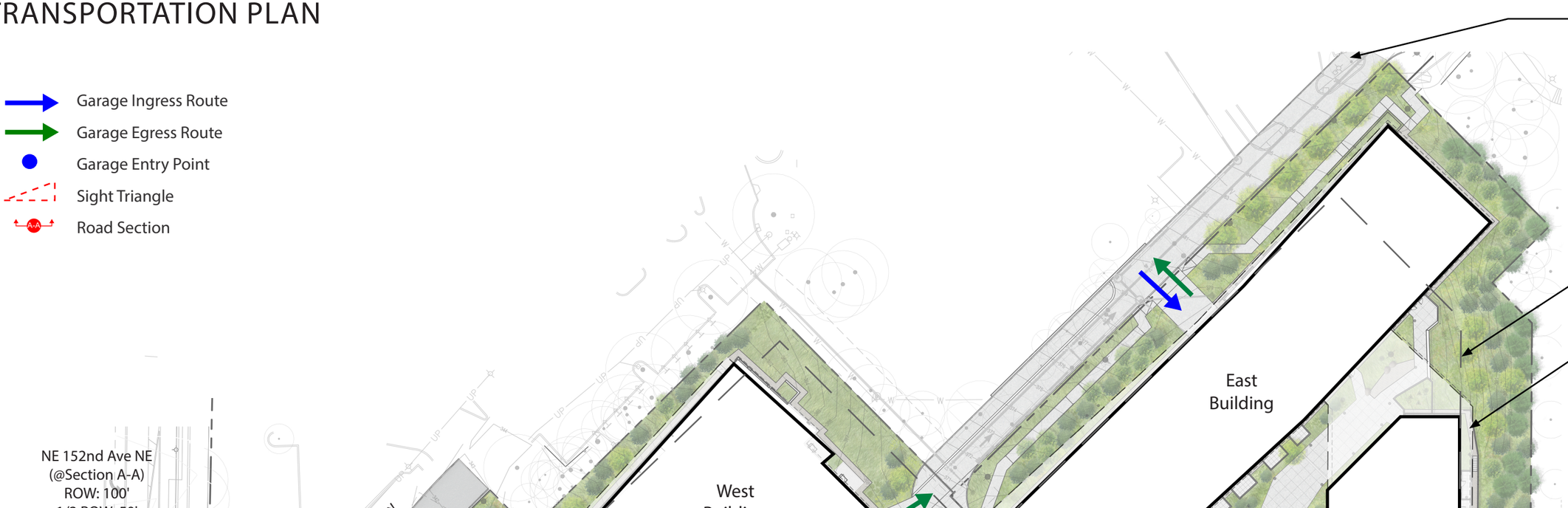


Scale: 1" = 60'

60'

TRANSPORTATION PLAN

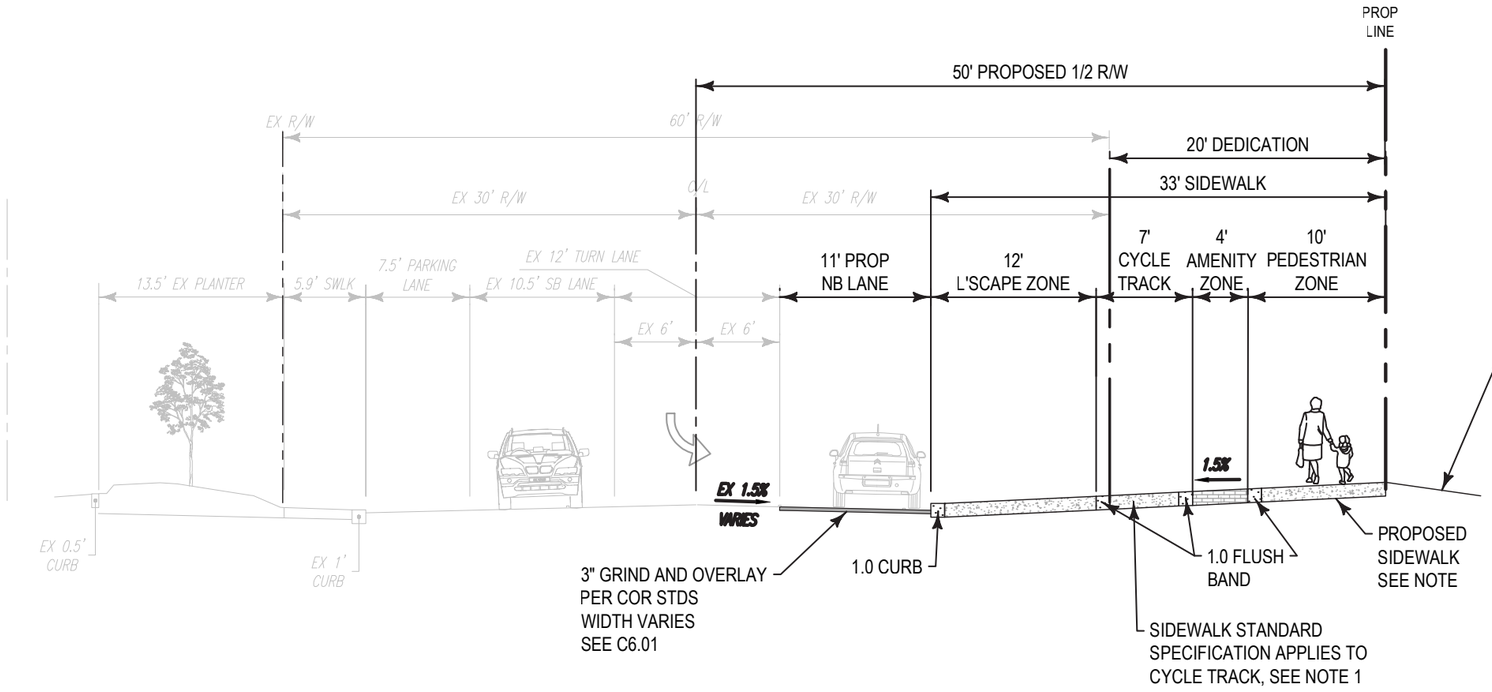
- Garage Ingress Route
- Garage Egress Route
- Garage Entry Point
- Sight Triangle
- Road Section



Scale: 1" = 60'

60'

STREET SECTION

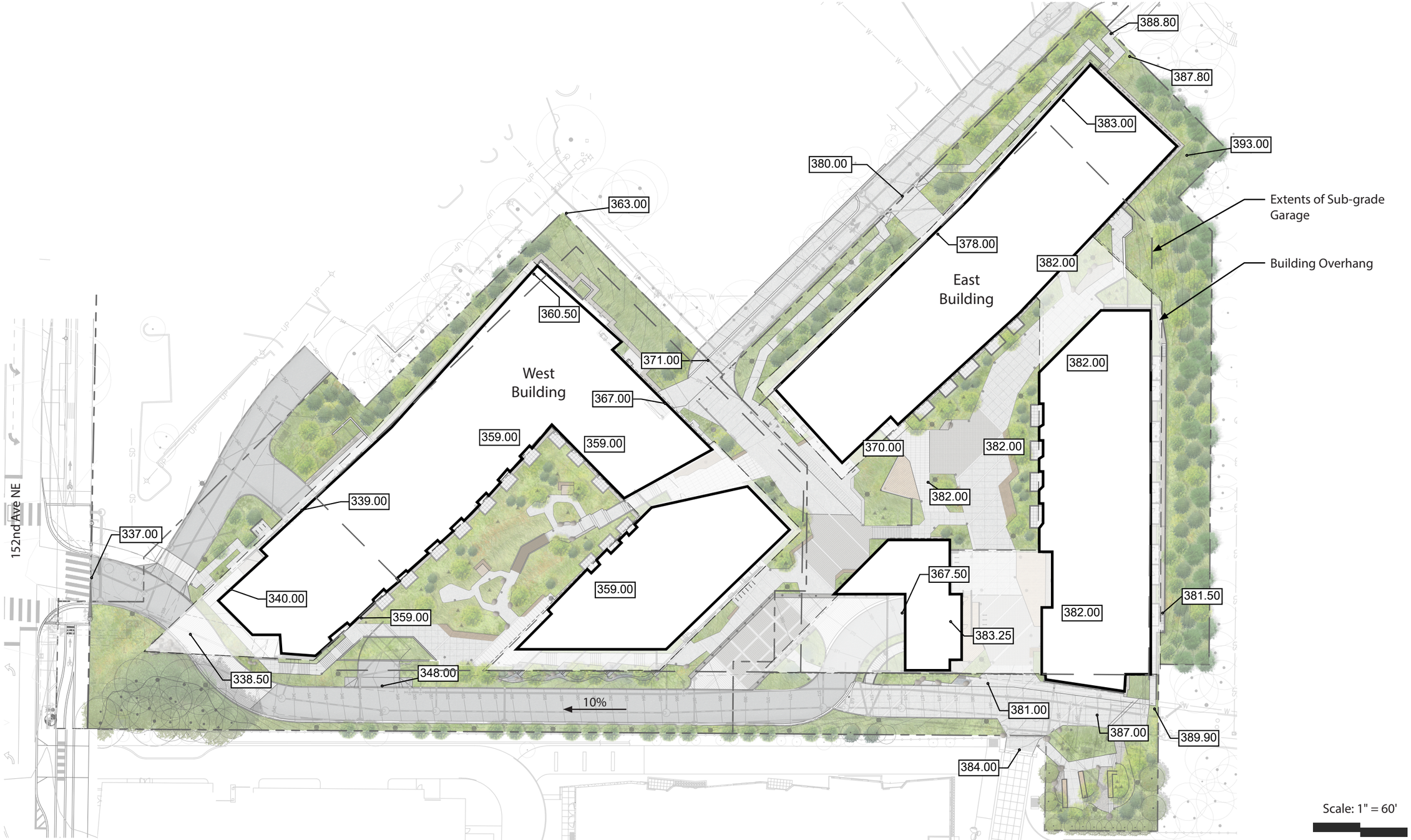


NOTES:
(1) CONCRETE SIDEWALK MATERIAL AND DEPTH PER COR STD 301 AND COR STD 303. SIDEWALKS TO BE SCORED 2' PER OVERLAKE VILLAGE STREET DESIGN GUIDELINES, PAGE 70.
SIDEWALK CROSS SLOPES TO BE 1.5% (2.0% MAX)
(2) ALL ASPHALT PAVEMENT DEPTH AND MATERIAL FOR TRENCH RESTORATION OR OTHERWISE PER COR STD 301 WITH 4" HMA CLASS 1/2" PG 64-22 OVER 5" HMA CLASS 1" PG 64-22, OVER 4" OF 1 1/4" MINUS CSBC
(3) ALL CURB INCLUDING EXISTING CURBS AND NEW CURBS WILL MEET THE COR STANDARDS AND DETAILS. DETAILS WILL BE SHOWN DURING CCR.

Section AA: 152nd Ave NE-APPROX STA 50+00

1" = 10'

GRADING PLAN



Scale: 1" = 60'

60'

STORM PLAN

- Existing Storm to Remain
- Existing Storm to Remove
- Proposed Storm
- Type I Catch Basin
- Type II Catch Basin

EX 36" CONC — Pipe Size; Pipe Material



Scale: 1" = 60'

60'

SEWER PLAN

- Existing Sewer to Remain
- Existing Sewer to Remove
- Proposed Sewer

EX 18" 1.1% PVC SS ← Pipe Size

Slope and Pipe Material

- New SSMH



Scale: 1" = 60'

60'

WATER PLAN

- Existing Water to Remain
- Existing Water to Remove
- Proposed Water
- Proposed Fire Hydrant
- Removed Fire Hydrant

Installation Year
Pipe Size
Pipe Material

West Building 4" Domestic Water Meter and Connection

20' Water Easement

Water Main Constructed by Others

West Building 6" Fire Water Connection FDC & PIV

152nd Ave NE

12" Water Main Tee Capped for Future Use and Extension by Adjacent R22 Project

Connect to existing 12" Water Main

Replace Existing 10" Water Main with New 12" Water Main

Extents of Sub-grade Garage

Building Overhang

East Building

West Building

East Building 4" Domestic Water Meter and Connection

East Building 6" Fire Water Connection FDC & PIV

Connect to Existing 12" Water Main

31'-33' Utility Easement

Scale: 1" = 60'

60'

FIRE ACCESS PLAN

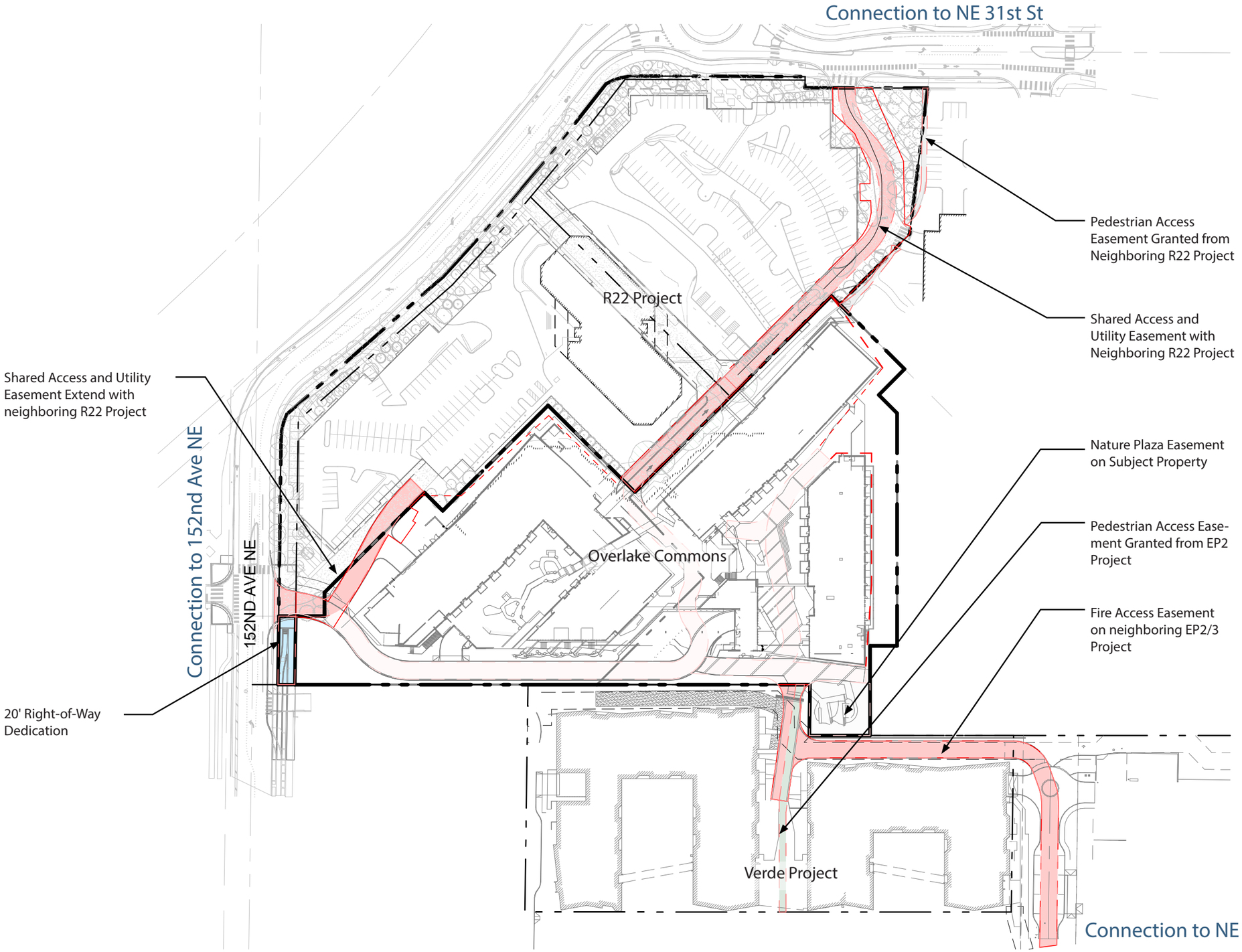
- Proposed Fire Hydrant
- Proposed Post Indicator Valve
- Proposed Fire Department Connection
- Emergency Vehicle Access



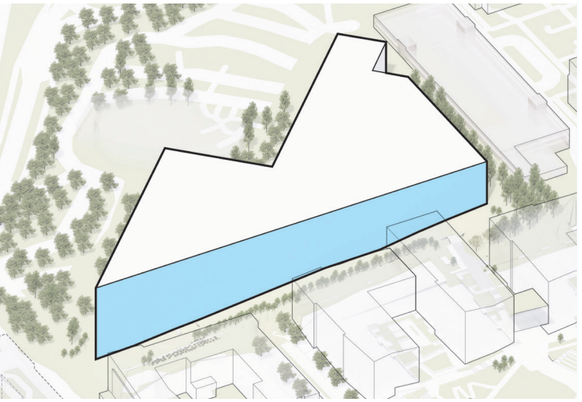
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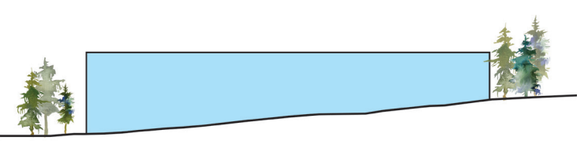
60'

EASEMENT COORDINATION PLAN

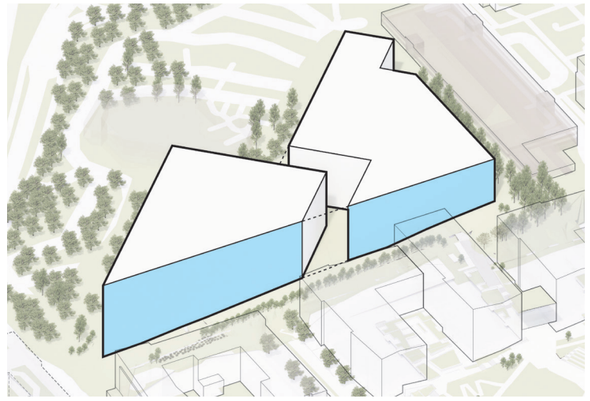


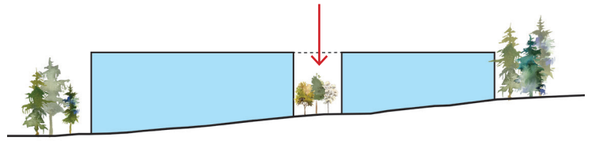
HEIGHT AND BULK STUDY



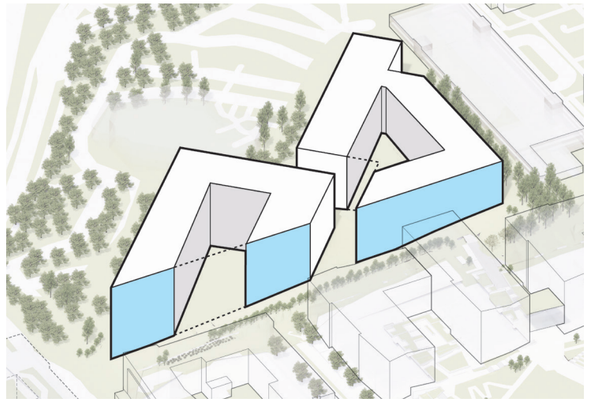


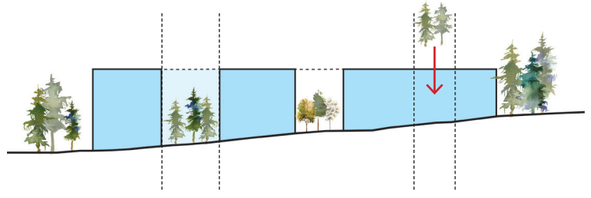
Design Goal 1
Maximize the usable site area.



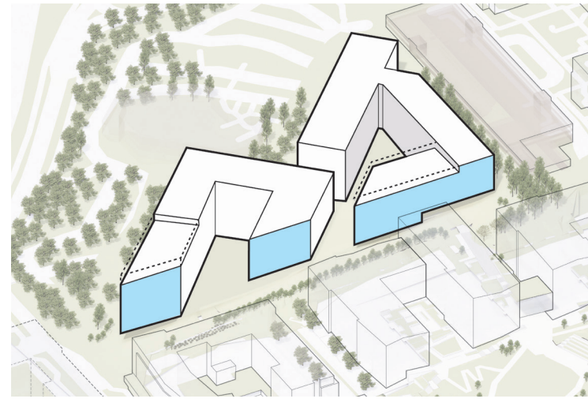


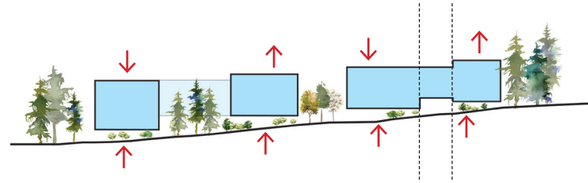
Design Goal 2
Establish a shared communal space by splitting the development into two buildings (west and east)





Design Goal 3
Maximize southern solar exposure and views by carving out south facing courtyards





Design Goal 4
Accentuate hill climb and enhance pedestrian realm by lifting ground level massing and reduce scale by lowering & lifting top levels

SHADING ANALYSIS

9 AM

12 PM

3 PM

SUMMER SOLSTICE







SPRING / FALL EQUINOX







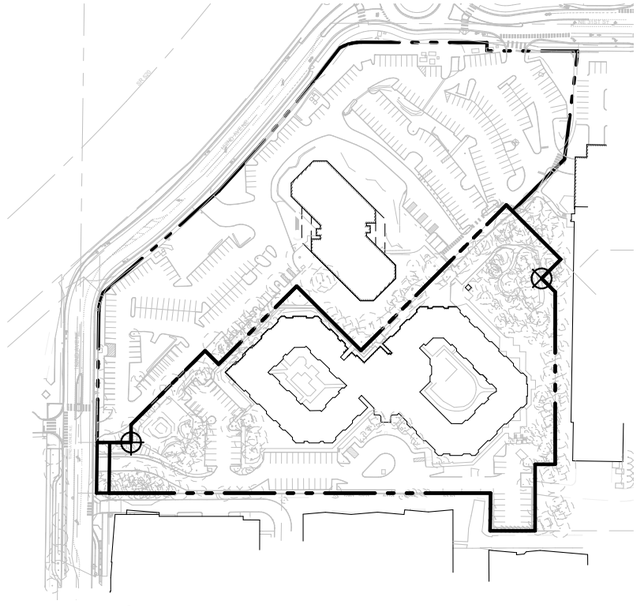
WINTER SOLSTICE



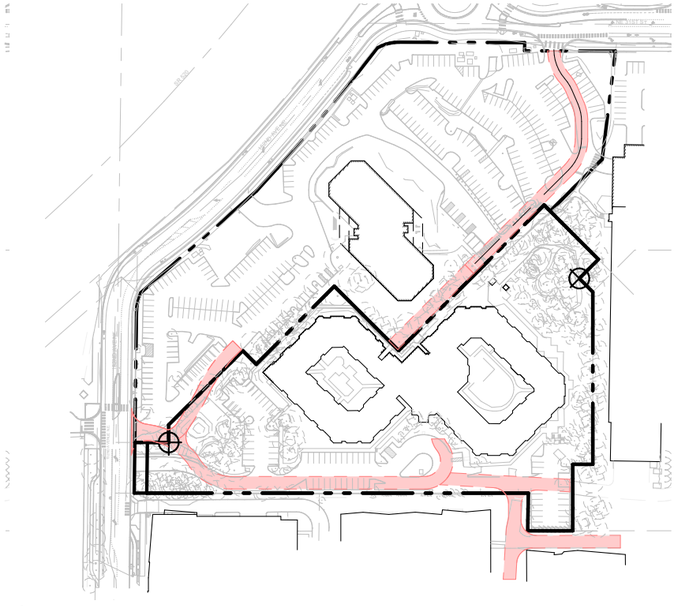




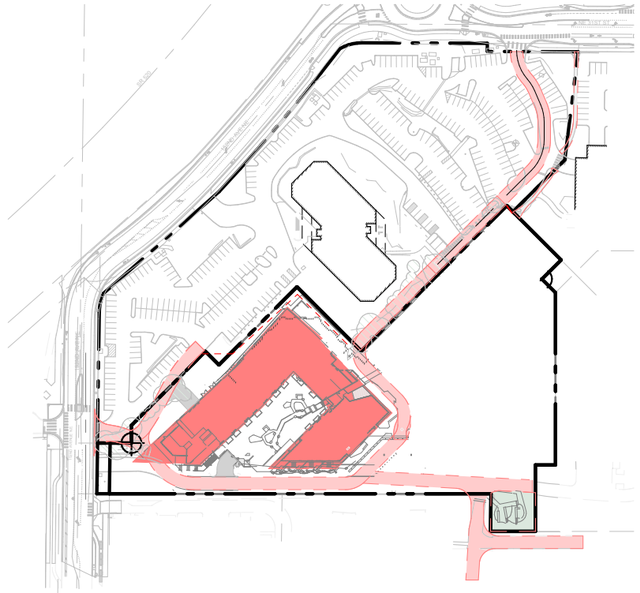
PROJECT COORDINATION AND SEQUENCING



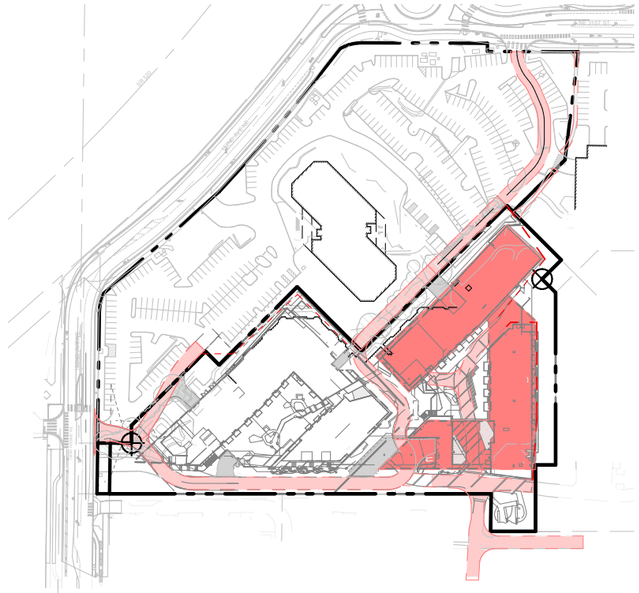
Existing Condtion



Phase 0



Assumed Phase 1



Assumed Phase 2

04 ZONING SUMMARY

ZONING SUMMARY

GENERAL INFO
Address: 2956 152nd Ave NE
Zone: Overlake Zone 1 (OV1)
Residential uses are emphasized as part of mixed-use developments.
Easements: See Site Survey for Easements
Site Area:4.72 acres

21.12.020 OV MASTER PLANNING
Master plans are required for developments encompassing at least three acres (site requirements shall be administered on the area controlled by the approved master plan rather than a site-by-site basis)

TABLE 21.12.040B BASIC DEVELOPMENT STANDARDS
85% max impervious surface; 15% max landscaped area.

21.12.090 OV FLOOR AREA
Base FAR: 2.5
Max FAR: 4.0

21.12.170 OV INCENTIVE PROGRAM (TABLE 21.12.170A)
Item 4: Decarbonization
Maximum stories allowed in the zone for all buildings (residential and commercial) within the project limit,
Additional 1.5 FAR for residential uses, and
Maximum FAR allowed in the zone for commercial uses.

21.20.030.C AFFORDABLE HOUSING
At least 10 % of the units in new housing developments must be affordable housing units.

21.12.120 OVERLAKE RESIDENTIAL USABLE OPEN SPACE
Required: 6.25% gross residential floor area
Includes:
- Common Open Space: Courtyards, Decks, Play Areas, Etc. (No Limit)
- Average Min Dimension 20', No Dimension Less Than 12'
- Private Open Space Balconies, Patios (Up To 50%)
- Minimum 50 Sf, No Dimension Less Than 5'
- Rooftop Open Space (Up To 50%)

Excludes:
- Parking Areas, Driveways, Pedestrian Access
- (Except If Open Space Is 18' Or Wider)

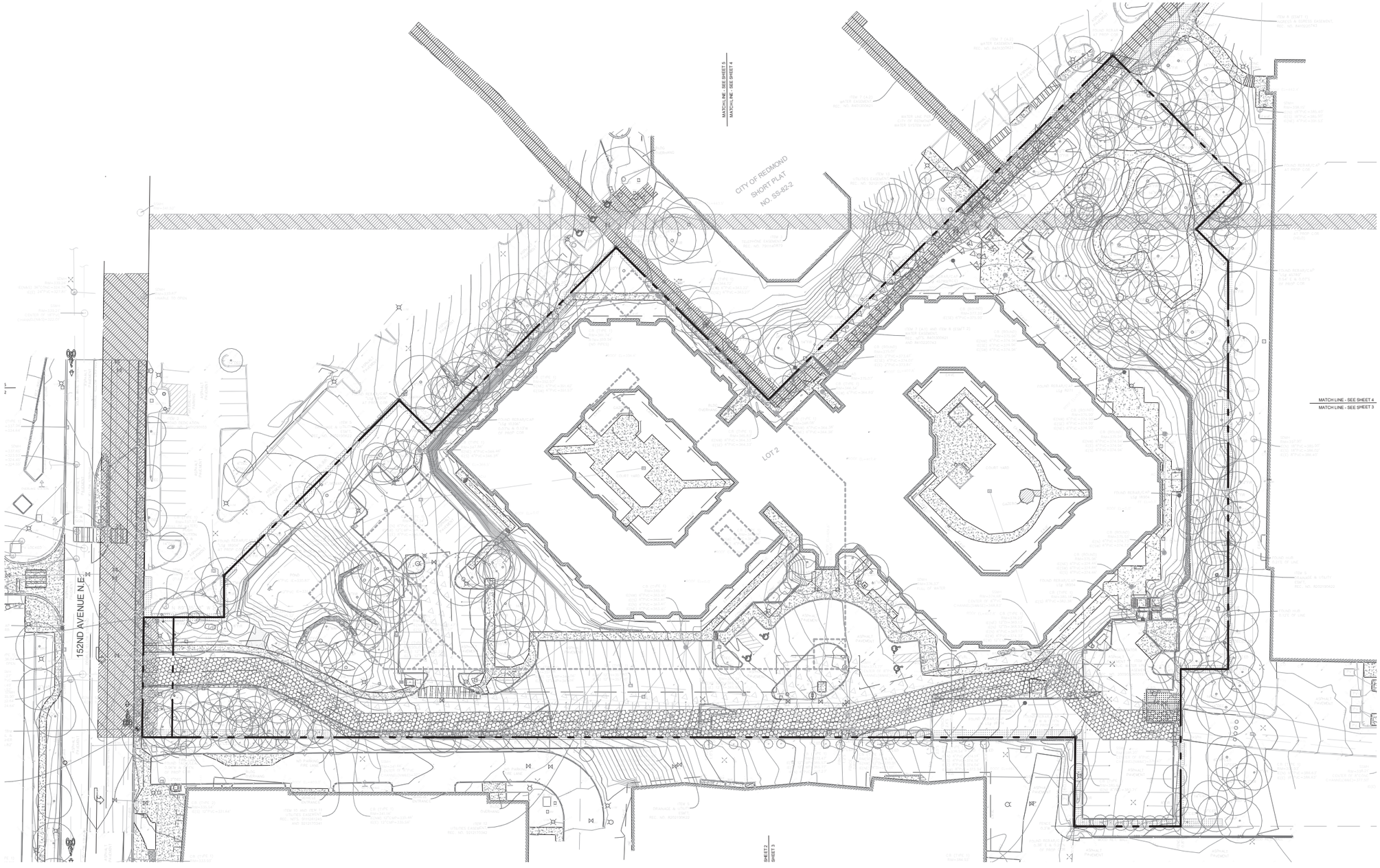
21.12.110 OV PARKING STANDARDS
B. Alternative parking standards may be specified in a City-approved Master Plan or site plan when a change is supported by the Overlake Parking Management Plan, a City review of parking in one or more Overlake zones, or a property owner-initiated parking analysis.

21.40.010.D.2 ALTERNATIVE MINIMUM PARKING
The administrator may approve alternate minimum parking requirements, where applicant demonstrates with a parking study that alternative requirement will provide sufficient parking.

TABLE 21.12.040b PARKING REQUIRED
Residential:
Minimum Parking: 1.0 / Unit
Maximum Parking: 2.25 / Unit
Guest Space: 1 Per 4 Units
Non-residential:
Minimum Parking: 2.0/1000 SF GFA
Maximum Parking: 3.0/1000 SF GFA

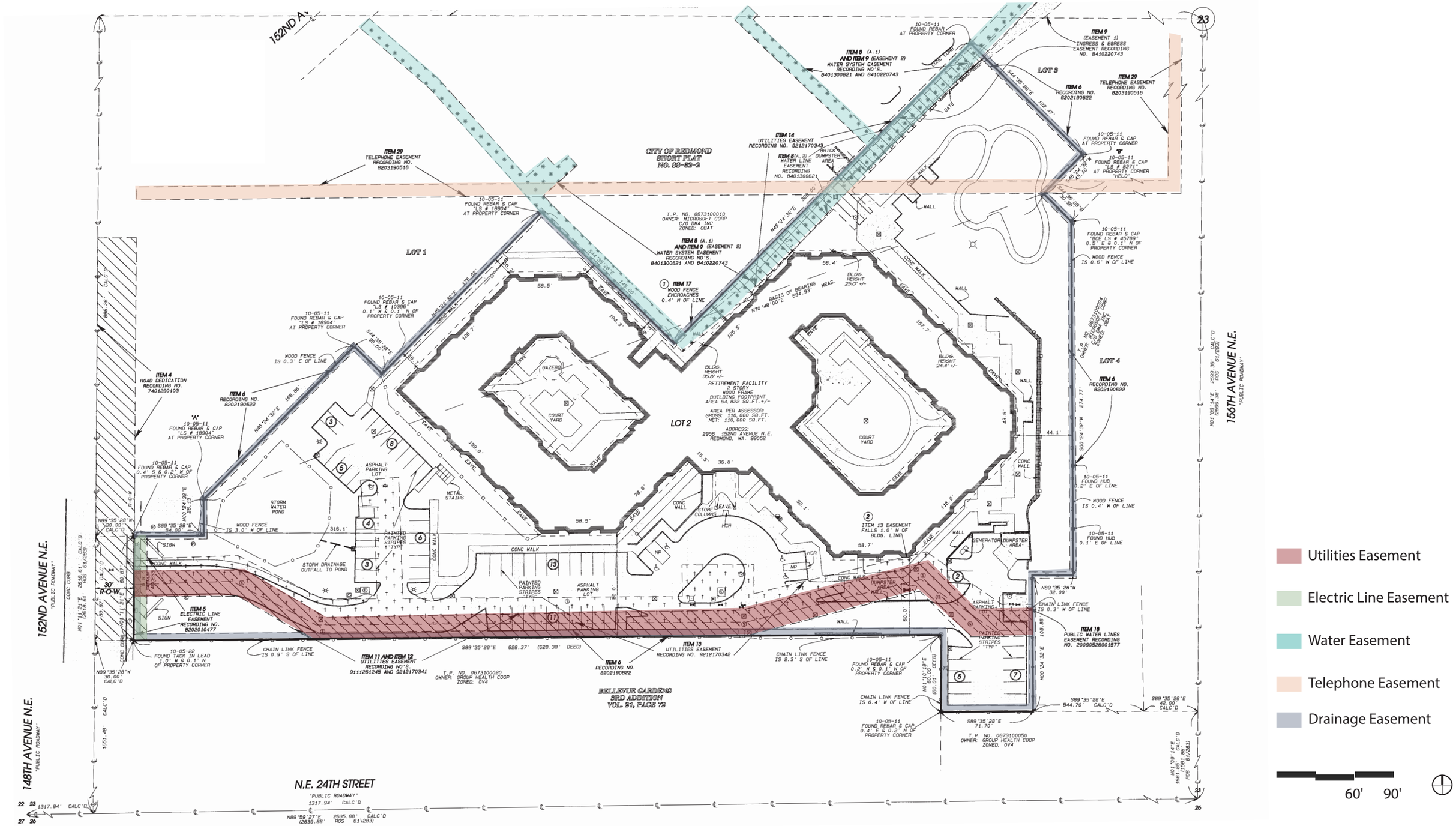
05 APPENDIX

EXISTING SITE TOPOGRAPHY AND PLANTING

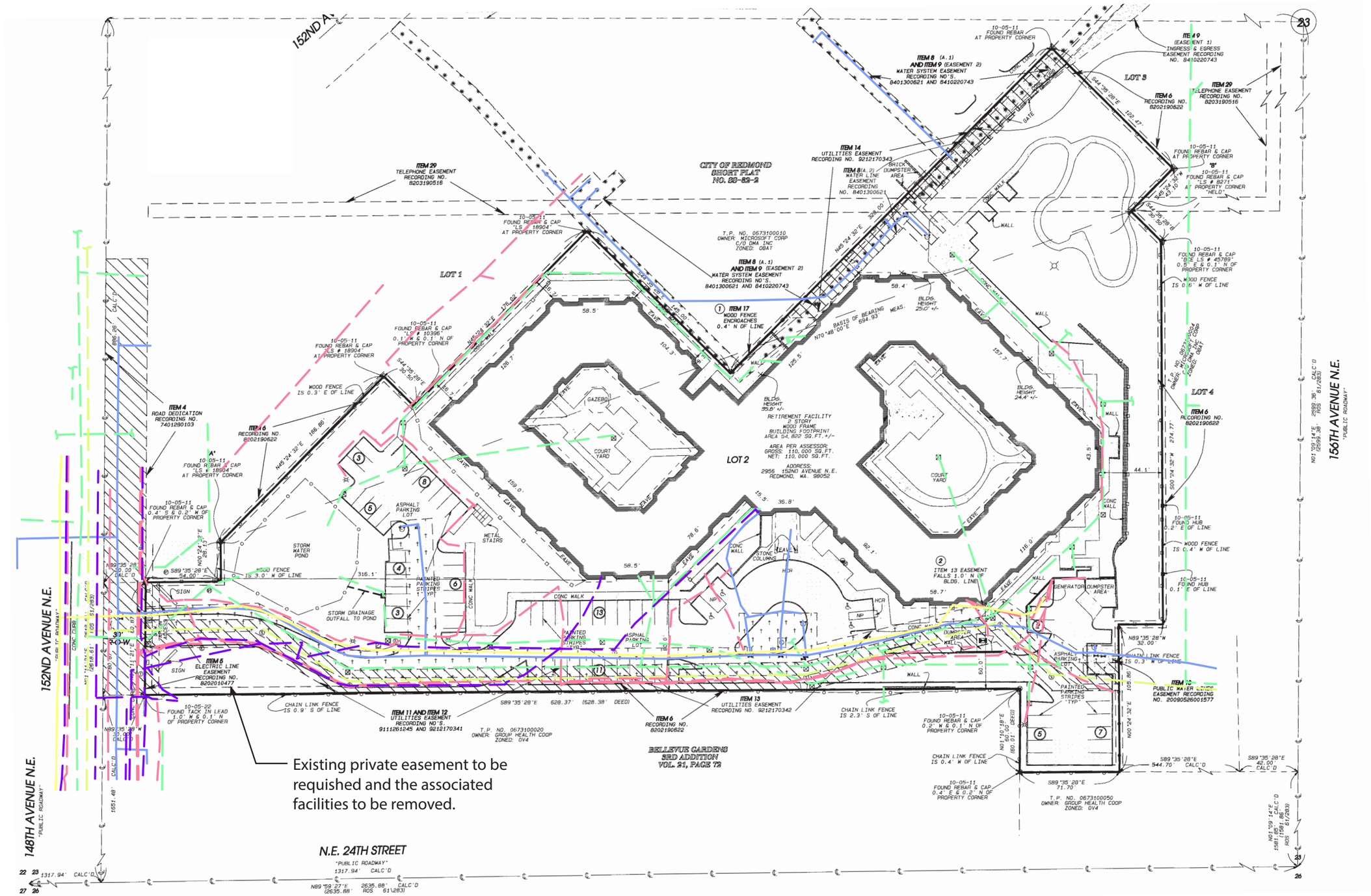


60' 90'

EXISTING SITE EASEMENTS



EXISTING SITE UTILITIES



EXISTING SITE CONDITIONS



VIEW 1. Looking south on 152nd Ave NE



VIEW 2. Looking west on Calder Ave NE



VIEW 3. Looking north on Calder Ave NE



VIEW 4. Looking south from Overlake Terrace



VIEW 5. Looking north east on 152nd Ave NE



VIEW 6. South east corner of site



VIEW 7. Overlake Terrace building entry



VIEW 8. North east corner of site



Key Plan

THANK YOU!

Item		Discussion Notes	Issue Status
Overlake Commons Master Planned Development, Development Agreement, and Site Plan Entitlement			
1.	Tree Retention (Council Vice President Forsythe and Council President Kritzer)	**Council Discussion** Council Vice President Forsythe requested additional information on tree retention of a stand of existing healthy trees south of the proposed entry drive aisle. Council President Kritzer also requested additional information on the tree exception request that was made for this proposal. **Staff Comments** Throughout the development review process, staff has worked with the applicant to protect this stand of healthy trees to the greatest extent possible while accommodating site access and underground utilities. Utilities were routed under the overhanging portion of the building to avoid full removal of this stand of trees. While some trees at the perimeter of this stand will be removed to accommodate required frontage improvements and the access drive aisle, the majority of trees in that stand will be protected. In conjunction with their application, the applicant made a Tree Exception Request to remove nine (9) landmark trees and retain 17% of significant trees on-site, less than 35% standard requirement. RZC 21.72.090 authorizes the Administrator to grant exceptions to the standard tree removal and replacement requirements if the proposal satisfies the criteria of RZC 21.72.090.B. The Tree Exception Request submitted by the applicant is appended to this Issues Matrix for reference.	Opened 12/2/25 Closed X.XX.XX
2.	Administrative Design Flexibility Requests (Council President Kritzer)	**Council Discussion** Council President Kritzer requested additional information on Administrative Design Flexibility (ADF) requests for ground-floor uses, parking, and solid waste collection. **Staff Comments** RZC 21.76.070.C establishes the process for Administrative Design Flexibility, and RZC 21.76.070.C.8.b allows for all site requirements except density, number of stories, and floor area ratio to be modified to provide superiority in site design. The Redmond Technical Committee	Opened 12/2/25 Closed X.XX.XX

Item		Discussion Notes	Issue Status
		recommended approval of the ADF requests related to ground-floor uses, parking, and solid waste collection. Those requests are summarized below. • Ground-Floor Uses: RZC 21.12.150 requires pedestrian-oriented commercial uses on the ground floor along the Retail Street designation (152nd Ave NE). The applicant is requesting Administrative Design Flexibility (ADF) from the requirement that ground floor commercial uses be sited on the ground floor at this site. The project site is irregularly shaped and contains only 80 feet of street frontage, most of which must be used for site access and sight distance requirements. Because development is constrained to be located further away from the street than envisioned by Overlake Village typical street cross sections, the site is not suitable for ground level commercial uses. The proposed ADF request meets the approval criteria of RZC 21.76.070.C.8 and contributes to more appropriate use of the site given the irregular shape of the parcel while also allowing for retention of an existing stand of trees near the street-facing edge of the site. • Parking Supply: RZC 21.12.040 establishes a minimum parking ratio of 1.25 parking spaces per residential dwelling unit, whereas the project proposes a minimum parking ratio of 0.62 parking spaces per residential unit. RZC 21.40.010.D.2 allows for alternative minimum parking requirements when the applicant demonstrates through a parking study that the alternative requirement will provide sufficient parking to serve the use without impacting other uses and streets in the vicinity. The provided Parking Study (Technical Committee Report Attachment 16) demonstrates that the alternative parking proposal will meet the criteria for approval. • Solid Waste Collection: The applicant requests ADF from the requirement that no residential unit be located greater than 200 feet from a solid waste collection point. As proposed, no unit will be located greater than 250 feet from a solid waste collection point. The ADF request allows for a superior floor plan layout and more efficient use of trash collection areas. The ADF request meets the approval criteria of RZC 21.76.070.C.8.	
3.	Vested Rights	**Council Discussion**	Opened 12/2/25

Item	Discussion Notes	Issue Status
(Councilmember Stuart)	Councilmember Stuart requested information on the mechanism by which the application has vested to 2024 RZC standards and a comparison of 2024 and 2025 Overlake standards, especially as it pertains to affordable housing requirements. **Staff Comments** RZC 21.12.505 provides a mechanism for certain development applications submitted in 2024 to continue being reviewed under 2024 standards if criteria are met. Because the Type V application was deemed complete prior to 2025 and includes a Site Plan Entitlement application to construct the project in one phase, the application may be reviewed under 2024 RZC standards. The applicant must submit building permits for all proposed building by December 31, 2026 in order to maintain the vested rights provided by RZC 21.12.505. On January 1, 2025, new development regulations for the Overlake neighborhood took effect. Broadly speaking, the newly adopted regulations increased development capacity near light rail stations and provided a transition to high-rise development opportunities while also amending the affordable housing requirements of RZC 21.20 to require a greater quantity of affordable housing units at a deeper level of affordability for new development. A 2024 to 2025 comparison of maximum building height, maximum density, and required affordability for the project site is included below. Maximum Building Height • 2024 RZC: 9 stories (when utilizing incentives) • 2025 RZC: 300 feet, or approximately 20-30 stories (when utilizing incentives) Maximum Density (expressed as floor area ratio) • 2024 RZC: 4.0 (when utilizing incentives) • 2025 RZC: No maximum floor area ratio when utilizing incentives Required Affordable Housing • 2024 RZC: 10% of units at 80% area median income (AMI) • 2025 RZC: 12.5% of units at 50% AMI	Closed X.XX.XX

Item		Discussion Notes	Issue Status
4.	Public Benefits (Council President Kritzer)	**Council Discussion** Council President Kritzer requested information on the public benefits that are being proposed as part of this application. **Staff Comments** In addition to the addition of housing (including affordable housing) near light rail, below is a summary of public benefits proposed with the consolidated Type V land use application. The public benefits below would also be memorialized in the Development Agreement. • Decarbonization: As part of the Overlake Incentive Program, the applicant proposes to utilize the decarbonization incentive for reduced building emissions in exchange for increased developable density and allowed building height. The owner shall comply with the decarbonization requirements with the permitting and development of buildings on-site and will be required to report emissions after completion of the project. • Public Art: The applicant will provide public art on the site, to be reviewed and approved by the Redmond Arts and Culture Commission. • Publicly Accessible Amenity Space: The applicant will provide a publicly accessible outdoor amenity space. The approximately 4,500 square foot space will be located in the southeast corner of the property, adjacent to the site's connection with the Esterra Park development to the south. • Enhanced Bicycle and Pedestrian Safety Design: The applicant proposes frontage improvements that provide that better address pedestrian and bicycle safety than the City's typical roadway cross section would require.	Opened 12/2/25 Closed X.XX.XX
5.	Displacement of Senior Housing (Councilmember Stuart)	**Council Discussion** Councilmember Stuart requested additional information addressing the concerns about the displacement of senior housing that would result from redevelopment of the project site. **Staff Comments** The City does not have regulations in place requiring relocation assistance or similar mitigation measures to residential displacement. However, the operator of the senior and assisted living facility	Opened 12/2/25 Closed X.XX.XX

Item		Discussion Notes	Issue Status
		has several proposed measures to mitigate displacement impacts, including moving assistance, relocation notice (as required by the Department of Social and Health Services), and relocation discounts at alternative facilities.	

Brumbaugh Associates

Landscape Architecture

November 14, 2025

Alex Hunt, Senior Planner
City of Redmond Dept. of Planning and Community Development
Redmond, WA

RE: **Overlake Commons –Tree Exception Request**

Dear Alex:

We are requesting an exception addressing the removal of (9) Landmark Trees, and retention of less than 35% of significant trees on site, per RZC 21.72.090, for the proposed Overlake Commons project at 2956 152nd Ave NE, Redmond, WA. Responses to the code criteria are provided below.

The exception requested is necessary because:

1. There are special circumstances related to the size, shape, topography, location, or surroundings of the subject property:

   The property is a unique shape with a limited frontage which must accommodate vehicle access, emergency access, and major utility connections, as well as city required frontage improvements along 152nd. These frontage improvements and connections impact significant trees which must be removed to accommodate the requirements of the projects. Furthermore, development of the property requires grading, excavation for underground parking, and significant utility runs to serve the buildings. The trees under this exception request sit within the development boundary for proposed work.

2. Strict compliance with the provisions of this code may jeopardize reasonable use of the property.

   Strict compliance with the provisions of this code would preclude reasonable use of the property, utility connections, and circulation required for the zoning applicable to this site.

3. Proposed vegetation removal, replacement and any mitigating measures proposed are consistent with purpose and intent of the regulations.

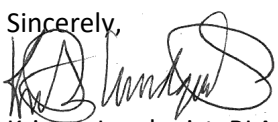
   The removed Landmark Trees will be mitigated at a 3:1 replacement, and significant removed trees below the 35% allowance will be mitigated per the Master Plan and SPE documents under the provisions of RZC 21.72.090.B.2.

4. The granting of the exception or standard reduction will not be detrimental to the public welfare or injurious to other property in the vicinity.

   Removal of the trees will not be detrimental to the public welfare or injurious to other property in the vicinity as the project complies with mitigation requirements.

It is our understanding that this request satisfies the permit application aspects of the requirement for exception criteria as associated with this project.

Sincerely,



Kristen Lundquist, RLA
Principal, Brumbaugh Associates

The below table summarizes and provides responses to public comments made during the comment period for the State Environmental Policy Act (SEPA) Determination of Non-Significance (DNS). The DNS was issued on December 1, 2025, and the appeal period expired on December 30, 2025. No timely and complete appeal application was submitted per the City's appeal procedures, so the DNS is considered final.

Item		Discussion Notes
1.	Overburdening of Existing Infrastructure and Utilities	**Comment Summary** Commenter expressed concerns that development would place strains on sewage, water, stormwater, and other utility systems in excess of capacity. **Staff Comments** Review of utility capacity is an integral component of the Site Plan Entitlement process and was reviewed by City of Redmond subject matter experts as part of this application. Based on review of engineering plans, Development Engineering staff made the determination that the proposal would meet the City's requirements for utility capacity for those utilities under the City's purview (sewer, water, and stormwater), as detailed in Section VI of the Technical Committee Report. Stormwater from the site will be captured on-site and conveyed to the Overlake Village Regional Stormwater Facility. The project will include the installation of approximately 1,114 feet of new 12-inch water mains along future driveways, two 4-inch water residential meters, two irrigation meters, five new fire hydrants, and other fire appurtenances. All water services will be connected to the water mains along future driveways. The project will also include installation of approximately 641 feet of new sewer mains along the future proposed driveway, eleven new manholes and two 8-inch side sewers to be connected to two of the new manholes on the sewer main along future proposed driveway.
2.	Increase in Traffic Congestion and Safety Risks	**Comment Summary** Commenter expressed concerns that dense urban development would create vehicular traffic impacts that would negatively impact pedestrian safety, emergency access, and daily commutes for local workers and residents. **Staff Comments** The applicant provided a Traffic Impact Analysis, which was included as Technical Committee Report Attachment 12. City Development Engineering staff reviewed transportation impacts with this

Item		Discussion Notes
		application and concluded that the proposed development as conditioned complies with transportation regulations related to maintaining an adequate level of service on the City's roadway network. The project proposes improvements to the bicycle and pedestrian infrastructure adjacent to the project site, which will enhance pedestrian and cyclist safety.
3.	Environmental and Quality of Life Impacts	**Comment Summary** Commenter expressed concerns that the proposed development density would risk worsening urban heat islands, increase stormwater runoff, reduce permeable surfaces, and diminish overall livability. Comments also noted that a lack of adequate open space or green areas would further degrade the neighborhood's environment and quality of life. **Staff Comments** The areas adjacent to high-capacity transit, such as the project site, are those areas where Redmond's Comprehensive Plan envisions the highest concentration of housing, and high-density urban residential uses in this area were analyzed as part of the Redmond 2050 Environmental Impact Statement. The development proposal was reviewed with respect to stormwater runoff and permeable surfaces. The proposal will capture on-site stormwater and convey it off-site to a regional stormwater facility. The application proposes to plant approximately 30% of the site with landscaping and plant 213 new trees, which will mitigate the urban heat island effect of the development throughout the life of the project.

Memorandum

Date: 1/27/2026
Meeting of: City Council Study Session

File No. SS 25-068
Type: Study Session

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

Planning and Community Development	Carol Helland	425-556-2107

DEPARTMENT STAFF:

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Michael Hintze	Transportation Planning Manager
Planning and Community Development	Francesca Liburdy	Senior Transportation Planner

TITLE:
Transportation Master Plan Status Update: Final Plan

OVERVIEW STATEMENT:

Following the adoption of the Comprehensive Plan Update, Redmond 2050, the City has completed updating the Transportation Master Plan (TMP). The TMP is the functional plan that guides transportation investment and activities to support the Comprehensive Plan vision. This status update will include an overview of the Final TMP document and key strategies. Staff will recap feedback from the Planning Commission and content included in their recommendation to adopt. Following the January 27, 2026 study session, staff are requesting adoption of the Final Transportation Master Plan at the February 3, 2026 business meeting.

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

REQUESTED ACTION:

☐ **Receive Information** ☒ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  - **Redmond 2050**, **FW-TR-1**: Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
  - **Redmond 2050, FW-TR-2**: Maintain the transportation system in a state of good repair for all users
  - **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.

- **TR-**14: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle, and pedestrian system access, capacity, and safety.
- **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
- **TR-18** Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.
- **TR-23** Adopt and implement a street plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. Require that all streets be complete streets, built to accommodate travel modes as defined in the Transportation Master Plan, and be no wider than necessary

- **Redmond 2050, FW-TR-4:** Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.
- **Redmond 2050, FW-TR-5:** Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.
- **Redmond 2050, FW-EV-2:** Support policies that contribute to a high quality of life in Redmond, such as career and education opportunities, housing, transportation, and recreation choices, as well as a healthy natural environment.
- **Redmond 2050, FW-**LU-2: Ensure that the land use pattern in Redmond meets the following objectives:
  - Reflects the community values of sustainability, resilience, and equity and inclusion;
  - Advances sustainable land development and best management practices and a high-quality natural environment;
  - Promotes development sufficiently away from environmentally critical areas;
  - Encourages a mix of uses that create complete neighborhoods ;
  - Maintains and enhances an extensive system of parks, trails, and open space;
  - Supports and encourages flexible places for a resilient and adaptive economy that includes a mix of research, retail, health, technology, and manufacturing uses;
  - Ensure the siting and delivery of public infrastructure and community services to support preferred land use pattern; and
  - Promotes sufficient density for development pattern and urban design that enable people to readily use a variety of accessible and active forms of travel including but not limited to walking,

rolling, bicycling, transit.

- **Redmond 2050, FW-CR-1:** Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate-resilient community.

- **Required:**
  N/A
- **Council Request:**
  The TMP will be adopted by Council in its entirety when complete.
- **Other Key Facts:**
  N/A

OUTCOMES:

The Transportation Master Plan document has not been fully updated since 2013. The Transportation Master Plan communicates the strategies, actions, and programs to implement the policies of the Comprehensive Plan and achieve current City priorities as they related to the transportation system.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  - Capital Projects Ideas Mapping, Spring 2020
  - Routes to Rails Community Engagement Campaign, February-June 2023
  - Derby Days Questionnaire (seeking feedback about how community members would plan to access future light rail stations without a car), July 2023
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- **Outreach Methods and Results:**
  Surveys, Questionnaires, Listening Sessions, Community Discussions, Focus Groups
- **Community Feedback Summary:**
  - Overall community interest in first/last mile connections to the existing and future transit network
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  - Desire for more low-stress bicycle infrastructure connecting Redmond destinations and to neighboring communities, including Kirkland and Bellevue
  - Desire for more education about and awareness of public transit programs, especially King County Metro programs such as Community Van and Metro Flex
  - Desire for safety measures to reduce pedestrian-bicycle conflicts on shared-use trails
  - Desire for fully accessible and connected pedestrian network.

BUDGET IMPACT:

Total Cost:
$400,000 in one-time funding was provided to support the TMP update.

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

Budget Offer Number:
0000310 - Mobility of People and Goods

Budget Priority:
Vibrant and Connected

Other budget impacts or additional costs: ☐ **Yes** ☐ **No** ☒ **N/A**
If yes, explain:
N/A

Funding source(s):
General Fund, Grant Funding

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action

3/7/2023	Committee of the Whole - Planning and Public Works	Provide Direction
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1/7/2025	Business Meeting	Receive Information
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4/8/2025	Study Session	Receive Information
5/6/2025	Committee of the Whole - Planning and Public Works	Receive Information
5/27/2025	Study Session	Receive Information
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10/28/2025	Study Session	Receive Information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
2/3/2026	Business Meeting	Approve

Time Constraints:
Transportation components that are mandatory for Comprehensive Plan have been included in the appendices of the Transportation Element of Redmond 2050. These components will be brought into the TMP, and in many cases, expanded upon with more specific policies and strategies.

ANTICIPATED RESULT IF NOT APPROVED:
Staff are requesting approval and adoption of the Final Transportation Master Plan at the February 3, 2026 business meeting. If not approved, Redmond will not have a complete and updated foundational transportation planning document.

ATTACHMENTS:
Attachment A - Issues Matrix
Attachment B - Transportation Master Plan
Attachment C - Revised Planning Commission Report and Recommendation
Attachment D - Planning Commission Issue Matrix

Memorandum

Date: 1/27/2026
Meeting of: City Council Study Session

File No. SS 25-068
Type: Study Session

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

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Budget Offer Number:
0000310 - Mobility of People and Goods

Budget Priority:
Vibrant and Connected

Other budget impacts or additional costs: ☐ **Yes** ☐ **No** ☒ **N/A**
If yes, explain:
N/A

Funding source(s):
General Fund, Grant Funding

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

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7/8/2025	Study Session	Receive Information
10/7/2025	Committee of the Whole - Planning and Public Works	Receive Information
10/28/2025	Study Session	Receive Information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
2/3/2026	Business Meeting	Approve

Time Constraints:
Transportation components that are mandatory for Comprehensive Plan have been included in the appendices of the Transportation Element of Redmond 2050. These components will be brought into the TMP, and in many cases, expanded upon with more specific policies and strategies.

ANTICIPATED RESULT IF NOT APPROVED:
Staff are requesting approval and adoption of the Final Transportation Master Plan at the February 3, 2026 business meeting. If not approved, Redmond will not have a complete and updated foundational transportation planning document.

ATTACHMENTS:
Attachment A - Issues Matrix
Attachment B - Transportation Master Plan
Attachment C - Revised Planning Commission Report and Recommendation
Attachment D - Planning Commission Issue Matrix

Transportation Master Plan Update

Issue	Date	Issue	Staff Notes & Next Steps
1	6/4/24	Would it be possible to get the Staff Report presentation ahead of time so we can have questions ready ahead of the discussion? *(CM Forsythe)*	This Staff Report will be a level set for Councilmembers to get a high-level idea of the variety of transportation plans that are in progress right now and how they relate to each other. This Staff Report will not delve deep into transportation topics but will give an overview of what Council can expect to review in the future. Councilmembers can also review the Redmond 2050 Transportation Element if they want to review Redmond's transportation vision more in-depth. The Transportation Planning & Engineering team will continue to prepare materials for the Staff Report presentation.
2	6/4/24	With the opening of the light rail on the Eastside, there has been more community interest in first-last mile connections. Would it be possible to get more information on this during the Staff Report? *(CM Salahuddin)*	Yes, first-last mile connections will be discussed at the staff report. The Transportation Planning & Engineering team will continue to prepare materials for the Staff Report presentation.
3	6/4/24	Would it be possible to provide use-case profiles or scenarios of what residents in Overlake, Education Hill, or other neighborhoods might experience in the transportation network? *(CM Fields)*	Yes, this information can be prepared for the Transportation Subcommittee and can be incorporated into the Transportation Master Plan document. The Transportation Planning & Engineering team will continue to prepare materials for the Staff Report presentation.
4	6/4/24	Thank you for the work that you continue to do to provide safe facilities particularly for pedestrians and bicyclists. *(CM Nuevacamina)*	Staff will continue to provide updates on active transportation efforts in the Transportation Master Plan, including our bicycle network strategy efforts that will be discussed at the staff report. The Transportation Planning & Engineering team will continue to prepare materials for the Staff Report presentation.
5	8/5/24	I've been hearing a lot of safety concerns / requests for a Left turn arrow at the intersection of Bel-Red and West Lake Sammamish Parkway. Currently, there is a bike lane (or space for bikes to move to the 6front safely) but the turn itself is viewed as unsafe when it is in conjunction with	The Planning department will pass this information on to the Traffic Operations & Safety Engineering (TOSE) team in Public Works as they manage Redmond's signals. The Safer Streets Action Plan will include opportunities to reduce conflicts between bicycles and vehicles at Redmond intersections. Further city staff coordination will be required.

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Issue	Date	Issue	Staff Notes & Next Steps
		vehicles. The request is for a bike only left-turn arrow *(CM Forsythe)*	
6	8/5/24	Will the curbspace chapter include geofencing for Lime scooters and bikes to have proper zones to park vehicles? *(CM Forsythe)*	This is more of an operational issue that can be addressed through our contract with Lime. Staff will discuss with Lime to determine where it makes most sense to do this such as in high traffic areas in urban centers.
7	8/5/24	Will pick up and drop off zones for rideshare programs be included in the curbspace management plan? *(CM Forsythe)*	Policies around curb space priorities, including passenger loading will be included int the curbspace chapter. Specific areas where passenger loading will occur will be identified in the Citywide Right-of-Way Management Plan that will be developed by Public Works in 2025 and will support the strategies outlined in the TMP Curbspace chapter. Finalize policies and strategies in the curbspace chapter, develop Citywide Right-of-Way Management Plan
8	8/5/24	Will the TMP provide opportunities to expand flexible transit access with King County Metro programs? Would like to hear more about this at the study session, if possible. *(CM Salahuddin)*	The upcoming August 13, 2024 Study Session will be focused on the development of the Safer Streets Action Plan; however, this topic will be included in the next TMP Staff Report. Promoting transit access and flexible transit options is included in the transit chapter of the TMP.
9	8/5/24	What parts of the plan will think more comprehensively about parking management (off street in addition to curbspace)? *(CM Kritzer)*	Parking management strategies will be included in the Curbspace chapter of the TMP. In addition, a more detailed parking management analysis will be included in the Urban Centers Parking Management Plans that will be developed for Overlake, Downtown Redmond, and Southeast Redmond/Marymoor.
10	8/5/24	It is part of our obligation as a jurisdiction to have a responsible transportation plan. I would like to see strengthening of incentives and education of the public to work hand in hand with sustainability and tell the story of why we are encouraging people not just to drive everywhere. We want to tie the strategies in the TMP to GHG reductions. *(CM Fields)*	The TMP will include strategies and analysis that supports Redmond's goals for reduction of vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). As sustainability is a Guiding Principle of the 2050 Transportation Vision, these concepts will be incorporated into all aspects of the TMP. Staff will continue with development of the TMP.
11	11/19/24	If community members want to get in touch with the TMP team, what is the best way they can do that? Do we have any open surveys or questionnaires? *(CM Stuart)*	Community members can go to the open Let's Connect page to give feedback, as questions, and take available questionnaires.

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Issue	Date	Issue	Staff Notes & Next Steps
			Additionally, the Redmond Pedestrian and Bicycle Advisory Committee (PBAC) will discuss various chapters of the TMP and other related topics at ongoing monthly meetings. PBAC meets on the 2nd Monday of every month at 6:30 p.m., both in City Hall and via Microsoft Teams. For more details, email pedbikecommittee@redmond.gov or visit https://www.redmond.gov/pbac The next Redmond PBAC meeting will be held Monday, January 13, 2025.
12	1/28/25	How do we continue to see a high turnover of on-street parking for local businesses while still promoting the park once and walk concept? *(CM Nuevacamina)*	Management of parking will be key. Setting right-sized timeframes of on-street parking and looking into the possibility of metered parking to allow for longer parking timeframes in the future will help maintain the turnover needed allow people to find parking. Implementing useful wayfinding and signage will also help people find parking easily and quickly, especially in our urban centers. The Urban Centers Parking Management Plan will include specific strategies for achieving desired parking turnover and encouraging the park once and walk concept.
13	1/28/25	Having incoming light rail infrastructure alongside our curbspace management strategies will help bring more solutions on board to manage parking turnover. What is the Parking Benefit District mentioned in the curbspace strategies and what are the ways that this could be explored in Redmond? *(CM Stuart)*	The TMP puts forth strategies for curbspace management, and the forthcoming Urban Centers Parking Management Plan and Curbspace Management Plan will explore the details of how these strategies will be implemented. A Parking Benefit District is typically created to cover the costs associated with the parking program at a minimum and can be used to for other public improvement projects within the same geographic area. The Urban Centers Parking Management Plan will explore this concept further.
14	1/28/25	What do we think is the right mix of publicly owned EV chargers and privately owned but publicly available chargers? Do we have a sense of the ratio that would be useful for a city of our size? *(CM Stuart)*	Transportation Planning & Engineering staff collaborated with Jenny Lybeck and the Sustainability team on the EV strategy as part of the E-Mobility Strategy of the TMP. Actions 3A through 3H of the E-Mobility Strategy explore how the City can utilize private partnerships to provide more publicly available charging infrastructure in Redmond.
15	1/28/25	It's great to see all the ADA efforts in this chapter and how we're adding more accessible parking. Can you expand on how we are going to phase out the monthly parking permit and what the anticipated timeline on this would be? *(CM Forsythe)*	The Urban Centers Parking Management Plan will explore opportunities to reconfigure the monthly permit program. More information on the changes to this program and anticipated timeline and phasing will be provided in the Urban Centers Parking Management Plan. The goal to phase out permit parking would be over a number of years and when alternatives to on-street parking or hourly, paid parking is available as an alternative.
16	1/28/25	Would we consider implementing a residential parking permit zone as part of	The Urban Centers Parking Management Plan will explore opportunities to reconfigure the monthly permit program. More information on the changes to this program and anticipated timeline and phasing will be provided in the Urban Centers Parking Management Plan.

Transportation Master Plan Update

Issue	Date	Issue	Staff Notes & Next Steps
		phasing out the monthly permit program? *(CM Forsythe)*	
17	1/28/25	Have we considered implementing dedicated rideshare pickup and drop off locations as part of our curbspace management strategies? *(CM Forsythe)*	Rideshare would fall under the access category for loading/unloading that is included in the curbspace prioritization categories. The forthcoming Curbspace Management Plan led by the Public Works department will expand on this work in more detail. The Curbspace Management Plan led by Public Works will determine the appropriate quantity and location of loading zones.
18	1/28/25	How do we think about the level of detail of strategies that are included in the TMP Curbspace chapter vs. what will be included in future parking plans? I.e. does the strategy that mentions changing the time-limited parking near Anderson Park fit in the TMP? Also, how will we manage parking in spaces with community parks that may not have a dedicated parking lot? *(CM Kritzer)*	The strategy near Anderson Park was cited as an example of an area on the periphery of Downtown that would experience potential additional parking pressure if metered parking is implemented Downtown. Because of this, we would want to look at this area and others on the periphery of Downton as an opportunity to implement time-limited parking to alleviate that additional pressure. The Urban Centers Parking Management Plan will provide recommendations for parking management within Urban Centers and consider impacts to adjacent areas. The PARCC Plan lays out parking requirements for different types of parks and whether or not a park requires off-street parking.
19	1/28/25	Can you clarify the parking rule about moving your car to a new street in Downtown regarding the 2-hour time limited parking? *(CM Kritzer)*	We want our businesses to feel that these curbspace strategies are supporting their work. This is why we are recommending potentially having paid parking in our time-limited areas. We will also continue to look into the 2-hour limit and if it is appropriate for our time-limited parking areas. More information will be included in the Urban Centers Parking Management Plan. Regarding the current regulations, a vehicle can be parked on the same named street for 2 hours at a time. You cannot move to another part of that same named street later in the day due to the nature of the parking monitoring program. More information can be found at: https://www.redmond.gov/636/Downtown-Parking Staff will identify code changes and other information that should be shared with public to explain parking regulations as part of the implementation of the Urban Center Parking Implementation Plan and make changes as parking enforcement is moved into the Police Department instead of an external vendor.
20	1/28/25	To what extent does paid parking influence the burden on current parking enforcement? *(CM Stuart)*	Paid parking allows for better compliance overall which also allows for fewer resources to be spent on parking enforcement. This is a benefit of implementing a paid parking system. Parking enforcement is one factor to be evaluated as part of the decision to implement metered parking.

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Issue	Date	Issue	Staff Notes & Next Steps
21	1/28/25	Can we look into the equity considerations of towing fees and the city's approach to towing in the parking or curbspace management plans? *(CM Kritzer)*	Generally, the City does not tow cars for parking violations. The Police Department manages all on-street parking enforcement for the City. The Planning Department and Police Department are working in collaboration on the Urban Centers Parking Implementation Plan which will address on-street parking strategies and recommendations, with Police being in charge of enforcement.
22	3/13/25	Why is TMP delivery now pushed out to April/May 2026? What are the impacts/benefits of that delay? *(CM Stuart via email)*	The TMP timeline has extended to allow for additional staff and leadership review of content. Staff will continue to progress on TMP development.
23	3/13/25	What is the emission profile of the light rail's electricity? Does light rail run on energy fueled by coal? If yes, what is the transition plan/target for that energy source? *(CM Stuart via email)*	Sound Transit participates in Puget Sound Energy (PSE)'s Green Direct program, sourcing 100% of their electricity from dedicated, renewable sources. This is the same program the City of Redmond leverages for City operations electricity. We can continue this discussion topic during an upcoming Study Session when the E-Mobility chapter of the TMP will be discussed.
24	3/13/25	Some modes are more seasonal than others. In what season will the bike strategy outcomes be measured? Will there be standardization to ensure the same season is measure annually? *(CM Stuart via email)*	We typically conduct traffic counts in Fall and Spring and would continue using data from these time periods regardless of the data source. Staff will continue to collect and analyze data from standard Fall and Spring time periods.
25	3/13/25	When using the RMI calculator to understand potential CO2 emissions reductions, are those reductions measured in tailpipe emissions or do they also account for the source of the electricity's emissions? *(CM Stuart via email)*	The RMI calculator estimates air quality impacts based on PM2.5, NOx, and CO pollutants. The emissions reductions are calculated based on the estimated reductions of these three pollutants. The calculator does leverage regional emissions factors, integrating NREL data from the PNW overall. It's been the city's experience that PSE's energy is contains higher GHGs than the regional roll ups. Assuming the trends we've seen in the past hold for 2023, the GHG assumptions in the calculator would be conservative/lower GHGs compared to PSE-specific data.
26	3/13/25	Bike chapter, recommended action 3B. Is the phrase "at the time of purchase" needed in this? I'm not understanding if the action is trying to make a very specific point, or if it is redundant. *(CM Stuart via email)*	This is making a specific point. Many earlier programs offered reimbursable rebates which presents some challenges to low-income population that would most benefit.
27	4/8/25	Appreciate conversation around Redmond Way and the constraints around that area.	The City currently collects bicycle and pedestrian volumes twice per year (at the same time each year) to compare bicycle activity annually. We typically collect these counts in

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Issue	Date	Issue	Staff Notes & Next Steps
		How will we know if we are on track with our goals, especially given seasonal variations in bicycle activity? When during the year will our measurements take place? *(CM Stuart)*	the fall and spring. We are also looking into other big data sources that can supplement our bicycle volume counts. We are also looking into adding more permanent bicycle counters on Redmond's transportation network at strategic locations. Staff will continue to look into big data options that can supplement our counts and provide more context to the data we are already collecting annually.
28	4/8/25	Thank you for including data around incentive programs for e-bikes. As it relates to incentives for e-bikes, does the Rocky Mountain Institute use tailpipe emissions or another metric to measure emissions? *(CM Stuart)*	Yes, the Rocky Mountain Institute (RMI) calculator uses tailpipe emissions.
29	4/8/25	Topography is a barrier to bicycle activity on Education Hill. How can you measure data and compare trends in these unique situations such as topography and complicated intersection configurations that limit bicycle connectivity? *(CM Fields)*	Redmond does not have uniform conditions across the City, which means we need to have careful and thoughtful design for safe and comfortable bicycle facilities. In some cases, we can look at what is already built and see if we can improve. Each situation will be unique to the location and users served and we will be sensitive to the characteristics of the environment when looking at bicycle facility improvements. For any future bicycle facility improvement, staff will consider all unique characteristics of the location and environment to assess safety improvements.
30	4/8/25	Page 20 may need clarification or have a typo – check the first paragraph and neighborhood reference. Looks to be noting Grass Lawn when it should note Overlake. *(CM Forsythe)*	This comment has been incorporated into the Bicycle Network chapter. Page 20 has been updated to change the reference to 150th Avenue NE in the Grass Lawn neighborhood.
31	4/8/25	Can you clarify how Level of Traffic Stress is incorporated into the maps in the Bicycle Network Chapter? *(CM Kritzer)*	The planned bicycle facilities map is intended to show that the Spine Network bicycle facilities are at a low level of traffic stress. We do have a map showing the city's existing level of traffic stress that we can include in the Bicycle Network Chapter or in appendix material to the TMP. The Spine Network facilities on the planned bicycle facilities map all are intended to be level of traffic stress one or two. (See Figure 14 of the Bicycle Network Chapter).
32	4/8/25	In terms of the benchmarks that you talked about regarding 15% of urban center and 5% of citywide trips, can you clarify how you got to those benchmarks and how they relate to other cities of similar size? *(CM Kritzer)*	Bike planning is based on a combination of evidence and intuition. When looking at our 71% reduction of GHG targets, some of those reductions are attributed to the bicycle mode in addition to electric vehicles, transit, and other non-drive alone modes. We have assumed a reasonable target of approximately 1 in 6 trips in the urban centers would be converted to the bicycle/microbmobility mode. We assume that especially in our denser

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Issue	Date	Issue	Staff Notes & Next Steps
			urban centers, it is reasonable for people to take trips via bicycle/micromobiltiy over drive-alone vehicles. Redmond's bicycle mode share outcomes are shown on page 4 of the Bicycle Network Chapter.
33	4/8/25	Regarding rideshare pick-up and drop-off, can we look into implementing designated rideshare pick-up and drop-off locations especially near our light rail stations? *(CM Forsythe)*	This will be a focus of the Curbspace Management Plan that will be developed by Public Works and will take a more detailed look at curbspace uses on the block-by-block level. The Public Works Department's Curbspace Management Plan will address rideshare pick-up and drop-off among other detailed curbspace uses.
34	4/8/25	As Redmond is growing, how big of a challenge will it be to create our ideal curbspace and delivery network to not disrupt traffic, given Redmond's narrow streets and congestion? *(CM Fields)*	It will be a challenge, but as the City grows and as demand for last-mile delivery grows we will need to look at other strategies. One key strategy will be to consider consolidated centralized pick-up locations such as lockers or other businesses that accept deliveries. That is a strategy that we would like to emphasize in our urban centers especially. This strategy is discussed in the Curbspace and Freight chapters of the TMP.
35	4/8/25	One of the things noticed living in Downtown Redmond is noise given the level of activity. How can the City when planning for the future control the amount of noise associated with deliveries or building requirements? *(CM Nuevacamina)*	Redmond's principal tool for regulating noise is RMC 6.36 Noise Standards. Among other things, this chapter sets decibel limits for noise that vary by time of day and zone. It also regulates construction noise. RMC 6.36.060 requires developers to include sound attenuation when developing housing near high-traffic arterials. Another provision is in place for the City's own CIP projects to consider noise walls and other mitigation standards if we believe the project will create elevated noise levels.
36	4/8/25	How does our updated truck route map compare to the previous version? How does the freight network overlay with the bike network? *(CM Forsythe)*	The map is similar with some small modifications. We removed NE 116th Street and West Lake Sammamish Parkway. We have also updated and clarified the definitions for Primary and Secondary Truck Routes and how these relate to WSDOT's definitions. The Streets Plan chapter discusses how our modal networks are connected and emphasizes a Layered Network and Complete Streets concept. Page 3 of the Streets Plan chapter discusses the city's integrated Complete Streets approach and page 12 of the Streets Plan chapter discusses the modal integration concept and analysis.
37	5/27/25	Looking at the section on ADA-compliant bus stop facilities, have we thought about including solar panels on bus shelters? *(CM Forsythe)*	Bus shelters and bus stop facilities are managed by King County Metro within the City. We would be open to partnering with Metro to add solar technologies to bus shelters but the timing and locations of implementation would be under Metro's purview.

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Issue	Date	Issue	Staff Notes & Next Steps
			Bus stop facilities are discussed in Strategy 4 of the Transit Network Chapter of the TMP. We will update Strategy 4 to include discussion of lighting at transit stops.
38	5/27/25	Is there a role for the City to develop or encourage the use of trip planner apps? *(CM Fields)*	Trip planner apps and the concepts they support are examples of Transportation Demand Management (TDM) strategies that encourage people to use alternative travel methods that are not drive-alone. Staff are including a TDM chapter in the TMP and will discuss this with Council in July 2025. The City's Go Redmond program includes a trip planner functionality that is discussed and encouraged in the TDM Chapter of the TMP.
39	5/27/25	Is our Safer Streets for All Action Plan effectively our Vision Zero plan? Or do we have more plans to create a Vision Zero plan? *(CM Kritzer)*	The Safer Streets Action Plan is effectively the City's Vision Zero plan as it defines a target and timeframe for eliminating fatal and serious injury crashes in Redmond.
40	5/27/25	What exactly does the term shared parking mean? What is the timeline for this program? *(CM Nuevacamina)*	The shared parking program is part of our Regional Mobility Grant proposal. The program will work to partner with businesses or management companies of underutilized surfaces parking lots in Redmond to better utilize these spaces for public parking. The City hopes to implement the Regional Mobility Grant microtransit shuttle and shared parking program when the 2 Line Cross-Lake Connection is complete. Staff are bringing forward to a contract to the City Council for the microtransit shuttle vendor.
41	5/27/25	For the transit-only lanes and other capital projects, what would be the timeline for those? *(CM Nuevacamina)*	The timelines for transit-supportive capital projects are not yet determined and will depend on funding and partnership opportunities with local transit agencies. The table in the TMP serves as an idea bank of potential projects and reflects the City's goals for future infrastructure, strengthening its ability to advocate with transit partners. The table of transit-supportive projects is shown in Strategy 7 of the Transit Chapter of the TMP.
42	5/27/25	Will there be policy conversations for the City to work with other agencies to implement transit goals? *(CM Fields)*	Yes. The Transit Chapter establishes Redmond's goals for the City's future transit network. The City will be open to coordination with neighboring cities and other agencies to partner as necessary and ensure that these goals are consistent regionally. City Council leadership also recommends Councilmembers apply to sit on regional committees such as the Regional Transportation Committee (RTC).
43	5/27/25	Do you feel that this overall transportation plan is sensitive to the balance of needs in Redmond? *(CM Fields)*	Yes, the layered modal networks and complete streets concepts establish Redmond's need to balance vehicle modes with transit and active transportation modes.

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Issue	Date	Issue	Staff Notes & Next Steps
			The layered modal networks concept is discussed on page 12 of the Streets Plan chapter.
44	5/27/25	How can the City play a roll in making sure community members are aware of transit route changes in their neighborhoods and efficient routes? *(CM Kritzer)*	The Go Redmond program and communications staff partner with Metro and Sound Transit to promote awareness of transit resources and other ways to travel in Redmond without driving alone. The Transit Chapter of the TMP emphasizes frequency of routes in addition to wide ranging connectivity across the City. One of Redmond's future transit goals is to increase transit frequency along planned routes so riders have more opportunities to travel via bus throughout the day. The TDM chapter of the Transportation Master Plan addresses the Go Redmond program's role in promoting awareness of transit resources. Transit frequency is discussed in Strategy 1 of the Transit Chapter of the TMP.
45	7/8/25	Regarding bicycle storage, can you elaborate how bicycle storage is included in the TDM chapter or the TMP overall. *(CM Forsythe)*	Secure bicycle parking is discussed in Strategy 7 of the Bicycle Chapter of the TMP. Providing infrastructure is a form of Transportation Demand Management and we will look for ways to cross reference strategies in the TDM chapter with other chapters of the report. Additionally, the City is working on a pilot project with Redmond's hotels supported by LTAC funding to provide bicycles and bicycle travel resources for visitors to Redmond's hotels.
46	7/8/25	What do you think it's going to take to get people out of their cars and shift their travel patterns? *(CM Fields)*	Making alternative transportation options intuitive and user-friendly will help encourage the community to use non-vehicle travel options. Additionally, spreading awareness of the options Redmond already has will help the community know what is currently available to them for their travel needs. The Transportation Demand Management Program is also looking into providing financial incentives and other options to increase commuter behavior change. Redmond applied for and received a Regional Mobility Grant to provide another non-drive alone travel option and encourage transit use. This grant program will fund a microtransit shuttle and shared parking program, making it easier for people to access the Downtown Redmond light rail station.
47	7/8/25	Additionally, the City needs to make driving more difficult and expensive to discourage people from driving and promote other modes of travel. The City can be more	The Transportation Demand Management chapter discusses parking management (including paid metered parking) in Strategy 4, which helps to show the true cost of parking management.

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Issue	Date	Issue	Staff Notes & Next Steps
		specific about how driving can be more costly than other options. *(CM Anderson)*	Additionally, the City will bring the results of the Urban Centers Parking Management Plans to Council later in 2025 to further the City's conversation regarding parking management. These recommendations include increasing the monthly permit fee, increasing the time-limited service area, and exploring metered parking. These recommendations will help the city be more in line with the rates that private developments charge.
48	7/8/25	In Strategy 1 of the TDM Chapter, one of the actions could be "have successful regional growth centers" to draw connections between this chapter and others in the TMP. *(CM Stuart)*	Language has been added to the strategy discussion about how focusing growth in urban centers is the most impactful TDM strategy as it puts more people within easy walk/bike distance of services and regional transit. An action has also been added that layers in additional things that can be done to achieve successful centers, including effective parking management, safe and comfortable walking and biking infrastructure, and encouraging a diverse mix of land uses.
49	7/8/25	Strategy 4 mentions wayfinding. Can we call out the connection between better wayfinding and utilizing routes of lower bicycle and pedestrian traffic stress? A map or better signage would be helpful. *(CM Kritzer)*	Clarifying language was added to Strategy 4 of the TDM chapter and to Strategy 10 of the Pedestrian chapter. Wayfinding implementation efforts will prioritize low-stress routes. Language added too Strategy 4 of the TDM chapter includes, "Additionally, clear wayfinding signage promotes awareness of non-driving routes such as bicycle and pedestrian facilities. Clear wayfinding can promote awareness of alternative modes and discourage drive-alone trips." Language added to Strategy 10 of the Pedestrian Plan includes, "Clear and consistent wayfinding helps people navigate the transportation system. For people walking and biking, wayfinding can be especially helpful for understanding the best routes for getting to key destinations such parks, schools, transit, and shopping. As such, wayfinding can be an effective tool for encouraging active travel."
50	7/8/25	Is there any way to add more emphasis on how we gather feedback and communicate feedback to Metro about bus routing and frequency, especially given recent Metro service changes with the East Link Connections network? *(CM Kritzer)*	Communications and coordination between the City of Redmond and transit agencies is discussed in Strategy 9 of the Transit Chapter. Clarifying language emphasizing frequent communications between the City and King County Metro has been added to Strategy 8 of the Transit Chapter and Action 1C of the TDM Chapter. Language included in Strategy 9 of the Transit Chapter includes, "Continuity in policy and planning efforts across agencies will help bring Redmond's transit goals to reality in a more efficient manner. Redmond's efforts should align with King County Metro's and Sound Transit's long range planning efforts including Metro Connects, the Metro Service Guidelines, the Metro Strategic Plan, the Sound Transit Regional Transit Long-Range Plan, and the Sound Transit Development Plan 2024-2029. Redmond should also have a strategic approach to influencing Metro's and Sound Transit's long-range plans so that they align with the city's objectives."

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Issue	Date	Issue	Staff Notes & Next Steps
			Language added to Action 1C of the TDM Chapter includes, “Establish clear and frequent coordination between the City and transit agencies to communicate feedback on transit service.”
51	7/8/25	Can we better articulate strategy 6 in the Pedestrian Chapter regarding Pedestrian Priority Zones? Can we be clearer in reinforcing our commitment to defining these zones? *(CM Stuart)*	Yes, clarifying language has been added to Strategy 6 of the Pedestrian Chapter to better articulate what is included in Pedestrian Priority Zones. Language added to Strategy 6 includes: “The Pedestrian Priority Zones are intended to prioritize a comfortable pedestrian experience through street design and operational strategies, including the following: • Street design strategies: traffic calming measures such as narrower streets, raised crossings, landscaping, and pedestrian-scale lighting • Operational strategies: 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)” “Action 6B: 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.”
52	7/8/25	In Strategy 9 for pedestrian travel through construction areas, can we acknowledge that our facilities need to be restored after construction ends? *(CM Stuart)*	Yes, clarifying language will be added to Strategy 9 of the Pedestrian Chapter to better articulate that pedestrian facilities need to be fully restored after construction to provide safe access that meets ADA requirements. Language added to Strategy 9 includes, “Ensure real-time information is pushed out to the Redmond community regarding any closures that impact the pedestrian system. Ensure pedestrian infrastructure is fully restored following the completion of construction and that facilities are ADA-compliant.”
53	7/8/25	What kind of data do we use for our data-driven traffic calming approach? *(CM Stuart)*	Historically, the transportation data that has been collected includes annual traffic data collection of vehicle speeds, vehicle volumes, pedestrian volumes at intersections, and

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Issue	Date	Issue	Staff Notes & Next Steps
			bicycle volumes at intersections. Through the TMP update process staff have also identified specific streets, to be defined as bicycle boulevards, that will be safe and comfortable facilities for all ages and abilities and create the city's bicycle spine network. Other priorities for traffic calming would include streets without sidewalk, streets that are known to be cut-through routes, and we would continue to utilize Q-Alert data and feedback from the community related to speeding. Staff also collect speed data to validate and verify any requests or feedback that we receive from the community.
54	7/8/25	Regarding accessibility: rather than doing everything at once, can this plan eventually lead to a budget request that prioritizes what areas need improved accessibility first? *(CM Fields)*	Strategy 7 of the Pedestrian Chapter includes the development of an ADA Transition Plan for Redmond's public right-of-way. The development of this plan will include a prioritization component that will evaluate all ADA barriers and prioritize them for improvement based on location, severity, and proximity to pedestrian-generating uses.
55	7/8/25	I don't see anything talking about the environmental impacts of lighting in the pedestrian chapter—can we include an action that says we will ensure lighting for safety while using best practices for lighting to reduce skyglow and environmental impacts? *(CM Kritzer)*	Strategy 8 of the Pedestrian Chapter discusses street lighting. Language has been added that addresses the need to balance lighting for pedestrian safety with using best practices to reduce skyglow and environmental impacts.
56	7/8/25	For sidewalk gaps and alternatives, is the goal to be at 100% sidewalk coverage? It would be good to articulate what the goal is in this chapter. *(CM Kritzer)*	The goal is for 100% of streets to be comfortable for pedestrians to travel on. Staff have heard that sidewalks are what people want in most cases but acknowledge that traditional sidewalks may not always be feasible given spatial or environmental constraints and associated costs and impacts. Our goal is to provide a comfortable and separated walking environment on all streets, whether with a conventional sidewalk or sidewalk alternative. This clarification will be added to the Pedestrian Chapter in Strategy 1 and Strategy 5.









Redmond
WASHINGTON

TRANSPORTATION MASTER PLAN

CREATING CHOICE. CONNECTING COMMUNITY.

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Redmond
WASHINGTON

Letter from Mayor Angela Birney

We are committed to providing safe, multimodal, accessible and sustainable transportation choices in Redmond. The Transportation Master Plan helps implement this vision, which is outlined by the Redmond 2050 Comprehensive Plan update. It establishes a strategic and actionable framework for improving connectivity, expanding our network of bike lanes and pedestrian walkways, and enhancing public transit options. In alignment with the Redmond Environmental Sustainability Action Plan, it prioritizes investment in multimodal transportation options that will reduce traffic congestion, lower our carbon footprint, and create a healthier, more vibrant community.

As Redmond continues to grow, leading to more people, jobs, and activities throughout the City, it is important to ensure we have an efficient, safe, and comfortable transportation system. The Transportation Master Plan outlines how we can make it easier, safer, and more sustainable to get around via walking, biking, using shared scooters and e-bikes, taking transit, or driving. Strategies and actions in the plan aim to ensure students can walk and bike safely to school, light rail and buses can be reliable and efficient, and that local businesses can thrive because people and goods can move easily. In addition, actions in the plan support clean air and sustainable travel, while preparing for new technologies.

Most importantly, this plan reflects the feedback of the Redmond community. Over the past five years, community members have shared their hopes and priorities for Redmond, including safer streets, reliable transit, better bike connections, and more walkable neighborhoods. The Transportation Master Plan turns your input into a clear path forward.

With this plan, we continue to put safety and accessibility at the forefront of the City's transportation system, fostering more opportunities for the community to gather and collaborate. The adoption of the Transportation Master Plan builds toward Redmond's future transportation vision, supporting a city where people of all ages and abilities can get where they need to go in ways that are safe, sustainable, and enjoyable.

In partnership,



Angela Birney
Mayor, City of Redmond

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ACKNOWLEDGEMENTS

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- HNTB
- Parametrix
- Toole Design

COMMITTEES

- Redmond Pedestrian and Bicycle Advisory Committee (PBAC)

COMMUNITY BASED ORGANIZATIONS (CBOS)

- Africans on the Eastside
- BigHug
- Disability Empowerment Center
- Eastside for All
- Eastside Native American Education Program (ENAEP)
- Global Social Business Partners
- Indian American Community Services (IACS)
- King County Promotores Network
- Pride Across the Bridge
- United Hub

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EXECUTIVE SUMMARY

WHAT IS THE TRANSPORTATION MASTER PLAN?

The Washington State Growth Management Act (GMA) requires cities to coordinate land use and transportation as part of their comprehensive planning efforts and for local transportation planning to be consistent with state and regional transportation plans with the goal of providing efficient multimodal transportation systems. Redmond 2050, the City's comprehensive plan, includes a transportation element that establishes a transportation vision and policies to guide Redmond's transportation system development over the next 25 years.

The Redmond Transportation Master Plan (TMP) is a strategic functional plan of Redmond 2050. It advances the Redmond 2050 transportation policies by identifying the projects, programs, and investments that are needed to realize a multimodal transportation system that supports Redmond's transition from "suburb to city" and embodies the City's guiding principles of resilience, equity and inclusion, and sustainability. **Figure 1** on the next page shows framework for Redmond's transportation system development - from vision to implementation.







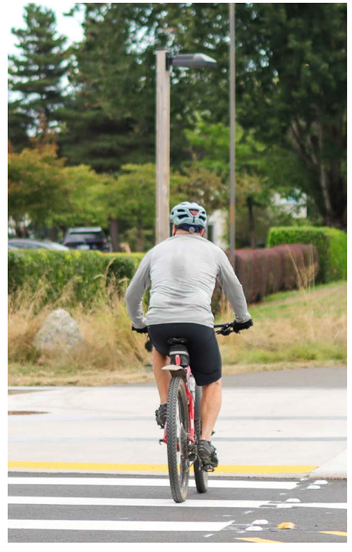
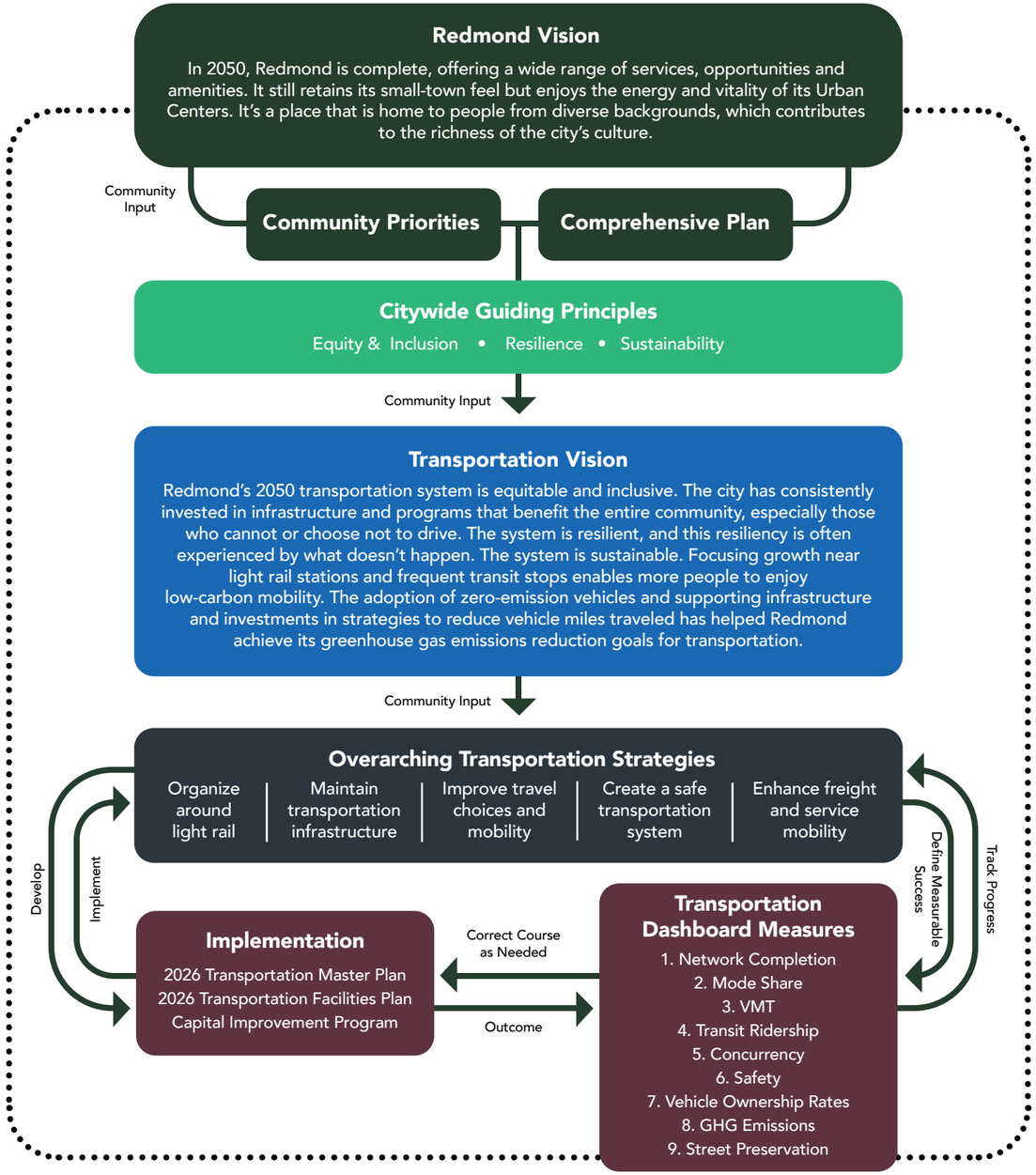




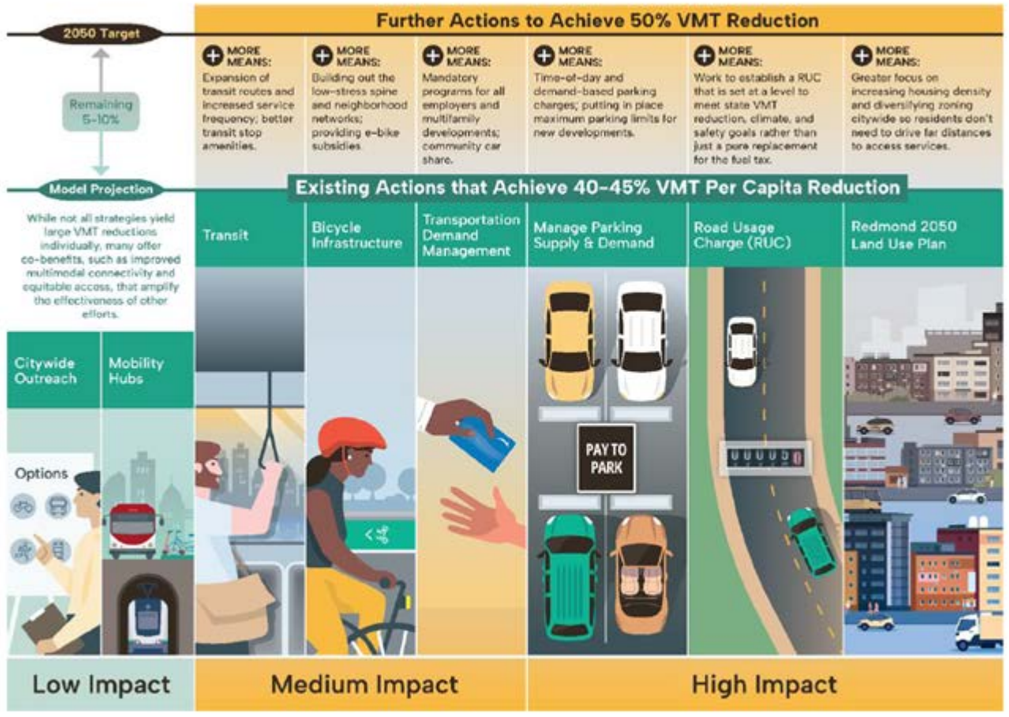
FIGURE 1 | TRANSPORTATION SYSTEM DEVELOPMENT FRAMEWORK



HOW DOES THE TRANSPORTATION MASTER PLAN ADVANCE REDMOND'S SUSTAINABILITY GOALS?

Redmond 2050 sets a goal for reducing greenhouse gas emissions from the transportation sector by 71 percent. The Transportation Master Plan contains many strategies and actions that will contribute to greenhouse gas reductions and a more sustainable Redmond. Reducing the number of vehicle miles traveled (VMT) is the most impactful way to reduce greenhouse gas emissions (GHGs). Figure 2 shows the relative impact of TMP actions that are focused on VMT reduction. These actions align with the actions under the City's Environmental Sustainability Action Plan "Big Move" focused on providing accessible and sustainable transportation that encourages community members to choose low-carbon transportation options.

FIGURE 2 | RELATIVE IMPACT OF KEY VMT REDUCTION STRATEGIES



HOW DOES THE TRANSPORTATION MASTER PLAN ADVANCE REDMOND'S SAFETY GOALS?

Redmond has committed to eliminating serious and fatal traffic-related injuries by 2035 and adopted the Safer Streets Action Plan that provides a roadmap for achieving this goal. The TMP reinforces the Safe System approach that serves as the foundation for the City's transportation safety efforts with actions focused on reducing vehicle speeds and vehicle miles traveled, designing streets to be safe for the most vulnerable users (i.e., people walking, rolling, and biking), using technology to reduce conflicts, and keeping Redmond's transportation assets in a good state of repair.

FIGURE 3 | SAFE SYSTEM APPROACH



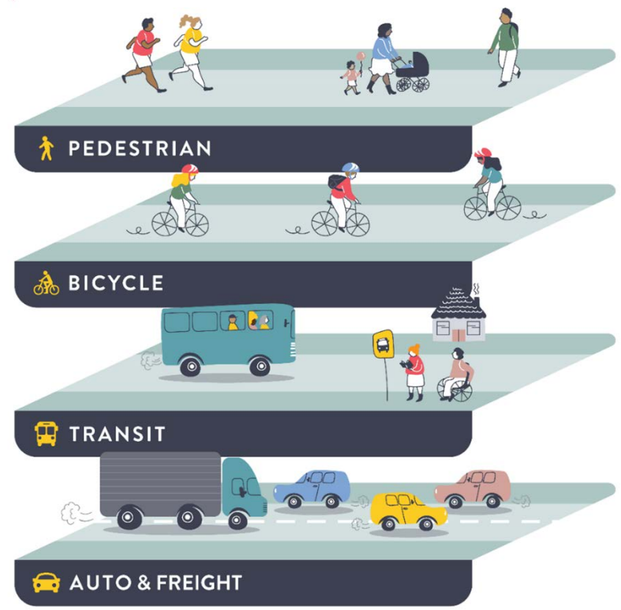
WHAT IS INCLUDED IN THE TRANSPORTATION MASTER PLAN?

The TMP consists of 14 sections, each containing an assessment of existing conditions and strategies and actions that will contribute to a safe, resilient, sustainable, and equitable multimodal transportation system over the next 25 years. Key themes, strategies and actions from each section are provided on the following pages.

STREET SYSTEM PLAN

FIGURE 4 | LAYERED NETWORK APPROACH

Image Credit: Fehr and Peers



KEY THEMES

- Move the most people and goods possible within the existing street system while also minimizing environmental harms and negative community impacts.
- Reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).
- Apply a layered Complete Streets approach to planning, designing, operating, and maintaining streets that enable safe access and accommodation of all users regardless of age or ability.

KEY STRATEGIES AND ACTIONS

- Implement an integrated multimodal transportation system that safely and efficiently serves all travel modes.
- Apply a Safe Systems Approach to the transportation system.
- Apply advanced, but proven, technological solutions to maximize the effectiveness, efficiency, and safety of the transportation system.
- Balance the design and implementation of Complete Streets with emergency response benchmarks.

PEDESTRIAN PLAN



KEY THEMES

- Accessibility: keeping Redmond's pedestrian system safe and comfortable for people of all ages and abilities and meeting or exceeding ADA requirements.
- Connectivity: filling gaps in the pedestrian network with sidewalk and sidewalk alternatives, off-street connections, and closing the distance between low-stress pedestrian crossings.

KEY STRATEGIES AND ACTIONS

- Complete Redmond's pedestrian network by filling sidewalk gaps.
- Construct prioritized low-stress pedestrian crossings.
- Identify and prioritize locations for new or improved neighborhood connections outside of Urban Centers.
- Ensure safe and accessible pedestrian travel through construction areas.
- Implement street design and operational enhancements to reinforce Pedestrian Priority Zones in Urban Centers.

BICYCLE PLAN



KEY THEMES

- Connect all key destinations within the City with low stress bikeways by making consistent progress toward bicycle network completion by 2035.
- Shift short vehicle trips to bicycling and micromobility.
- Implement safe and high-comfort bicycle facilities for people of all ages and abilities, prioritizing a Spine network that connects to urban centers and light rail.

KEY STRATEGIES AND ACTIONS

- Connect bicycle facilities to light rail and bus
- Promote e-bikes with lending libraries and financial incentives.
- Provide convenient, plentiful, and secure bike parking.
- Employ lower-cost, quick-build solutions where possible for more rapid network implementation.

TRANSIT SYSTEM PLAN



KEY THEMES

- Encourage transit ridership through more frequent service, better first-last mile options, and enhanced stop amenities.
- Connect people to light rail easily and safely, especially via bus and active travel modes.
- Build effective coordination between the city and regional transit agencies.

KEY STRATEGIES AND ACTIONS

- Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bikeshed of frequent transit stops.
- Establish Mobility Hubs that promote enhance multimodal first/last mile connections to transit..
- Bring more frequent and flexible transit service to Redmond.

FREIGHT AND GOODS DELIVERY PLAN



KEY THEMES

- Ensure freight and goods delivery access is available to all Redmond residents and businesses.
- Reduce overall GHG emissions by implementing electric or low emissions delivery and pick up systems .
- Promote freight delivery strategies that minimize disruptions and impacts to the surface transportation network and livable Urban Centers.

KEY STRATEGIES AND ACTIONS

- Consider efficient and safe truck movement in all street planning and design.
- Restrict or discourage truck traffic where incompatible.
- Adopt innovative strategies to provide for safe and enhanced freight movement, reduced emissions, and application of clean technology.
- Implement strategies to reduce number of trips and conflicts associated with package deliveries.

SYSTEM MAINTENANCE AND PRESERVATION



KEY THEMES

- A well-maintained transportation system prevents network disruptions.
- Maintaining sidewalks, curb ramps, and bikeways supports safe and equitable access.
- Transportation system maintenance prolongs the life of system assets and helps prevent harmful substances from entering sensitive areas.

KEY STRATEGIES AND ACTIONS

- Establish a Maintenance Level of Service Standard for infrastructure assets.
- Plan for and adequately fund maintenance and preservation of Redmond's transportation system.
- Explore alternative approaches to addressing bikeway, sidewalk, and shared use path maintenance needs.

CURBSPACE AND PARKING MANAGEMENT



KEY THEMES

- When managed together, effective curb and parking management optimizes parking utilization, decreases time spent searching for parking, and reduces congestion.
- Manage curb space in Redmond equitably with consideration of community benefits and other modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.

KEY STRATEGIES AND ACTIONS

- Develop a comprehensive curbside management plan for Redmond's three urban centers.
- Manage on-street parking in Redmond to optimize utilization of the City's limited on-street parking inventory.
- Support a shared parking program for off-street parking areas in Redmond with public parking components or parking areas that are shared between neighboring land uses.

TRANSPORTATION DEMAND MANAGEMENT



KEY THEMES

- Shifting trip modes in Redmond and working with private sector partners to establish behavior change reduces congestion as the city grows.
- Providing and promoting travel options decreases household transportation costs and reduces greenhous e gas emissions and congestion.

KEY STRATEGIES AND ACTIONS

- Educate and emphasize the options and benefits of existing and planned public transit service through the City of Redmond transportation demand management program and partnerships with local organizations.
- Revisit regulations and management of Mobility Management Plans and meet statewide Commute Trip Reduction requirements.
- Support parking changes that encourage individuals to consider non-drive-alone transportation options.

E-MOBILITY STRATEGY



KEY THEMES

- Electrification reduces GHGs that contribute to climate change and associated negative impacts on environment, infrastructure, and community.
- Access to charging infrastructure should be available to all Redmond community members regardless of socioeconomic status.

KEY STRATEGIES AND ACTIONS

- Focus on equitable access when considering E-mobility infrastructure investments.
- Explore publicly available e-bike charging opportunities.

EMERGING TRENDS AND TECHNOLOGY



KEY THEMES

- Consider community safety, privacy, and accessibility before deploying new technologies in Redmond.
- New technologies can be used to reduce greenhouse gas emissions, environmental impacts of the transportation system, and support more efficient use of resources.

KEY STRATEGIES AND ACTIONS

- Employ newly adopted technology in service of safety, maintenance, and multimodal travel choices for pedestrians, cyclists, and motorists.
- Develop staff skills and knowledge of advanced analytical tools that will advance transportation options, safety, and efficiency.
- Form partnerships with emerging mobility services, technology services, platforms, and neighboring jurisdictions to advance safety and mobility.

MONITORING PROGRESS



KEY THEMES

- Performance monitoring is the regular measurement and reporting of the results of projects, programs, and policies.
- Performance measurement reveals whether City activities are achieving the strategies and citywide principles set forth in the TMP and gives decision makers the information they need to change course if necessary.

KEY STRATEGIES AND ACTIONS

- Dashboard performance measures include: Network Completion, Mode Share, Vehicle Ownership Rates (including EVs), Vehicle Miles Traveled (VMT), Transit Ridership, Safety, and Street and Sidewalk Condition.
- Other transportation- and land use-related performance measures that will help track progress toward reductions greenhouse gas emissions are identified in the Environmental Sustainability Action Plan and include electric vehicle ownership, commute distance, and jobs:housing ratio.

TRANSPORTATION FACILITIES PLAN



KEY THEMES

- Long-term financially constrained list of projects to ensure multimodal transportation capacity is developed concurrently with development.

KEY STRATEGIES AND ACTIONS

- Bikeways such as separated bicycle lanes, shared use paths, and bicycle boulevards.
- Sidewalk improvements and safe pedestrian crossings.
- Transit speed and reliability improvements.
- Capacity projects to ensure freight mobility and relieve congestion.

HOW DID THE COMMUNITY GIVE FEEDBACK ON THE TRANSPORTATION MASTER PLAN?

4,500

Total interactions from 2020-2025 with community members via questionnaires, community events, committee meetings, focus groups, and open houses

2 Light Rail Station Opening Events

3 Open Streets Festivals

5 Open Houses

5 Events (4 focus groups and 1 open house) tailored to Redmond's Community-Based Organizations (CBOs) through partnership with Eastside for All

2 Road Safety Assessments

8 Focus Groups or Roundtable Sessions

6 Pedestrian and Bicycle Advisory Committee (PBAC) meetings discussing the TMP

Approximately **382** responses to community questionnaires

Throughout the Transportation Master Plan, community members' stories and ideas will befeatured as Community Member Highlights. Look to these highlights for a spotlight on Redmond's engaged and thoughtful community!

INTRODUCTION

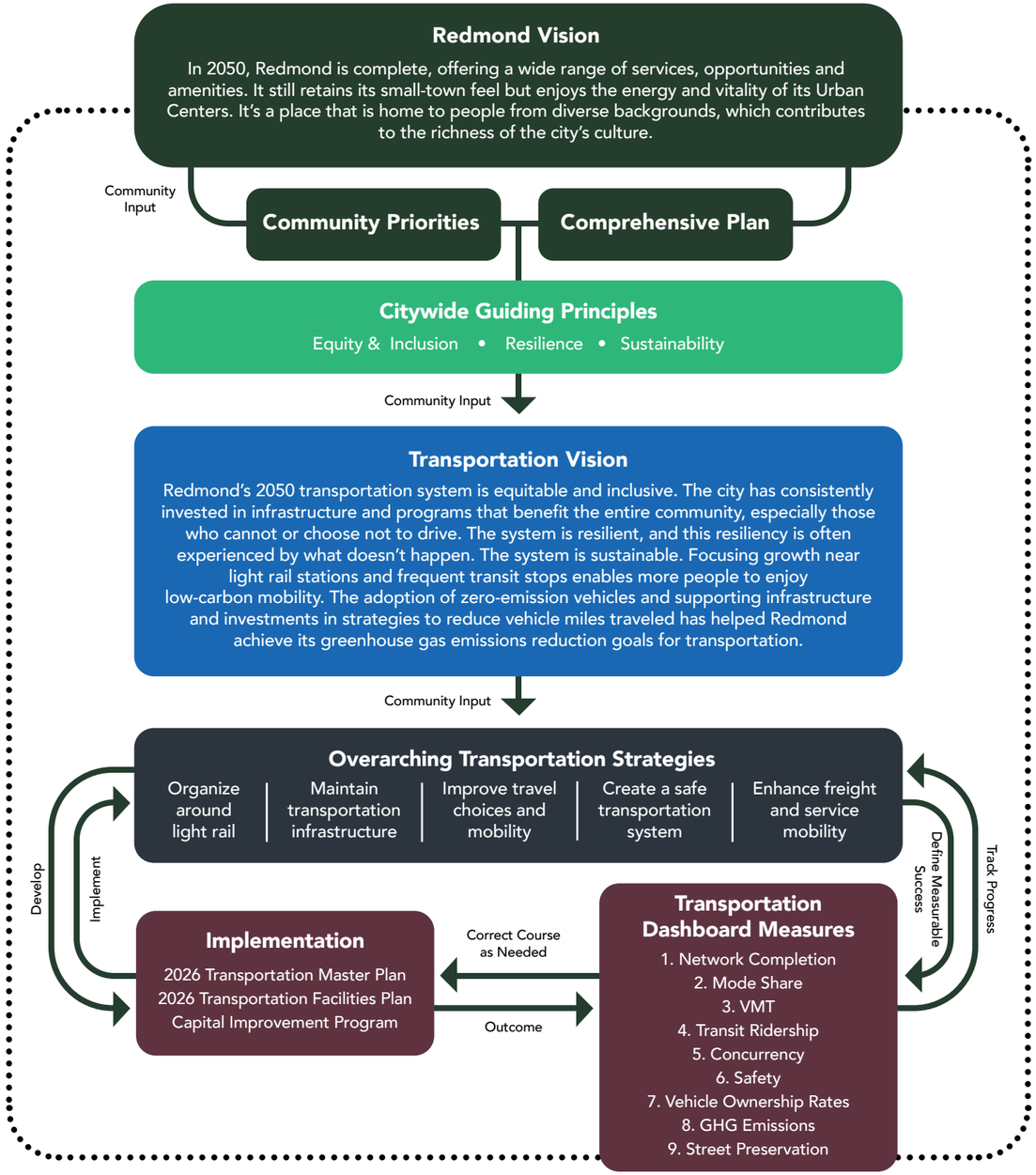
The Redmond Transportation Master Plan (TMP) is a strategic functional plan of Redmond 2050, the City's Comprehensive Plan. It guides Redmond's transportation projects, programs, and investments over the next twenty-five years. The strategies and actions in the TMP are focused on building a multimodal transportation system and shifting community travel behaviors to support Redmond's transition from "suburb to city" and achieve the City's guiding principles of resilience, equity and inclusion, and sustainability.

The Redmond 2050 Transportation Element provides the policy framework for a transportation system that supports the City's land use plan and prioritizes more affordable transportation options that reduce greenhouse gas emissions and vehicle miles traveled. As a strategic functional plan, the TMP specifies the steps that need to be taken to implement Redmond 2050 policies. Figure 1 shows how the Redmond Vision established by the Redmond community relates to community priorities, Redmond 2050, Citywide Guiding Principles, the Transportation Vision, Overarching Transportation Strategies, and finally how the TMP advances implementation to achieve the vision.

Much has changed since Redmond last updated its TMP in 2013. Since that time, the City and Sound Transit have come together to build and operate four new Link light rail stations. Downtown Redmond has been transformed by the conversion of Redmond Way and Clevland Street to two-way streets, the latter functioning as the main street of a vibrant downtown. New advanced adaptive traffic signals have been installed at key intersections in the downtown area, helping to reduce travel times, lower emissions due to less idling, and improve pedestrian safety through adaptive crosswalk timing. And the City has adopted the Safer Streets Action Plan, a roadmap for achieving the goal of eliminating traffic-related deaths and serious injuries by the year 2035.

Redmond is one of the fastest growing cities in Washington. With this growth comes greater demands on the city's transportation system. A multimodal transportation system that builds on the significant investments in Link light rail and provides a range of safe, affordable, and accessible travel options will ensure that people are able to meet their everyday needs, and Redmond continues to provide its community members a high quality of life.

FIGURE 1 | TRANSPORTATION SYSTEM DEVELOPMENT FRAMEWORK



FIVE OVERARCHING STRATEGIES

The centerpiece of this framework approach is a set of five overarching strategies that are embedded in the Redmond 2050 Policy Framework, the vision narrative, and throughout the TMP. Each strategy describes the core activities needed to achieve the desired outcomes. Dashboard measures will be used to evaluate progress on these strategies over time and are explained in detail in Section 13, Monitoring Progress. These five strategies provide the basis for the identification of projects and programs to be completed by 2050. Implementation activities needed to achieve each strategy will be guided by the principles of resilience, equity and inclusion, and sustainability.

The five overarching strategies are:

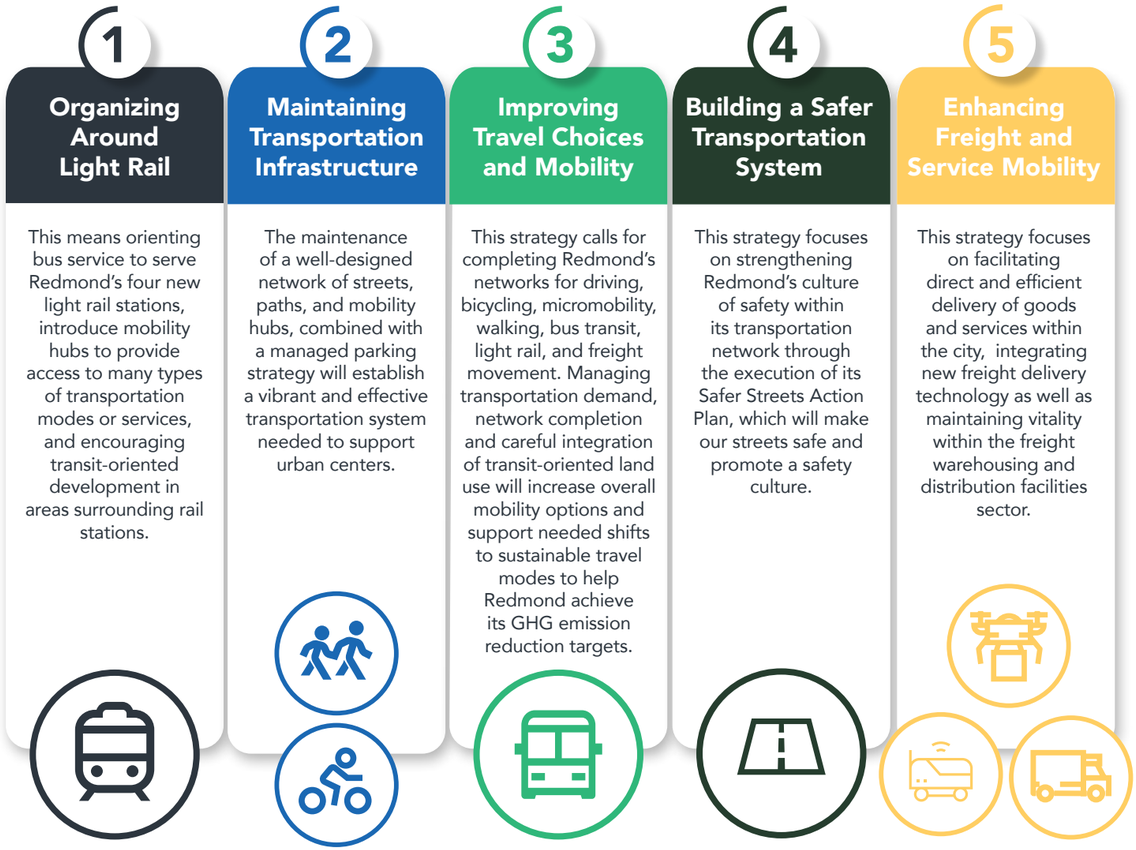


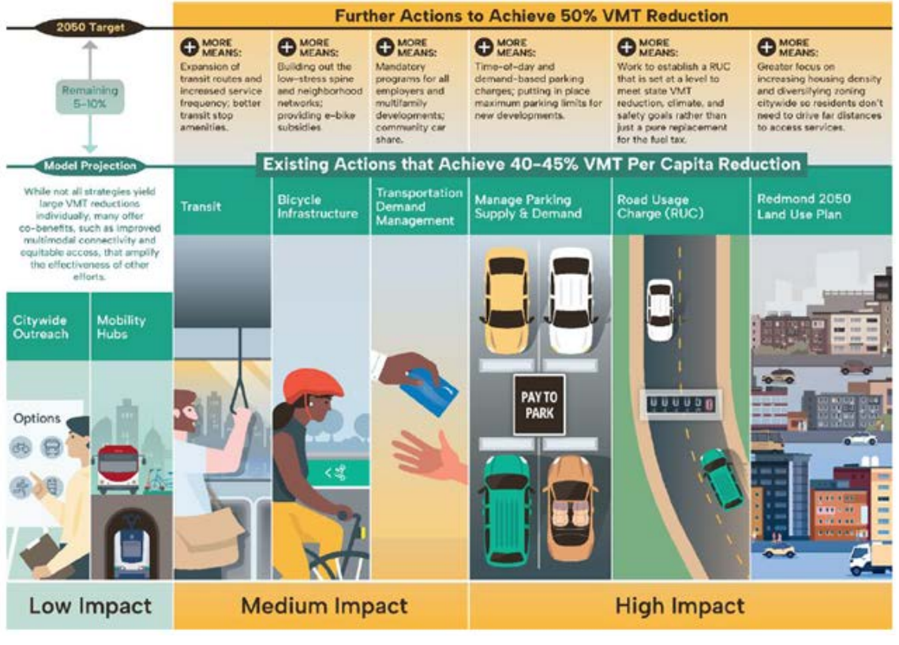
FIGURE 2 | FIVE OVERARCHING TRANSPORTATION STRATEGIES

Reducing Vehicle Miles Traveled and Greenhouse Gas Emissions

Vehicle miles traveled (VMT) is a measure of the total miles driven and an indicator of how well land uses are integrated with transportation options such as walking, biking, rolling, and transit. Most vehicle miles traveled in Redmond are from personal vehicles. Reducing VMT will help Redmond achieve a **71 percent reduction** in greenhouse gases from the transportation sector[1] as established in Redmond 2050. VMT reduction is a key strategy defined in the Environmental Sustainability Action Plan (ESAP), which sets a target for VMT reduction of 50% between 2017 and 2050. The Safer Streets Action Plan also identifies VMT reduction as a key strategy to improving transportation safety as it reduces the potential for crashes, particularly between vehicles and people walking, biking, and rolling.

Reaching Redmond's VMT reduction goals will require a combination of actions that vary in terms of their impact. While some actions drive significant changes, they are often the most difficult to implement due to political, operational, or community concerns, and may require a longer time to realize. Figure 3 illustrates the key VMT reduction strategies identified in the TMP. **These same strategies are echoed in the ESAP as "big moves" related to transportation sector greenhouse gas reduction**. It is important to note that while not all actions lead to a large reduction in VMT alone, many provide co-benefits such as improved multimodal connectivity, more equitable access, and overall increase in community livability.

FIGURE 3 | RELATIVE IMPACT OF KEY VMT REDUCTION STRATEGIES



[1] The transportation sector contributes nearly a quarter of the Redmond community's greenhouse gas emissions,.

Community Engagement

The strategies and actions identified in the TMP are directly informed by the feedback received from the Redmond community both during the Redmond 2050 Comprehensive Plan and Redmond Transportation Master Plan update processes. The Redmond community and other stakeholders were asked about what transportation challenges they are facing and how they would like to see the Redmond transportation system better meet their needs. This outreach included tabling events at Derby Days and Open Streets Festivals, light rail opening day events, the Redmond Pedestrian and Bicycle Advisory Committee meetings, and other open houses. Outreach included the following:

- Over approximately 4,500 total interactions from 2020-2025 with community members via questionnaires, community events, committee meetings, focus groups, and open houses.
- 2 Light Rail Station Opening Events.
- 3 Open Streets Festivals.
- 5 events (4 focus groups and 1 open house) tailored to Redmond's Community Business Organizations (CBOs) through partnership with Eastside for All.
- 2 Road Safety Assessments.
- 5 Open Houses.
- 8 Focus Groups or Roundtable Sessions.
- 6 Pedestrian and Bicycle Advisory Committee (PBAC) meetings discussing the TMP.
- Approximately 382 responses to community questionnaires.

Appendix A provides a full summary of how the community was engaged and key findings from this engagement.

FIGURE 4 | TRANSPORTATION MASTER PLAN COMMUNITY OUTREACH EVENTS



How People Move in Redmond Today and Tomorrow

Redmond is served by two transit agencies (King County Metro and Sound Transit), with public buses and four light rail stations. There are 75 miles of bicycle network, 39 miles of developed trails, and 249 miles of sidewalk within the city. Commute Trip Reduction surveys done prior to the Covid-19 pandemic showed increasing commuter use of transit, with nearly 18% of commuters reportedly riding the bus by the 2019/2020 survey, and nearly 3% commuting via bike. While both rates dropped significantly in the 2021/2022 survey, telework share grew from 5% to 41%. The 2024/2025 survey shows similar trends, with over 5% of commuters utilizing transit (light rail and bus) and 2% commuting by bike. Although the telework share dropped from 2021/2022—at 36% for 2024/2025—it still remains a significant factor in commute trends. As employers and jobs in Redmond shift back to in-person work, light rail connects to Seattle, and community demand for more transportation choices grows, Redmond seeks to expand resources and investment to ensure that transit, cycling, micromobility, and other sustainable transportation modes are prioritized.





Redmond is a growing city, with a 2024 population of 80,040. By 2050 it is projected there will be over 118,000 residents and an additional 24,800 housing units, and nearly 30,000 additional jobs. An influx of this size will put strain on the existing transportation system. Investing in space-efficient travel modes, such as bike lanes and high-capacity transit, is the most sustainable way to manage what would otherwise result in extreme congestion if personal vehicle use was to continue to be the dominant mode of travel. There is no financially feasible way to build enough street capacity to accommodate ever-increasing vehicle volumes nor would this approach maintain Redmond's high quality of life and environmental stewardship goals.





While cars are likely to continue to be a significant way in which people get around Redmond in the year 2050, things may look very different with the advent of autonomous vehicles (AVs). AVs have the potential to shift the entire ownership model of cars, moving away from personal ownership to an on-demand system not unlike Uber or Lyft today (see Section 12 – Emerging Trends and Technology for more discussion on AVs). Regardless of the future of cars, a critical fact is that over 50% of trips taken within Redmond are less than three miles, which suggests that other modes such as walking, biking and rolling can replace a significant number of vehicle trips. It will require the City to prioritize investments in safe and comfortable infrastructure, as well as creating incentives, new policies, and awareness-building programs to encourage this shift to non-auto travel modes.

Key Partnerships

While the City of Redmond operates and maintains over three hundred and fifty lane miles of paved streets, it also partners with other agencies such as King County and the Washington State Department of Transportation to ensure that regional roads within and adjacent to Redmond are allowing community members to get to where they need to go safely and efficiently. Redmond also collaborates closely with neighboring cities to ensure seamless intercity travel. Redmond has many miles of multi-use trails many of which are operated by other agencies such as King County. Transit service in Redmond is provided by King County Metro, Sound Transit, and a variety of private operators, which requires constant partnership to ensure Redmond community members' needs are being met and Redmond's street system facilitates reliable and fast service. While the City is not able to directly control some aspects of its transportation system these partnerships allow it to coordinate and ensure the needs of the Redmond community are being met.

Related Plans and Guiding Policy

Transportation Facilities Plan (TFP)
The Transportation Facilities Plan (TFP) is the long-range financially constrained list of the transportation capital needs identified to provide the transportation capacity needed to support projected population and employment growth, also known as concurrency. It represents the supply for Redmond's Transportation Impact Fee program. The TFP has been updated with the TMP update and prioritized to align with Redmond 2050 guiding principles and overarching transportation strategies. This 25-year Transportation Facilities Plan is financially constrained by the revenue forecast for the same period consistent with the Washington State Growth Management Act.

Transportation Improvement Program (TIP)
The six-year Transportation Improvement Program (TIP) is a short-range planning document that is updated annually based on needs identified by the community and analyses conducted by the City. It represents Redmond's current complete list of needed projects and programs for the next six years. Many projects in the TFP will also appear in the TIP. Typically, projects listed in the first three years of the document are shown as having secured funding while projects in the last three years can be partially or completely unfunded. Many opportunities for grant funding require that projects are included on a TIP to be eligible to receive funding.

Safer Streets Action Plan
The Safer Streets Action Plan, adopted by the City of Redmond in April 2025, is a roadmap to achieving zero traffic-related fatalities and serious injuries in the city. Creating a safety culture is critical to achieving the City's goals of zero fatal and serious injury crashes and will require partnership and active participation of City staff, community-based organizations, employers, and everyone using Redmond's transportation system. The City has committed to a 50 percent reduction in fatal and serious injury crashes by the end of the year 2030 and eliminating all fatal and serious injury crashes by 2035.

PSRC Vision 2050 and Regional Transportation Plan
Puget Sound Regional Council (PSRC)'s Vision 2050 is the four-county plan that outlines regional growth trends. Redmond is expected to support the region's vision with the Redmond 2050 Comprehensive Plan, and by extension, the Transportation Master Plan. The Redmond Transportation Master Plan aligns with the PSRC Vision 2050 by ensuring that its transportation-related provisions conform to the Growth Management Act and are consistent with multicounty planning policies. This alignment is crucial for effective regional planning and development, as it helps to address the regional growth strategy and ensure that local transportation plans meet the broader goals set forth in Vision 2050. The PSRC's Regional Transportation Plan (RTP) is designed to implement these growth strategies, and the transportation plan in Redmond is expected to support this alignment by incorporating necessary adjustments and improvements to enhance transportation efficiency and accessibility within the region.

King County Multicounty Planning Policies
The Redmond Transportation Master Plan aligns with King County's Multicounty Planning Policies by focusing on enhancing the city's transportation infrastructure to meet the evolving needs of its residents. The plan emphasizes the importance of a sustainable transportation system, addressing climate change, and ensuring equity in transportation access. It also aligns with King County's broader goals for public transportation, including the King County Metro Transit Development Plan 2024-2029, which outlines the strategic direction for public transportation services in King County. The plan aims to create a transportation system that is safe, accessible, and environmentally friendly, contributing to the overall well-being of the region.

CREATING COMPLETE STREETS IN REDMOND

The Complete Streets concept provides a multimodal approach to roadway design and safety that considers all users of the transportation system. A street can be considered "complete" when it provides the necessary space and infrastructure for all users to travel safely and comfortably along the same street. Complete Streets may include dedicated bicycle lanes, transit lanes, and sidewalks to accommodate multimodal users alongside vehicles. Complete Streets emphasize comfort and safety with the addition of lighting, landscaping, trees and foliage, or street furniture. Redmond has embraced a layered Complete Streets network, recognizing that every street may not be able to provide the desired level of service for all travel modes. More details on this approach can be found in the Street System Plan. Additionally, Redmond's Complete Streets concept focuses on vehicle speed reduction as a means to allow for safe travel for all modes. By lowering vehicle speeds Redmond's citywide street system promotes safety and comfort for all users.



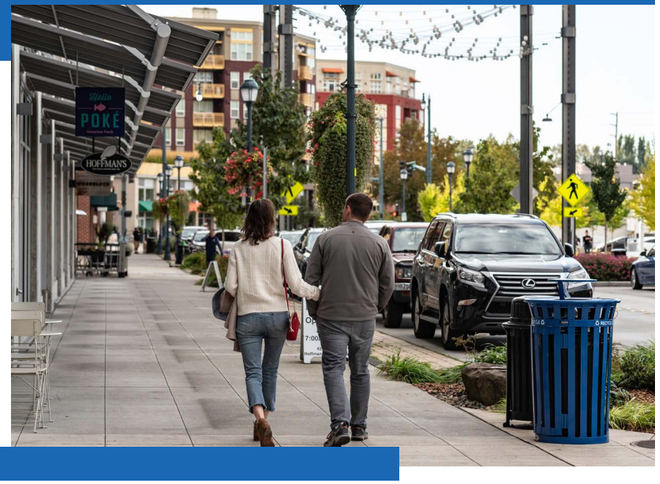
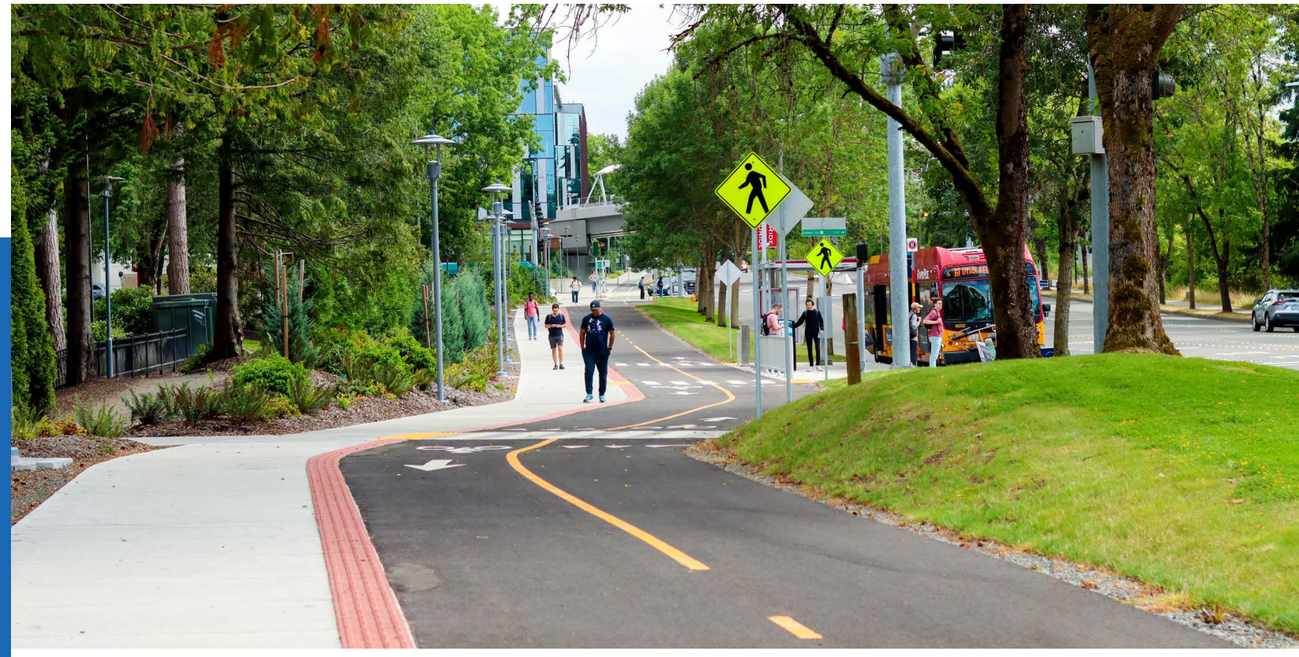


FIGURE 5 | REDMOND'S CLEVELAND STREET (LEFT) AND ADJACENT DOWNTOWN PARK (RIGHT) ARE THE RESULT OF A COMPLETE STREETS APPROACH THAT SUPPORTS COMMUNITY CONNECTION.

FIGURE 6 | THE 156TH AVENUE NE CYCLE TRACK FURTHERS COMPLETE STREET PRINCIPLES ON 156TH AVENUE NE IN OVERLAKE



The modal network recommendations in this Transportation Master Plan are grounded in the layered Complete Streets concept, meaning that individually a given street may not provide the highest level of service for every travel mode, but together, the entire transportation network meets the needs of all travel modes in terms of access, mobility, and safety.

Transportation Equity

Equity refers to how individuals are given tools specific to their needs and socioeconomic status to move towards similar outcomes. An equitable transportation system is one that ensures equal access to safe, reliable, and affordable transportation options and aims to eliminate barriers that prevent people from accessing essential services and opportunities. Beyond the TMP's emphasis on developing a multimodal system that provides a variety of safe and reliable transportation options for people of all ages and abilities, equity measures have been considered in prioritization of the Transportation Facilities Plan and will be applied during annual updates to the Transportation Improvement Plan starting in 2026. Equity measures include socioeconomic factors such as age, income, car ownership, disability, cost burden, and other measures such as job and housing density.

How to Read This Document

The sections of the Transportation Master Plan focus on different transportation modes or elements of the transportation system. Each section includes strategies and actions for furthering the Redmond 2050 Vision for Redmond's transportation network.

1. **Executive Summary** – Overview of the Transportation Master Plan and key themes and strategies.

2. **Introduction** – Provides context for Redmond's existing and future transportation system.

3. **Street System Plan** – Redmond's layered Complete Streets approach and optimizing the roadway network for multimodal safety and comfort.

4. **Pedestrian Plan** – Focuses on accessibility and connectivity on Redmond's pedestrian network of sidewalks, shared use paths, crossings, and neighborhood connections.

5. **Bicycle Plan** – Outlines how Redmond will connect the bicycle/micromobility network to transit and other key destinations with high-comfort bikeways for all ages and abilities.

6. **Transit System Plan** – Establishes Redmond's future transit vision and goals for citywide and regional transit connectivity.

7. **Freight and Goods Delivery Plan** – Provides strategies to ensure freight and delivery access is available, efficient, and reduces greenhouse gas emissions.

8. **System Maintenance and Preservation** – Provides context and strategies for the maintenance of Redmond's transportation system and facilities.

9. **Curbspace and Parking Management** – Explores how Redmond will manage and optimize curbspace, on-street parking, and off-street parking for equitable access of all transportation modes.

10. **Transportation Demand Management** – Focuses on strategies to shift travel modes in Redmond away from drive-alone vehicles and toward more sustainable travel modes such as transit, walking, and biking.

11. **E-Mobility Strategy** – Outlines Redmond's strategy for implementing electric mobility (e-mobility), including electric vehicles, charging infrastructure, and micromobility devices.

12. **Emerging Trends and Technology** – Explores how Redmond can implement new technologies to create a more efficient and sustainable transportation system.

13. **Monitoring Progress** – Outlines how Redmond will monitor progress on the various goals and initiatives established in the Transportation Master Plan.

14. **Transportation Facilities Plan (TFP)** – A Long-term financially constrained list of projects to ensure multimodal transportation capacity is developed concurrently with development.

15. **Appendices**
    A. Community Involvement
    B. Multimodal Level of Service
    C. Estimated Multimodal Level of Service Impacts to State-Owned Facilities
    D. Travel Demand Forecast
    E. Impacts to Neighboring Jurisdictions
    F. Design Guidance



STREET SYSTEM PLAN

Transportation Master Plan

STREET SYSTEM PLAN

INTRODUCTION

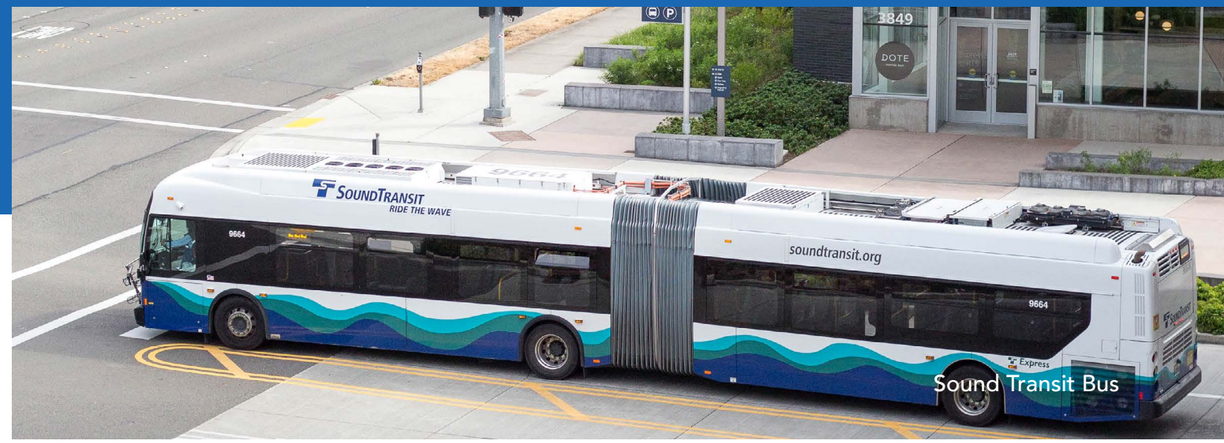
Streets are the backbone of the multimodal transportation system in Redmond. People use Redmond's streets to move around and address their daily needs. Movement comes in many ways—walking, cycling and scooters, mobility devices, public transit, and driving—and streets function to serve all these ways, 24 hours a day, seven days a week. Redmond's street system plan supports Redmond's preferred land use pattern as presented in Redmond 2050 by providing multimodal access, and conversely, Redmond's land use plan supports the transportation system by creating more compact development that makes walking, biking, micromobility, and taking transit an easy and cost-effective means of travel.

In Redmond's Urban Centers, the streets not only provide mobility, but also comprise the public realm. The quality of the public realm—streets, sidewalks, plazas, and other publicly accessible spaces—influences Redmond's livability, economy, safety, and public health.

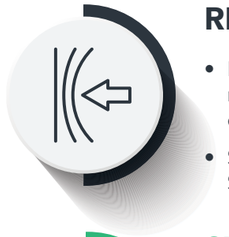
The street network also provides an important stormwater management and environmental services function, and through the integration of green stormwater infrastructure and healthy street trees, can help mitigate pollution and the urban heat island effect.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

This section contains strategies for maximizing the City's return on investment in its transportation system. This means moving the most people and goods possible within the existing street system while also minimizing environmental harms and other negative community impacts. Redmond 2050 establishes three Guiding Principles: Equity and Inclusion, Sustainability, and Resilience. The Street System Section identifies strategies that support these principles and align with Redmond 2050 transportation policies.



Sound Transit Bus



RESILIENCE

- Maintain the street network in a state of good repair to support the mobility and access needs of all modes. Use advanced technology to improve the operations and efficiency of the multimodal transportation system. (TR-5, TR-9 and TR-26)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 5, Strategy 6, Strategy 7



SUSTAINABILITY

- Shifting vehicle trips to transit, walking, and biking will help Redmond achieve its greenhouse gas reduction targets and provide other environmental benefits. (TR-36, TR-38, TR-39)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 1, Strategy 2, Strategy 4, and Strategy 5



EQUITY & INCLUSION

- Implement modal corridors to achieve a more equitable allocation of transportation system resources and ensure safe access for people of all ages and abilities. (TR-10, TR-13, TR-14, and TR-16)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 3, Strategy 8, and Strategy 9

AN INTEGRATED "COMPLETE STREETS" APPROACH

Redmond applies an integrated Complete Streets approach to planning, designing, building, operating, and maintaining streets that enable safe access and accommodation of all users, regardless of mode, age, or ability, including motorists, freight, pedestrians, bicyclists, people with disabilities, children, older residents, and transit riders.

Redmond's Complete Streets Policy states: all transportation projects shall provide **appropriate accommodation** for persons of all ages and of all abilities, including bicyclists, pedestrians, transit users, as well as automobiles, freight, and buses, in comprehensive and connected networks defined in the City's Transportation Master Plan; provided, that such accommodation shall take into account and complement the local context and character of the community and land use.

Examples of appropriate accommodation for transportation projects include, but are not limited to:

- Sidewalks for pedestrians.
- Bike lanes for bicyclists or scooters.
- Special bus lanes or signal operations for transit service.
- Comfortable, safe, and accessible public transportation stops.
- Frequent and safe crosswalks.

These features, and others, work together to create a safe and efficient transportation network for all users.

OVERVIEW OF REDMOND'S STREET SYSTEM AND ASSETS

Elements of the street system are classified by the character of service they provide for planning, design, construction, and operational purposes. The system recognizes that most travel involves movement through a network of streets and each piece of the network exists to provide a combination of mobility and land use access. For example, a principal arterial is more focused on providing through movement mobility than it is direct access to adjacent land uses. On the other end of the spectrum, a local access street provides direct access to many individual land uses.

A street's design and operation are based on its functional classification. However, it is also important for streets to respond to the character of adjacent land uses and the activity they generate. In other words, a street with a singular functional classification may vary in its design and operations based on adjacent land uses and the different modes of travel that are expected to use the street. This is often referred to as context-based design.

The following section provides a definition of the street functional classification in Redmond. Attributes associated with each functional class are summarized in Table 1. Figure 1 is a map of Redmond's street functional classification.

Freeway
State Route 520 is part of the State Highway System and connects Redmond with the region. The SR 520 Freeway provides limited access, allowing traffic to move more freely, and is designed and intended to carry heavy volumes of traffic at high speeds, including a relatively large percentage of trucks. Interconnections with other roadway classifications are accomplished through grade-separated interchanges.

Principal Arterial
A principal arterial provides capacity and continuity for travel between different areas of the city and adjacent jurisdictions. Principal arterials provide direct connections to freeways or other principal arterials. Adjacent land uses may include residential and commercial areas, open space, public lands, industrial sites, and institutional sites. While principal arterials provide important connections between Redmond and the broader region, their function is not solely the through movement of motor vehicles. The through movement of motor vehicles on principal arterials must be balanced with the need to safely serve all travel modes and respond to the adjacent land context, which varies.

Minor Arterial
A minor arterial provides for travel between different areas of the city but does not have the capacity and significance of principal arterials. Minor arterials typically connect with other minor arterials, principal arterials, and collector arterials. Adjacent land uses may include residential property, schools, public parks, retail and commercial uses, or public institutions.

Collector Arterial
A collector arterial receives traffic from connector streets and local streets and provides access to principal and minor arterials. Collector arterials are generally not intended to serve regional trips and generally do not provide route continuity for more than a mile or two. These roadways are generally contained entirely within the city and connect neighborhoods

with each other, terminating only at principal arterials, minor arterials, or other collector arterials. Like minor arterials, adjacent land uses may include residential property, schools, public parks, retail and commercial uses, or public institutions.

Connector Streets
Connector streets are specially designated local streets that provide for direct vehicle, bicycle, and pedestrian connections between adjacent neighborhoods, and between neighborhoods and commercial areas. Connectors typically provide no route continuity beyond the areas they serve. Adjacent land uses may include residential areas, commercial areas, open space, public lands, industrial sites, and institutional sites. Connectors terminate at collector arterials, minor arterials, and/or local access streets.

Local Access Streets
Local access streets provide direct connections to and within neighborhoods and typically terminate at connector streets or collector arterials. These streets provide for direct vehicle, bicycle, and pedestrian access to neighborhood commercial and residential land uses. Local streets do not serve regional trips and provide no route continuity beyond the areas they connect.

Shared Streets
Shared streets are slow-speed streets shared by pedestrians, cyclists, and vehicles. In a shared street, every user yields to any more vulnerable user. Pedestrians may use the full width of the street within an area defined as a shared street. Washington Senate Bill 5595 gives local agencies legal authority to create shared streets that feature speed limits as low as 10 mph and allows pedestrians to walk in the middle of the street. Vehicles would be allowed on these streets, but they must yield the right-of-way to pedestrians.

In Redmond, some local streets will be transitioned to shared streets, which are appropriate on a residential, limited use, or other low-volume street, where the neighborhood desires to create a public space for social activities and play or as an alternative to building conventional sidewalk where there may be environmental or cost constraints. Shared streets are also appropriate on streets with commerce where there is a desire to create an active and attractive people-oriented area.

Shared Streets components that help create a people-oriented space can include:

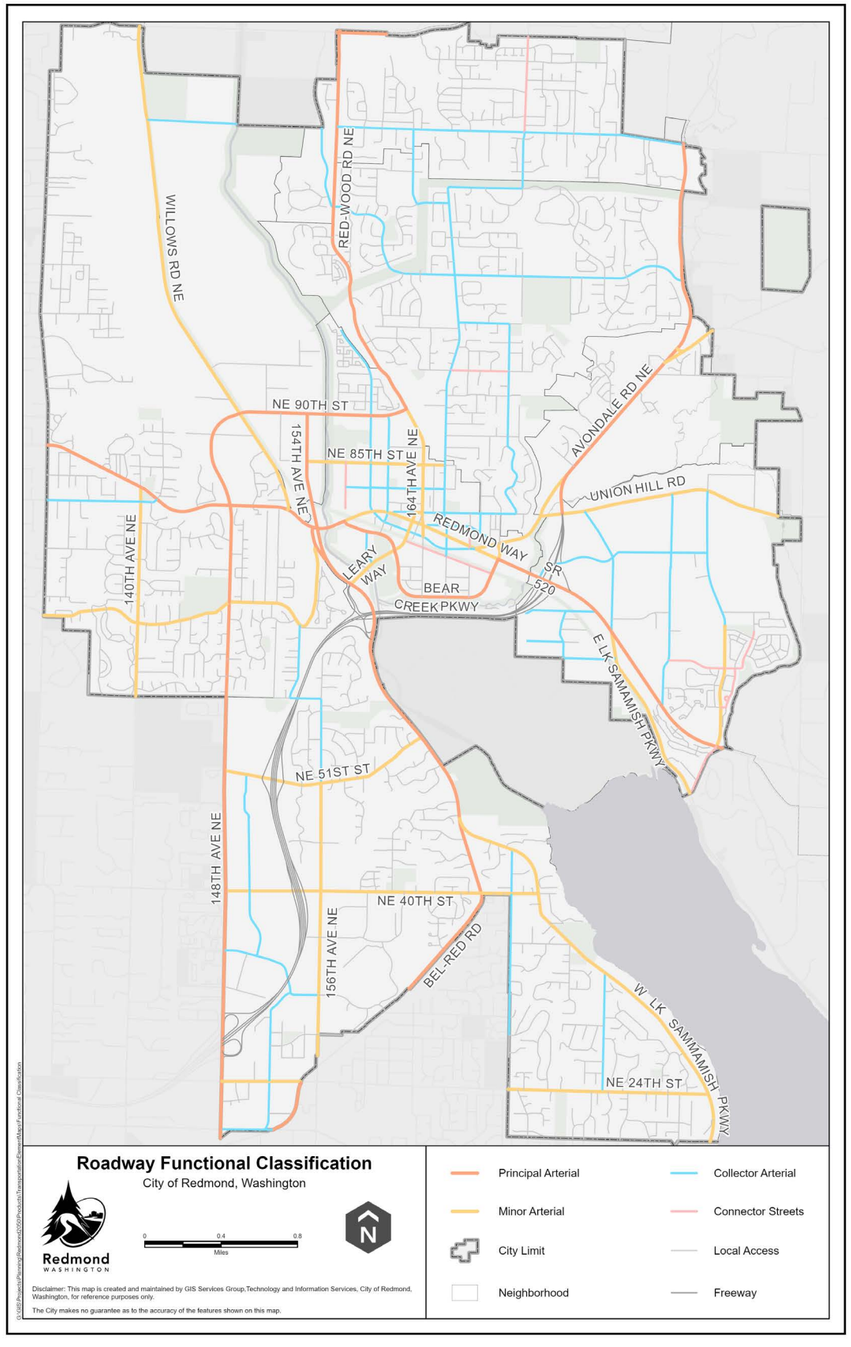
- Special paving and surface treatment to identify these streets as unique people places.
- Flush or reduced curb height and nonexistent curb sidewalk to encourage pedestrians to use the entire street rather than street edges.
- Narrow vehicular lanes to create a safe and comfortable environment for pedestrians and cyclists.
- Chicanes to slow drivers by adding curves to the travel lane to indicate that they are entering a pedestrian area.
- High-quality and artistic street furniture to announce that people are welcome and create a friendly pedestrian environment.
- Plants to increase the quality of the urban space and the pedestrian experience with attention paid to pedestrians who are deaf-blind.
- Pedestrian-scale lighting.

TABLE 1 | SUMMARY OF STREET FUNCTIONAL CLASSIFICATIONS ATTRIBUTES

	Transportation Mode						Typical Trip Type Served		
Functional Classification	Vehicle	Transit	Bicycle	Pedestrian	Traffic Calming/ Speed Mgmt	On-Street Parking	Regional	Citywide/ Local	Neighborhood
Freeway	✓	✓					✓	✓	
Principal Arterial	✓	✓	◐	✓	◐		✓	✓	
Minor Arterial	✓	◐	◐	✓	◐	◐		✓	✓
Collector Street	✓	◐	◐	✓	✓	◐		✓	✓
Connector Street	✓	◐	◐	✓	✓	◐		✓	✓
Local Access Street	✓		◐	✓	✓	✓			✓
Shared Street	✓		◐	✓	✓	◐			✓

KEY: ✓ Prevalent ◐ Common/Possible

FIGURE 1 | REDMOND ROADWAY FUNCTIONAL CLASSIFICATION



Redmond's Transportation Assets

Redmond's transportation assets represent a level of investment that has been made to ensure the safe and efficient movement of goods and people. Some key transportation assets are listed in Table 2 but there are others. Each asset must be managed and maintained to sustain a defined level of service. This level of service is defined by the modal networks and priorities identified in the Transportation Master Plan and tracked at the community-level by the performance measures discussed in the Section 13 – Performance Measures. Redmond's *Transportation System Asset Management Plan* further identifies Redmond's transportation assets and how they should be managed and maintained to achieve the desired level service (or priority) and performance defined in the Transportation Master Plan.

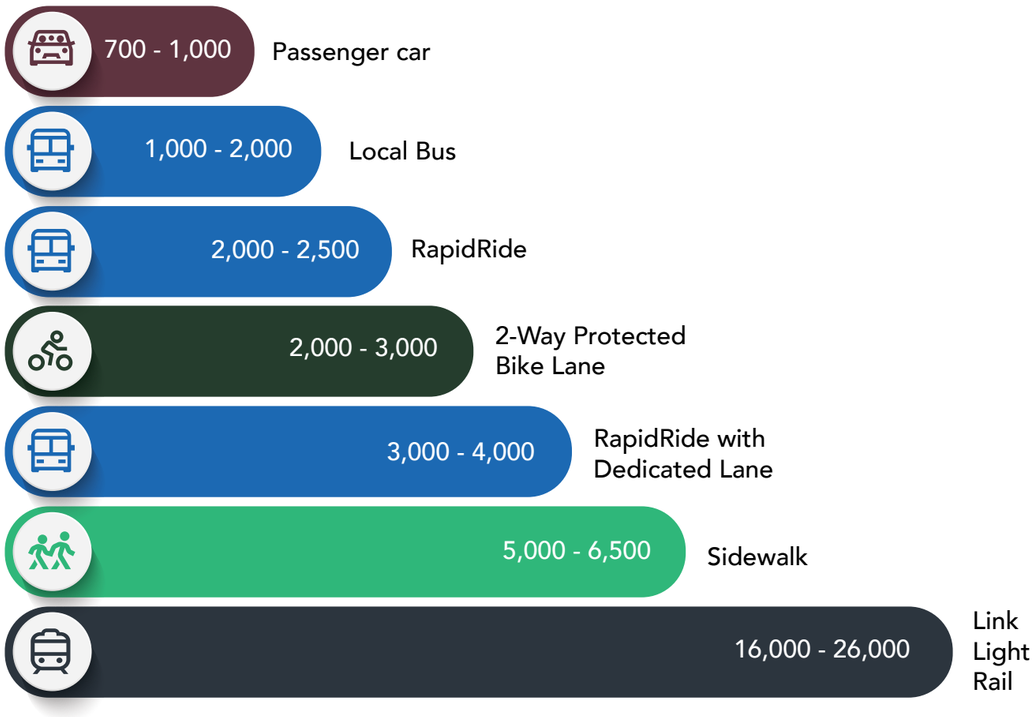
TABLE 2 | REDMOND TRANSPORTATION ASSETS – EXISTING CONDITIONS

Transportation Asset	Quantity (Number/Mileage)
Street Centerline	152 miles
Sidewalk	240 miles
Bike Lanes	61.7 miles
Separated Bike Lanes	2.7 miles
Bridges	20
Traffic Signals	112
City-owned Streetlights	2,100
Street Signs	9,301

More details on assets that comprise the pedestrian, bicycle, transit, and freight modal networks is provided in those respective sections of the TMP. A more comprehensive list of transportation assets and asset performance targets are in the City of Redmond *Transportation System Asset Management Plan*.

Multimodal Level of Service
Redmond 2050 policies state that streets are to collectively serve all modes of travel including passenger vehicles, trucks, transit, bicycles, and pedestrians, and that people walking, biking, and taking transit should be prioritized. Providing more travel options within Redmond's street (and trail) network aligns with Redmond 2050 Guiding Principles (Equity and Inclusion, Resilience, Sustainability), is more cost effective than adding vehicle capacity (i.e., widen streets, add more lanes), and will contribute to a more livable Redmond. Figure X illustrates that transit, walking, and biking provide more people-moving capacity than passenger cars operating in the same amount of space (10-ft lane width). Investments in Link light rail, King County Metro bus service, and better pedestrian and bicycle infrastructure will provide people living, visiting, and working in Redmond with more options, thereby relieving congestion and its many negative impacts.

FIGURE 2 | PEOPLE-MOVING CAPACITY OF REDMOND TRANSPORTATION MODES (PERSONS PER HOUR PER DIRECTION, 10-FT LANE WIDTH).



Redmond has long been recognized as a leader in multimodal transportation planning. Specifically, Redmond adopted the first plan-based multimodal transportation concurrency level of service (MMLOS) standard in 2008. This MMLOS standard is still in use today and many communities throughout Washington State have emulated Redmond's plan-based multimodal concurrency standard.

Redmond's MMLOS standard for transportation concurrency is rooted in the City's multimodal Transportation Facilities Plan (TFP) (see Section 14). The TFP is prepared in conjunction with the Comprehensive Plan's Land Use Element and considers the growth in population and employment within Redmond and the neighboring jurisdictions. Unlike systems that focus solely on the performance of the vehicle network, Redmond's MMLOS concurrency standard tracks implementation of the multimodal improvements identified in the TFP and requires that new investments are built ahead of or at-pace with growth identified in the Comprehensive Plan. By way of example, Redmond can accommodate 20 percent of planned growth (demand) so long as it has built or committed funding (public or private) to build 20 percent of the transportation improvements (supply) defined in the TFP. The City's target for a supply to demand ration is 1.05 to ensure concurrency. Historically, supply has well-exceeded demand.

System Performance
Redmond's multimodal concurrency is a broad measure of its transportation system performance as it tracks the ability of the system to provide mobility and access to the wide range of new and existing land uses throughout the city. This is tracked using the TFP as discussed above. There are several other measures that are used to track the performance of Redmond's transportation system such as network completion and mode share, which are discussed in Section 13 – Monitoring Performance.

Safety
Everyone traveling in Redmond should be able to get to their destination safely regardless of where they live or how they chose to travel. As shown in Figure 3 , the number of vehicle crashes, including serious and fatal crashes, involving bicyclists and pedestrians have generally declined over the past 10 years. Figure 4 also shows a similar downward trend for vehicle-only crashes.

As Redmond develops and creates a transportation system that invites more people to walk, bike, roll, and take transit it must also take proactive steps to ensure that conflicts between all road users are minimized and the city meets its goal for eliminating all serious injury and fatal crashes by 2035. Redmond's *Safer Streets Action Plan* is framed around the Safe System approach and identifies specific actions centered on safe street design, safe speeds, safe vehicles, safe road users, land use, and post-crash care. Strategies and actions in the Transportation Master Plan are also aligned with the Safe System approach.


Overlake Village Pedestrian and Bicycle Bridge

FIGURE 3 | BICYCLE AND PEDESTRIAN SERIOUS AND FATAL CRASHES (2015-2024)

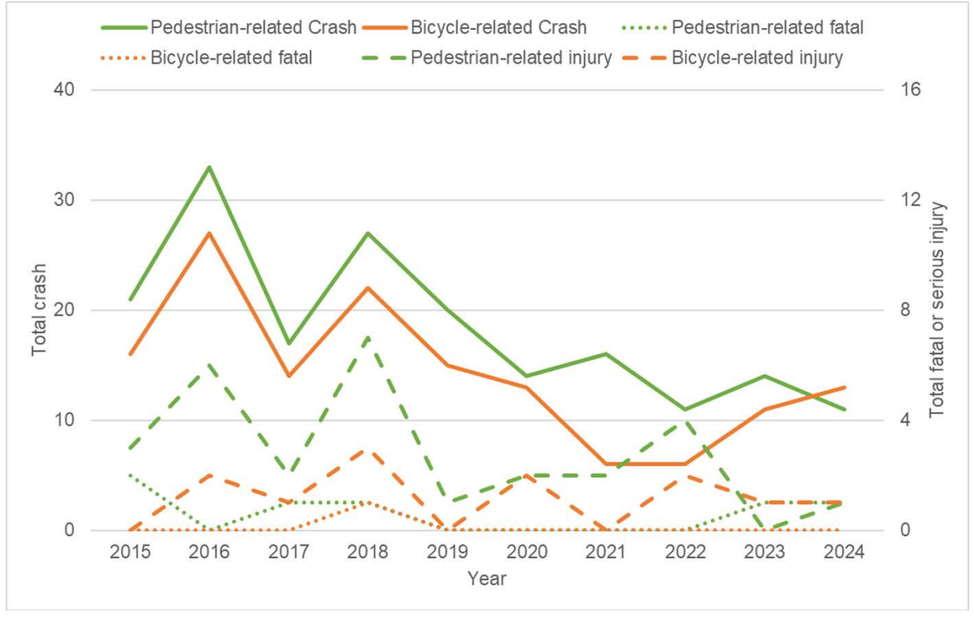
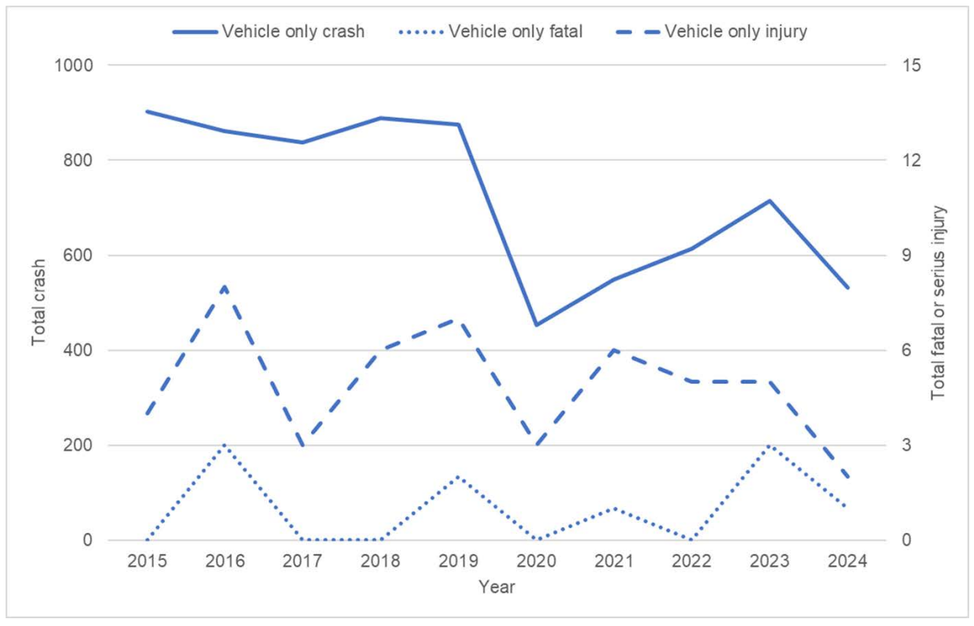


FIGURE 4 | VEHICLE ONLY CRASHES (2015-2024)



STRATEGIES AND ACTIONS

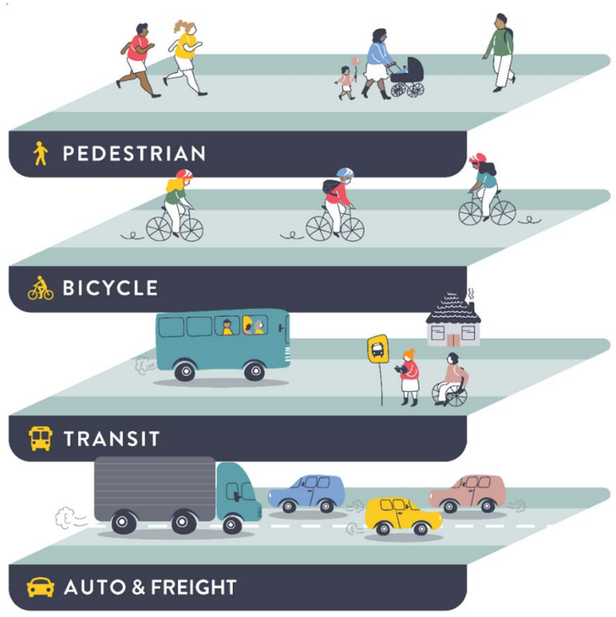
Strategy 1: Implement an integrated multimodal transportation system that safely and efficiently serves all travel modes.

Redmond's streets serve all modes of travel including passenger vehicles, trucks, buses, bicyclists, and pedestrians. While cars will continue to serve as a prevalent mode of travel for many people living in and visiting Redmond, reorienting Redmond's street system to better serve walking, biking, and public and private transit will allow the city to grow without experiencing extreme congestion. It also will help Redmond meet its goals around reducing vehicle miles traveled and greenhouse gas emissions, and creating a more vibrant, livable, and connected community.

An integrated multimodal transportation system ensures that the mobility and access needs of all people and modes are met while also recognizing that every mode of travel or function can't be prioritized on every street due to both spatial and operational constraints. Therefore, a layered network approach (Figure 5) is necessary to appropriately respond to land use contexts and help balance the diverse and competing needs of pedestrians, bicyclists, drivers, transit, and freight within constrained rights-of-way. Redmond's multimodal transportation system is based on this layered network approach.

FIGURE 5 | LAYERED NETWORK APPROACH

Image Credit: Fehr and Peers



Modal Integration
A modal integration analysis was conducted on the modal networks that comprise Redmond's transportation system – bicycle, pedestrian, freight, transit, auto – to identify where right-of-way, operational or other constraints create conflicts in terms of accommodating priority modes. This analysis revealed that some corridors are already serving priority corridors well while in other cases infrastructure or operational improvements are needed to make the corridor (or segments within corridors) function better for the priority mode(s). Figure 5 shows the planned integrated modal corridors network and Figure 6 shows segments where improvements are needed to achieve modal network integration. Though not shown as a modal corridor type, the pedestrian network, and the infrastructure that supports safe and convenient travel by foot or mobility assistance device, are a priority throughout the Redmond transportation system. Pedestrian Priority Zones correspond with Redmond's Urban Centers where pedestrian infrastructure needs to support the highest levels of pedestrian activity. See Section 4 for more information on the pedestrian network.

Table 3 lists the modal corridors and describes the improvements that are needed to achieve the modal network objectives. Table 3 is intended to show where improvements are needed to achieve a layered Complete Streets network and which mode(s) would benefit from the planned improvements. The Transportation Facilities Plan (TFP) and Transportation Improvement Plan (TIP) will prioritize improvement projects so Redmond 2050 goals around sustainability, equity and inclusion, and resiliency are implemented. These Plans directly inform the Capital Improvement Program.

Strategy 1 supports the following Redmond 2050 policies:

- **TR-5:** Design and build a transportation system that can be efficiently operated and maintained.
- **TR-13:** Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.
- **TR-23:** Adopt and implement a street plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. Require that all streets be complete streets, built to accommodate travel modes as defined in the Transportation Master Plan, and be no wider than necessary.
- **TR-24:** Maintain a street classification system in the street plan that is designed to move people by a variety of modes and support Redmond's preferred land use pattern. Classify streets according to function so that system capacity may be properly allocated by mode and planned street improvements will be consistent with those functions.

Recommended Actions

Action 1A	Update the Transportation Facilities Plan (TFP) and the Transportation Improvement Plan to reflect identified improvements within modal corridors to ensure that corridors are implemented through the Capital Investment Program or by new development. (Planning)
Action 1B	Prioritize the TFP and Transportation Improvement Plan to reflect Redmond 2050 goals around sustainability, equity and inclusion, and resiliency. (Planning)
Action 1C	Conduct further study and analysis on modal corridors as needed to develop preliminary designs and cost estimates to advance Capital Improvement Program integration and securing grants and other external funding as appropriate. (Planning, Public Works)



FIGURE 6 | PLANNED INTEGRATED MODAL CORRIDORS NETWORK

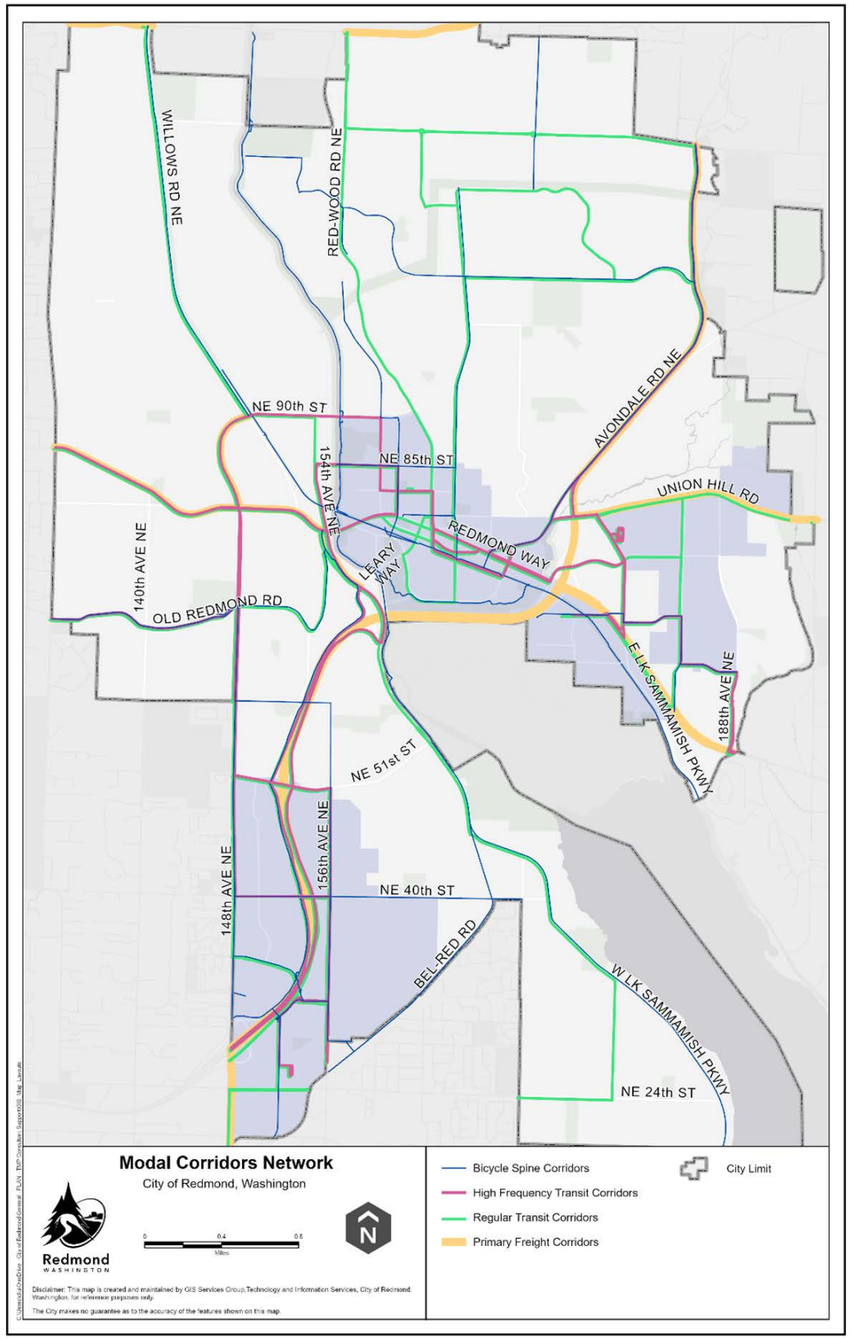


FIGURE 7 | MODAL CORRIDORS PROJECT IDENTIFICATION MAP

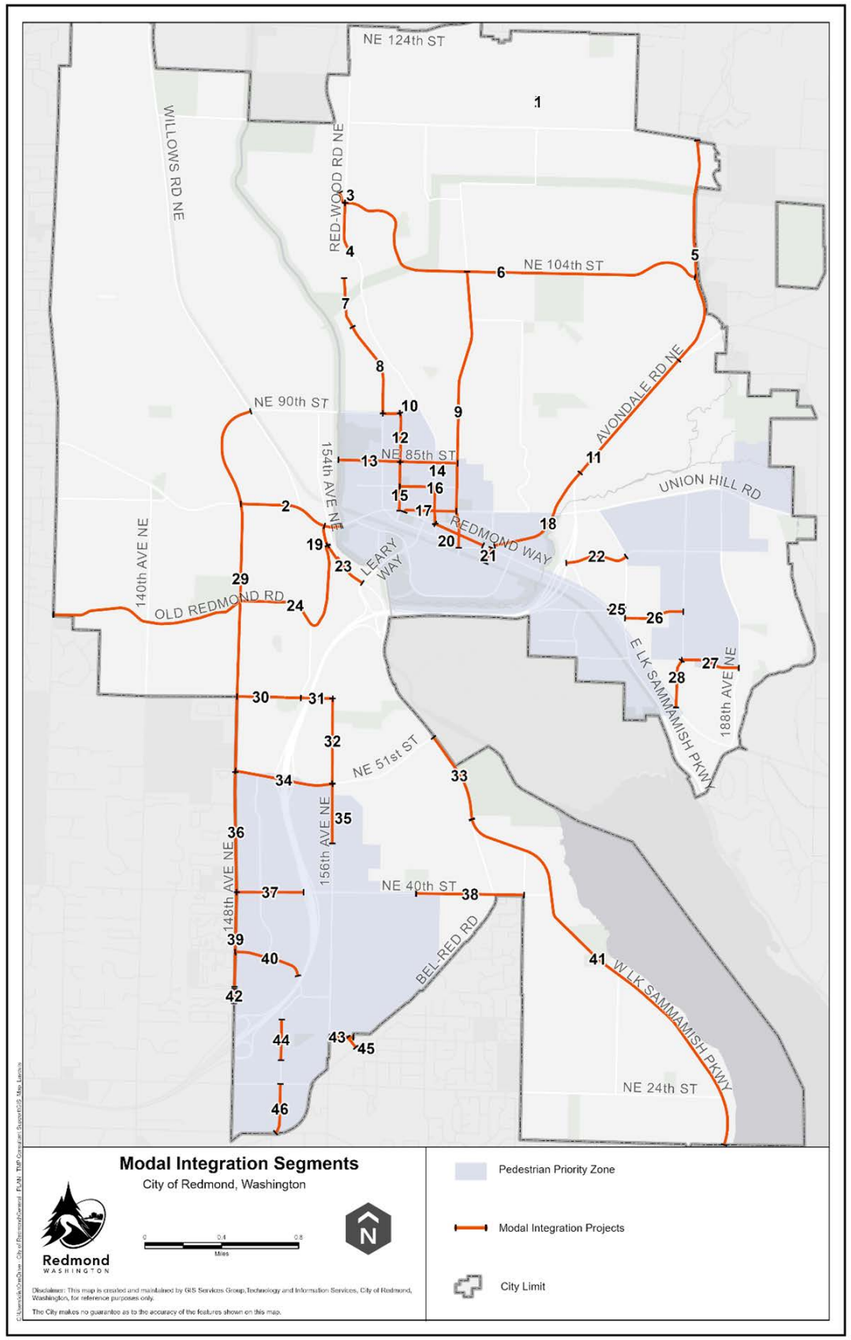


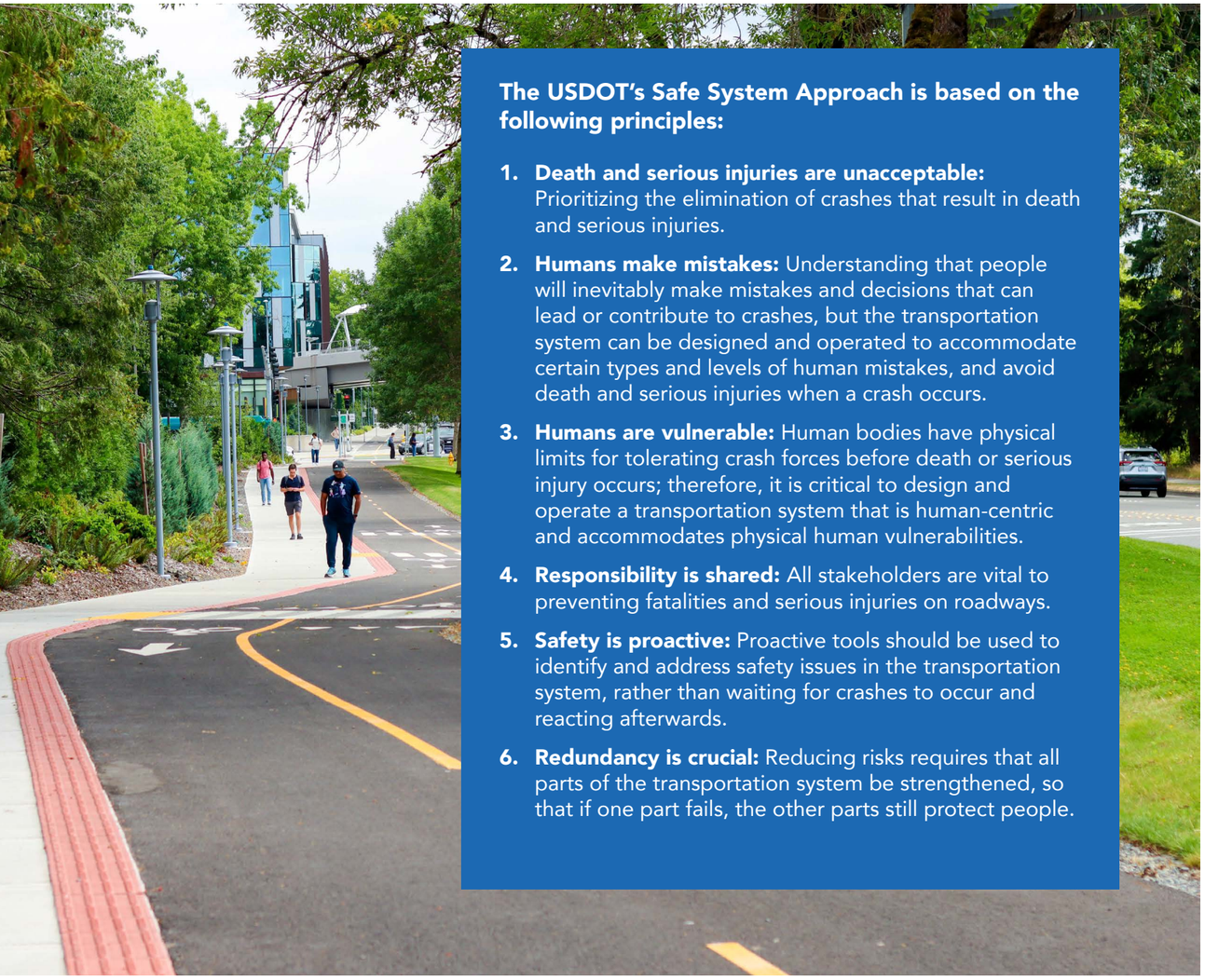
TABLE 3 | MODAL CORRIDORS PLANNED IMPROVEMENTS

Segment ID	Corridor	Functional Classification	Planned Future Bikeway (Spine Network)	High Frequency Transit Corridor	Primary Freight Route Corridor	Priority Low Stress Crossing	TFP Project	Planned Improvements
1	172nd Ave NE from NE 117th St to 18000 block	Connector Street						Construct a shared use pathway.
2	Redmond Way from 148th Ave NE to Sammamish River Trail	Principal Arterial	X	X	X			Evaluate shared use path.
3	Redmond-Woodinville Rd NE from NE 106th St to NE 109th St	Principal Arterial		X				Widen road to provide continuous sidewalk, separated bike lanes, and transit priority at intersections. Evaluate adding turn lane at NE 109th St.
4	Avondale Rd NE from NE Novelty Hill Rd to NE 116th St	Principal Arterial		X	X	X	X	Further study required to determine feasibility of a shared use path or other separated bikeway. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability.
5	NE 109th St/160th Ave NE/NE 104th St from Red-Wood Rd NE to Avondale Rd NE	Collector Arterial	X					Remove the existing on-street parking to construct either a two-way separated bike lane on the north side of the street, or one-way separated bike lanes in each direction.
6	160th Ave NE from Road End to NE 102nd Way	Collector Arterial	X					Construct a shared-use pathway. This project will provide an off-road alternative to Redmond-Woodinville Rd NE, and connect multiple housing developments. Water main project opportunity.
7	160th Ave NE from NE 90th St to Road End	Collector Arterial	X					Construct parking-separated bike lanes.
8	166th Ave NE from Cleveland St to NE 104th St	Collector Arterial	X					Construct separated bike lanes in each direction by removing the existing TWLTL, or provide a two-way separated bike lane on one side of the street. Evaluate the safety of uphill versus downhill cyclists to determine appropriate design.
9	NE 90th ST from 160th Ave NE to 161st Ave NE	Principal Arterial	X					Upgrade existing bike lanes to provide vertical separation.
10	Avondale Rd NE from Avondale Way NE to NE Novelty Hill Rd	Principal Arterial	X	X	X	X		Further study required to determine feasibility of a shared use path or other separated bikeway. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability.
11	161st Ave NE from NE 90th St to NE 85th St	Collector Arterial	X					Construct a separated bike lane by removing the existing TWLTL or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity.
12	NE 85th St from 161st Ave NE to Sammamish River Trail	Minor Arterial	X					Near-term, pilot a demonstration project of parking-protected separated bike lanes on one-side of street, removal of parking and separated bike lane on opposite side. During the pilot program, monitor modal conflicts at existing driveways and crossings, and develop safety improvements to be implemented during construction of the long-term project.
13	NE 85th St from 166th Ave NE to 161st Ave NE	Minor Arterial	X					Near-term, pilot a demonstration project of parking-protected separated bike lanes on one-side of street, removal of parking and separated bike lane on opposite side. During the pilot program, monitor modal conflicts at existing driveways and crossings, and develop safety improvements to be implemented during construction of the long-term project.
14	161st Ave NE from NE 85th St to Redmond Way	Collector Arterial	X	X				Construct a separated bike lane by removing the existing TWLTL or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity.
15	NE 83rd St/164th Ave NE from 161st Ave NE to Redmond Way	Minor Arterial		X				Heavy bus movements NBL/NBT and WBR at NE 83rd St/164 Ave NE. After East Link Restructure is implemented, evaluate if any improvements are needed for transit speed and reliability. The driveways on the south side of NE 83rd St may conflict with westbound buses.
16	NE 80th St from Redmond Way to 166th Ave NE	Collector Arterial	X					Construct a separated bike lane by replacing parking, narrowing lanes, and widening the road at spot locations. Waterline replacement opportunity.
17	Avondale Way NE from Redmond Way to Avondale Rd NE	Principal Arterial	X	X		X		Further study required to determine feasibility of a shared use path on north side. Challenges on this segment include vehicle congestion and high-frequency transit routes. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability.
18	W Lake Sammamish Pkwy/ Redmond Way from Sammamish River Trail to Old Redmond Rd	Principal Arterial	X	X	X			Construct a shared-use pathway.
19	Redmond Way from 168th Ave NE to 164th Ave NE	Minor Arterial		X				Consider implementing transit Intelligent Transportation System (ITS) strategies for the section of 164th between Cleveland and Redmond Way, such as extending green time for buses. Consider extending the southbound left turn pocket at 164th Ave NE/Cleveland St to accommodate bus turning movements, or extending this turn pocket and removing the NBL at 164th Ave NE/Redmond Way to eliminate some general-purpose vehicle conflict with buses traveling northbound through. 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. Waterline replacement opportunity.
20	Amli Development Trail from NE 76th St to Redmond Way	N/A	X				X	Construct a shared use pathway as a part of development.
21	NE 76th St from SR 520 to 180th Ave NE	Collector Arterial		X			X	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.
22	W Lake Sammamish Pkwy from Old Redmond Rd to 520 Bike Trail	Principal Arterial	X	X	X			Construct a shared-use pathway.
23	Old Redmond Rd from W Lake Sammamish Pkwy NE to 132nd Ave NE	Minor Arterial	X	X		X		Construct separated bike lanes and evaluate transit access along the corridor to minimize conflicts with buses. Waterline replacement opportunity.
24	NE 70th St to 180th Ave NE Connector from Redmond Way to 180th Ave NE	Connector Street	X	X			X	Construct a shared-use pathway as a part of new arterial street construction. Construct a new transit-only street connection on NE 70th Street between 180th Avenue NE and Redmond Way.
25	NE 68th St from 180th Ave NE to 185th Ave NE	Connector Street	X	X				Construct a separated bike lane by replacing the existing on-street parking, and consider future connection through development to the east to connect with 188th Ave NE.

Segment ID	Corridor	Functional Classification	Planned Future Bikeway (Spine Network)	High Frequency Transit Corridor	Primary Freight Route Corridor	Priority Low Stress Crossing	TFP Project	Planned Improvements
26	NE 65th St from 185th Ave NE to 188th Ave NE	Connector Street	X	X				Construct a separated bike lane by replacing the existing on-street parking.
27	185th Ave NE from NE 65th St to Redmond Way	Collector Arterial	X	X		X		Construct a separated bike lane by replacing narrowing vehicle travel lanes. Some segments may require re-purposing existing travel lanes. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity.
28	148th Ave NE from Old Redmond Rd to NE 51st St Extend to Willows Rd	Principal Arterial	X					Construct a shared use pathway that extends from NE 51st St to Bridle Crest Trail, then to Old Redmond Rd. Extend facility to Willows Rd. Regional trail, minimum 12' wide with 2' graded area. Consider bus queue jumps along 148th Ave where appropriate for bus volumes. Waterline replacement opportunity.
29	NE 60th St from 154th Ave NE to 148th Ave NE	Collector Arterial	X					Construct a shared-use pathway. Waterline replacement opportunity
30	NE 60th St from 154th AVE NE to 156th AVE NE	Collector Arterial	X					Construct a separated bike lane.
31	156th Ave NE from NE 51st St to NE 60th St	Minor Arterial	X					Construct a separated bike lane by reconfiguring the cross section to include a southbound parking-protected bike lane, two travel lanes, and a buffered northbound bike lane.
32	W Lake Sammamish Pkwy from Bel-Red Rd to NE 51st St	Principal Arterial	X					Construct a shared-use pathway. Implement "quick-build" two-way path on east side of corridor. Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road. Stormwater replacement opportunity.
33	NE 51st St from 520 Trail to 520 Trail	Minor Arterial		X		X	X	Grade separate the 520 Trail at NE 51st Street.
34	156th Ave NE from 4300 Block to NE 51st St	Minor Arterial	X	X			X	Extend the current shared use pathway from its terminus on the 4300 block of 156th Ave NE to NE 51st St. Evaluate if the B Line is getting stuck in congestion trying to merge from the NB curb lane to the NBL turning lanes at NE 40th St/156th Ave NE to identify potential speed and reliability improvements.
35	148th Ave NE from NE 51st St to NE 40th St	Principal Arterial	X			X		Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street or expanding the existing sidewalk. Regional trail, minimum 12' wide with 2' graded area. Consider bus queue jumps along 148th Ave where appropriate for bus volumes. Waterline and stormwater replacement opportunity.
36	NE 40th St from 148th Ave NE to SR 520	Minor Arterial	X				X	Construct a shared-use pathway. Regional trail minimum 12' wide with 2' graded area.
37	NE 40th St from 163rd Ave NE to 172nd Ave	Minor Arterial	X				X	Construct a shared-use pathway. Shared path on the south side of 40th Street with segments of cycle track where appropriate. Waterline replacement opportunity.
38	148th Ave NE from NE 40th St to NE 31st St	Principal Arterial	X					Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street or expanding the existing sidewalk. Regional trail minimum 12' wide with 2' graded area. Waterline replacement opportunity.
39	NE 36th St from 148th Ave NE to SR 520	Collector Arterial	X					Construct separated bike lanes.
40	W Lake Sammamish Pkwy from Southern City Limit to Bel-Red Rd	Minor Arterial	X					Construct a separated bikeway using combination of bike lane and shared-use pathway. Waterline replacement opportunity.
41	148th Ave NE from NE 31st St to NE 31st Way	Principal Arterial	X			X		Construct a shared use pathway.
42	NE 28th Ave NE from 156th Ave NE to Shared-Use Path between Bel-Red Road and NE 28th St	Collector Arterial	X					Remove TWCTL install 2-way separated bike lane on south side.
43	152nd Ave NE from NE Hopper Way to Da Vinci Ave NE	Collector Arterial	X	X			X	Construct a separated bike lane. Consider transit access along the corridor to improve safety between bikes and buses. 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 consistent with the Overlake Village Street Design Guidelines. Regional trail minimum 12' wide with 2' graded area.
44	SUP between Bel-Red Road and NE 28th St from Bel-Red Rd to NE 28th St	N/A	X					Construct a shared-use pathway by re-purposing public ROW right on the COB/COR border. Or consider widening the existing, narrow, soft surface trail to the west of the Capgeni North America building to provide a connection between the two adjacent bikeways.
45	152nd Ave NE from NE 20th St to NE 24th St	Collector Arterial	X				X	Construct a separated bike lane by removing the landscaped buffer or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. 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. Regional trail minimum 12' wide with 2' graded area.

Strategy 2: Apply a Safe Systems Approach to the transportation system

The City of Redmond is committed to and invested in the improvement of transportation safety on its streets, sidewalks, trails, and other transportation facilities. Redmond's 2024 Safer Streets Action Plan was developed using the Safe System Approach to identify policies, programs, and projects that will improve safety on Redmond's transportation network. Applying the guiding principles of the Safe System Approach, the City's goal is to eliminate fatal and serious injury crashes. With the adoption of the Safer Streets Action Plan, Redmond is committing to a 50 percent reduction in fatal and serious injury crashes by the end of the year 2030 and is committed to eliminating all fatal and serious injury crashes by the end of the year 2035.



The USDOT's Safe System Approach is based on the following principles:

1. **Death and serious injuries are unacceptable:** Prioritizing the elimination of crashes that result in death and serious injuries.
2. **Humans make mistakes:** Understanding that people will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.
3. **Humans are vulnerable:** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
4. **Responsibility is shared:** All stakeholders are vital to preventing fatalities and serious injuries on roadways.
5. **Safety is proactive:** Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
6. **Redundancy is crucial:** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

Strategy 2 supports the following Redmond 2050 policies:

- **TR-2:** Develop a Vision Zero Action Plan that incorporates a whole-City and whole-community approach to achieving zero deaths and serious injuries.
- **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 2A	Design roadway environments using proven safety countermeasures to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, reduce vehicle speeds, and to facilitate safe travel by the most vulnerable users. (Public Works)
Action 2B	Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement (See Strategy 4) (Public Works, Police)
Action 2C	Wherever possible, separate travel modes moving at different speeds (i.e. pedestrians, bicyclists, and vehicles) to minimize conflicts. These separations can occur in space (i.e. sidewalks, separated bike lanes, or dedicated vehicle turn lanes) or in time (i.e. protected pedestrian or bicycle phases at intersections). (Public Works)
Action 2D	Increase the visibility of road users through infrastructure changes such as high-visibility pedestrian crossings, leading pedestrian intervals, and street lighting. (Public Works)
Action 2E	Increase the attentiveness of road users through infrastructure changes such as rumble strips, roundabouts (see Strategy 5), automated enforcement, and warning devices such as Rectangular Rapid Flashing Beacons (RRFBs). (Public Works)

Strategy 3: Balance the design and implementation of Complete Streets with emergency response benchmarks.

Redmond's transportation planners and engineers are focused on saving lives and reducing injuries by creating a safe transportation system that minimizes conflicts between different street users and the kinetic forces of vehicles to reduce harm when crashes do occur. Redmond's first responders are focused on saving lives by quickly responding to medical calls, fires, vehicle crashes and other emergencies. The risks that a transportation system can pose to its users, particularly its most vulnerable users such as people walking and biking, must be weighed along with other community risks that may require an emergency response.

In Redmond there is strong public support for "Complete Streets" that allow people to walk, roll, bicycle, and take transit easily, safely, and comfortably. This is achieved through the provision of separated bikeways, sidewalks, shorter street crossings, slower vehicle speeds, less delay to cross the street, and a variety of other street design and operational strategies discussed throughout this Plan. Sometimes these Complete Street elements are seen to be at odds with emergency response time targets, however, there are proven strategies to achieve both safer street designs and fast emergency response times.

The Redmond 2050 Capital Facilities Element calls for appropriately located fire stations in relation to where growth is happening in the city. The Fire Functional Plan (2025-2050) identifies new fire station construction and relocations to meet a 6-minute service coverage benchmark and other identified needs. Service coverage is informed by development patterns and the time it takes for units to arrive on the scene, the latter of which can be impacted by traffic patterns (and time of day) and traffic operations.

Strategy 3 supports the following Redmond 2050 policies:

- **TR-8:** Design and build a resilient transportation system. Develop and update incident and disaster prevention and recovery strategies and coordinate them with local and regional partners.

- **TR-25**: Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address modal plans; context-sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; curb lane use; utilities placement; parking for cars, bicycles, buses, and other vehicles; and the comfort and safety of all users.

Recommended Actions

Action 3A	Use context-appropriate, street-scale compatible emergency response apparatus to meet emergency response time targets using a transportation system that prioritizes the safety and accessibility of people walking, rolling, bicycling, and using transit. (Fire)
Action 3B	Employ street design and operational strategies to minimize impacts to emergency response times, including: • Bikeways of sufficient width to accommodate street-scale compatible emergency response apparatus. Use mountable curbs and other strategies at intervals to allow emergency vehicles to easily enter/exit bikeway. • Setback stop bars at intersections to accommodate lane encroachment of large right-turning vehicles such as fire apparatus, buses, and trucks. • Parking restrictions and other measures to ensure sufficient space for equipment deployment. • Avoid certain traffic calming treatments on priority emergency routes or use designs that accommodate the wider axle width and larger turning radius of emergency response apparatus.

Strategy 4: Reduce vehicle operating speeds

There is a direct correlation between vehicle speed and the severity of injury when vehicle crashes occur, particularly for people not traveling inside vehicles, i.e., people walking, biking, and rolling, so called vulnerable road users. Existing posted speeds in Redmond range from 25 mph to 45 mph. As Redmond grows and transitions to a more urban environment that invites more people to walk, bike, and take transit, there is a need to evaluate speeds, determine where speeds should be reduced, and identify what operational and design changes need to be made to get motorists to drive slower.

Strategy 4 supports the following Redmond 2050 policies:

- **TR-2:** Develop a Vision Zero Action Plan that incorporates a whole-City and whole-community approach to achieving zero deaths and serious injuries.

- **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.

- **TR-27**: Maintain a traffic control program based on the fundamentals of education, enforcement, and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.



Recommended Actions

Action 4A	Establish target speeds (i.e., desired safe speed) of 25 to 30 mph for most arterial and collector streets. A maximum target speed of 35 mph should typically only be applied where there are no land uses or transit services generating walking or biking activity.
Action 4B	Reduce motorists' operating speeds using a range of interventions including physical traffic calming, channelization, automated and officer enforcement, education, and awareness (e.g., speed feedback signs), and in certain cases, signal timing. (Public Works, Police)
Action 4C	Lower the posted speed on Local Access (neighborhood streets) from 25 mph to 20 mph. (Public Works)
Action 4D	Consider shared streets with speed limits less than 20 mph as a sidewalk alternative on local streets where there environmental or cost constraints to implementing conventional sidewalks or where bicycle boulevards are planned. (Public Works, Planning)

Strategy 5: Apply a roundabout-first approach to intersection operations

A roundabout is a circular intersection with traffic flowing one-way, counterclockwise, around a central island. Roundabouts are an alternative to a traffic signal or stop-controlled intersection. Roundabouts are a proven safety countermeasure because they substantially reduce crashes that result in serious injury or death. Roundabouts promote lower speeds, reduce conflicts, lead to improved operational performance, continue to provide safe traffic operations during power outages, and can be designed to meet a wide range of traffic conditions due to their versatility in size, shape, and design.

The City of Redmond has a Roundabout Design Manual and has implemented several roundabouts, including at NE 31st Street, NE 36th Street, and 152nd Avenue NE, and at two locations along NE 116th Street (at 162nd Avenue NE and 172nd Avenue).

Roundabouts may not be appropriate or feasible in all instances, but due to their many advantages, the City of Redmond (and new development) will first evaluate the feasibility of roundabout construction before considering a stop-or signal-controlled intersection.

Strategy 5 supports the following Redmond 2050 policies:

- **TR-8:** Design and build a resilient transportation system. Develop and update incident and disaster prevention and recovery strategies and coordinate them with local and regional partners.

- **TR-27**: Maintain a traffic control program based on the fundamentals of education, enforcement, and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

Recommended Actions

Action 5A	Update the Roundabout Design Manual to incorporate current best practice, features to ensure roundabout operations are intuitive to the user (e.g., signage), approved Public Right of Way Accessibility Guidelines, and a prescribed process for evaluating the feasibility and cost-benefit of roundabout versus other traffic control. (Public Works)
Action 5B	Develop a roundabout plan. A first step would be to identify existing signal locations where equipment or geometric upgrades are needed, there are a high number of crashes or other factors that could be mitigated with a roundabout. (Public Works, Planning)
Action 5C	For all new development for which a traffic impact analysis would trigger a new signalized or stop-controlled intersection, first evaluate roundabout implementation as the preferred option. (Public Works, Planning)



Roundabout on NE 116th St

Strategy 6: Apply advanced, but proven, technological solutions to maximize the effectiveness, efficiency, and safety of the transportation system

Technologies such as high-definition traffic cameras and intelligent transportation systems (ITS) work to improve the efficiency and safety of Redmond's transportation system. Emerging technologies such as vehicle-to-everything (V2X) promise to further enhance road safety and traffic efficiency while reducing pollution and saving energy. Technological solutions will have an increasingly important role to play as Redmond grows and must move more people and goods through a street network that is not growing. More discussion of technology and its role in planning, operating, and maintaining Redmond's transportation system is included in Section 12 – Emerging Trends and Technology.

Strategy 6 supports the following Redmond 2050 policies:

- **TR-3:** Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption.

- **TR-26**: Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.

Recommended Actions

Action 6A	Continue to invest in intelligent transportation systems and asset management systems to improve traffic safety and operations. (Public Works)
Action 6B	Evaluate emerging technologies such as V2X to determine how and when the city should promote deployment. (Planning, Public Works)

Strategy 7: Make timely investments to extend the life and performance of the street system

Neglected infrastructure can impose significant economic burdens on Redmond. Poor road conditions and deteriorating streets reduce productivity by increasing travel times and vehicle maintenance costs. Inadequate infrastructure also leaves communities vulnerable to extreme weather events, potentially causing extensive damage to the natural environment and disrupting local economies. These issues can lead to decreased property values, reduced business investments, and diminished overall economic growth, highlighting the critical importance of proactive infrastructure maintenance. It is imperative to make needed and timely investments in the street network infrastructure to minimize risk and increased costs. More specific maintenance-related discussion, strategies, and actions is included in Section 8 - Maintenance and System Preservation.

Strategy 7 supports the following Redmond 2050 policies:

- **TR-7:** Maximize the safety benefits of transportation system maintenance.
- **TR-46:** Develop and maintain a detailed revenue forecast that funds the ongoing maintenance, operation, and delivery of the transportation system at an adequate level of service.

Recommended Actions

Action 7A	Use outputs from the citywide asset management systems to help plan for future capital investments and maintenance activities. (Public Works)
Action 7B	Use the asset management plan and associated data management systems to identify opportunities to bundle street and utility projects to reduce costs and minimize disruption to the transportation system. (Public Works)
Action 7C	Build resilient transportation infrastructure to withstand the effects of climate change. For major capital projects, commit to conducting climate risk assessment related to materials, life cycle, etc. (Public Works)

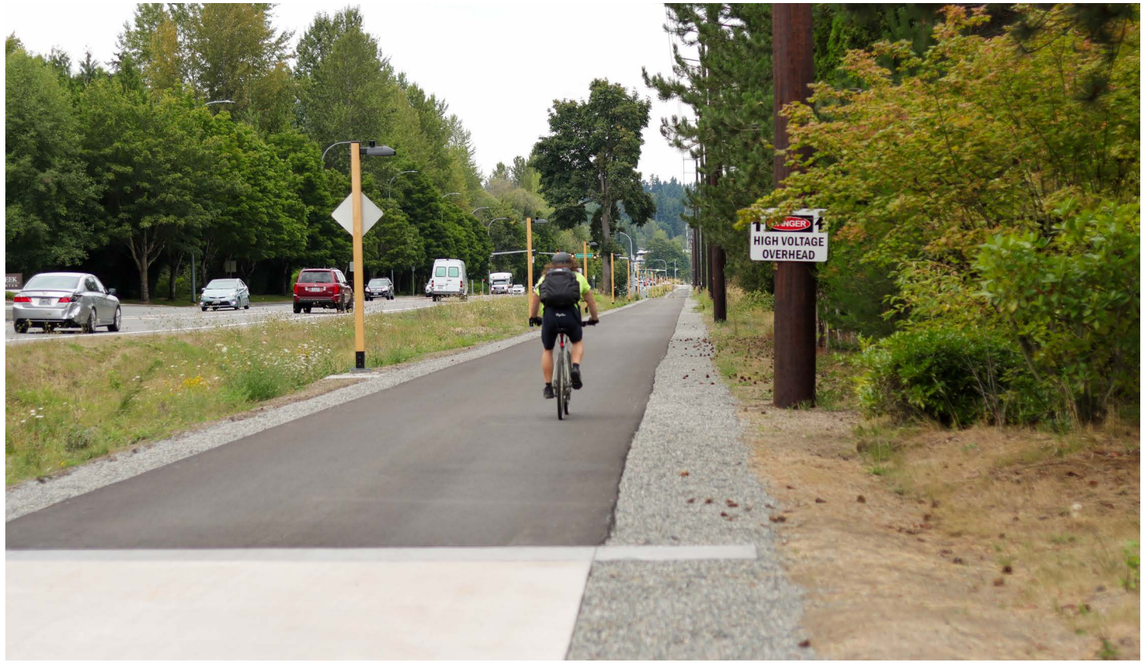
Strategy 8: Preserve and add green infrastructure within Redmond's street network

Green infrastructure refers to natural vegetative systems and green technologies that provide economic, environmental, health, and social benefits. Green infrastructure within the street network includes trees, bioswales, bioretention cells, rain gardens, and permeable pavement. Green Infrastructure can provide a wide degree of ecological, social, and economic benefits for Redmond. These benefits include:

- Encouraging a varied and rich natural habitat.
- Enhancing stormwater management using natural ecosystem functions and processes.
- Contributing to more livable streets through improved aesthetics and urban cooling.

Strategy 8 supports the following Redmond 2050 policies:

- **TR-13:** Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.
- **TR-39**: Improve surface and groundwater quality by reducing stormwater runoff, minimizing impervious surface area from transportation facilities, providing water quality treatment for transportation facilities, and removing fish barriers.



Recommended Actions

Action 8A	Coordinate street improvements with the Stormwater and Surface Water System Plan to identify opportunities for green infrastructure and transportation project integration. (Public Works, Planning)

Strategy 9: Preserve and add tree canopy within the public right-of-way

Over 20 percent of Redmond's land area is public rights-of-way, most of which are developed with street infrastructure. Streets often have trees planted adjacent to sidewalks and it is within the City's development code to ensure that this is the case for all new street construction. Street trees offer many benefits from a transportation perspective, including encouraging motorists to drive slower, providing shade for people walking, and can even reduce maintenance costs by keeping street surfaces cooler and reducing temperature fluctuations. They also provide environmental benefits such as stormwater intercept and uptake, carbon sequestration, and reducing urban heat island effect. Lastly, there are numerous other community benefits that trees offer from increased property values to lower energy bills to noise abatement. Many mature trees in Redmond that were planted decades ago would now be considered the "wrong" species for the street environment due to their growth characteristics and structural integrity. Furthermore, many trees were planted in native soils not conducive to healthy tree growth in the constrained conditions typical of the street environment. As a result, these trees have caused sidewalk upheavals that contribute to inaccessible sidewalks, as well as damaged street and utility infrastructure. In some cases,large tree species were planted too close to intersections causing visual obstructions and requiring a high level of maintenance to maintain safety.

Strategy 9 supports the following Redmond 2050 policies:

- **TR-78:** Enhance green space, tree canopy, habitat quality, and natural drainage systems.
- **TR-79**: Increase Redmond's tree canopy to 40% of city's land area by 2050.
- **TR-81**: Design and construct City capital projects to maximize tree canopy.
- **TR-84**: Require street trees along all arterial streets and along local streets designated in neighborhood policies. Select, place, and install street trees to maximize tree life, provide shade to sidewalk users, and reduce safety hazards.
- **TR-86**: Maintain and enhance a street tree maintenance program on arterial streets and City-owned trees.

Recommended Actions

Action 9A	Adopt a street tree preservation policy and formal evaluation process for all capital projects and development projects where there are mature street trees that requires an evaluation of the full street tree value and determination of appropriate preservation measures, which could include relocating the tree, replacing the tree with one or more minimum 20 inch dbh tree, or contributing to the planting of trees in a proximate location.
Action 9B	Evaluate the use of rubber pavers or other adaptable surfaces around trees as a flexible solution for maintaining accessibility while promoting mature tree health. (Parks, Public Works)
Action 9C	Bring street trees into the asset management system. (Public Works)





PEDESTRIAN PLAN

Transportation Master Plan

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.

INTRODUCTION

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)

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. (Redmond 2050 FW-TR-2)
- Strategies in this section supporting the Guiding Principle of Resilience include: Strategy 3, Strategy 6, Strategy 7

SUSTAINABILITY

- The pedestrian network creates low-impact, self-sufficient transportation that minimizes dependence on fossil fuel and enhances public health. (Redmond 2050 FW-TR-4)
- Strategies in this section supporting the Guiding Principle of Sustainability include: Strategy 1

EQUITY & INCLUSION

- Accessible curb ramps, traffic-calming measures, and Americans with Disabilities Act (ADA)-compliant pathways ensure mobility for all residents. (Redmond 2050 TR-10)
- Strategies in this section supporting the Guiding Principle of Equity include: Strategy 2, Strategy 4, Strategy 5, Strategy 8, Strategy 9

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 way finding 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
	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	Guide strips, detectable warning surfaces, and safety barriers
	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

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 section.

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, Redmond used 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 Section 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 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

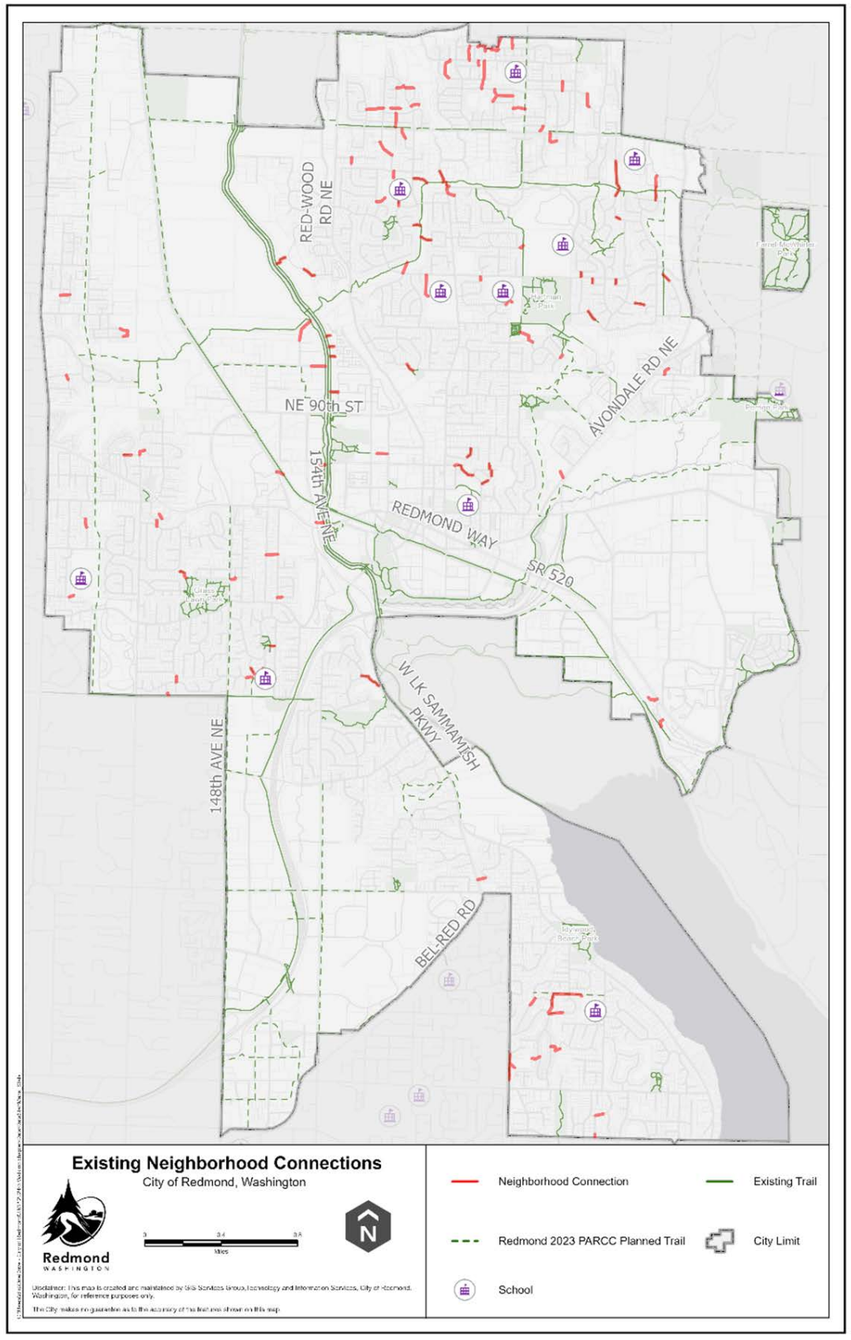
Ownership Agency	Paved Trail (miles)	Soft Surface Trail (miles)
Washington State Department of Transportation (WSDOT)	5	0
King County	9	3
City of Redmond	16	23
Other (i.e. City of Bellevue)	0.5	2

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

FIGURE 1 | NEIGHBORHOOD CONNECTION IN EDUCATION HILL



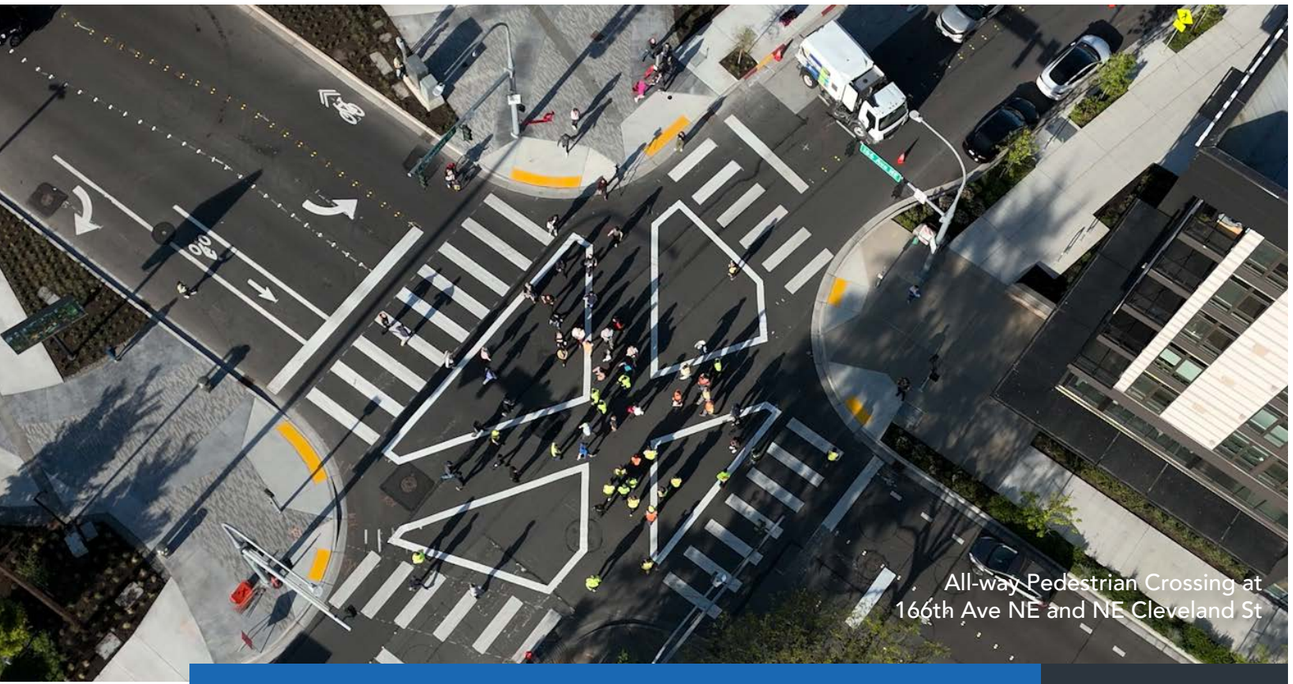
FIGURE 2 | NEIGHBORHOOD CONNECTIONS



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). Low-stress pedestrian crossings (LSPCs) are marked crosswalks that include signalized intersections, roundabouts, Rectangular Rapid Flashing Beacon (RRFB) crossings, High Intensity Activated Crosswalk (HAWK) signal crossings, all-way stop control (AWSC) intersections, and may also have geometric features such as raised crossings, curb extensions or crossing islands that reinforce pedestrian visibility, reduce crossing distance and achieve better driver compliance with stopping for pedestrians entering or walking in a crosswalk.

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.

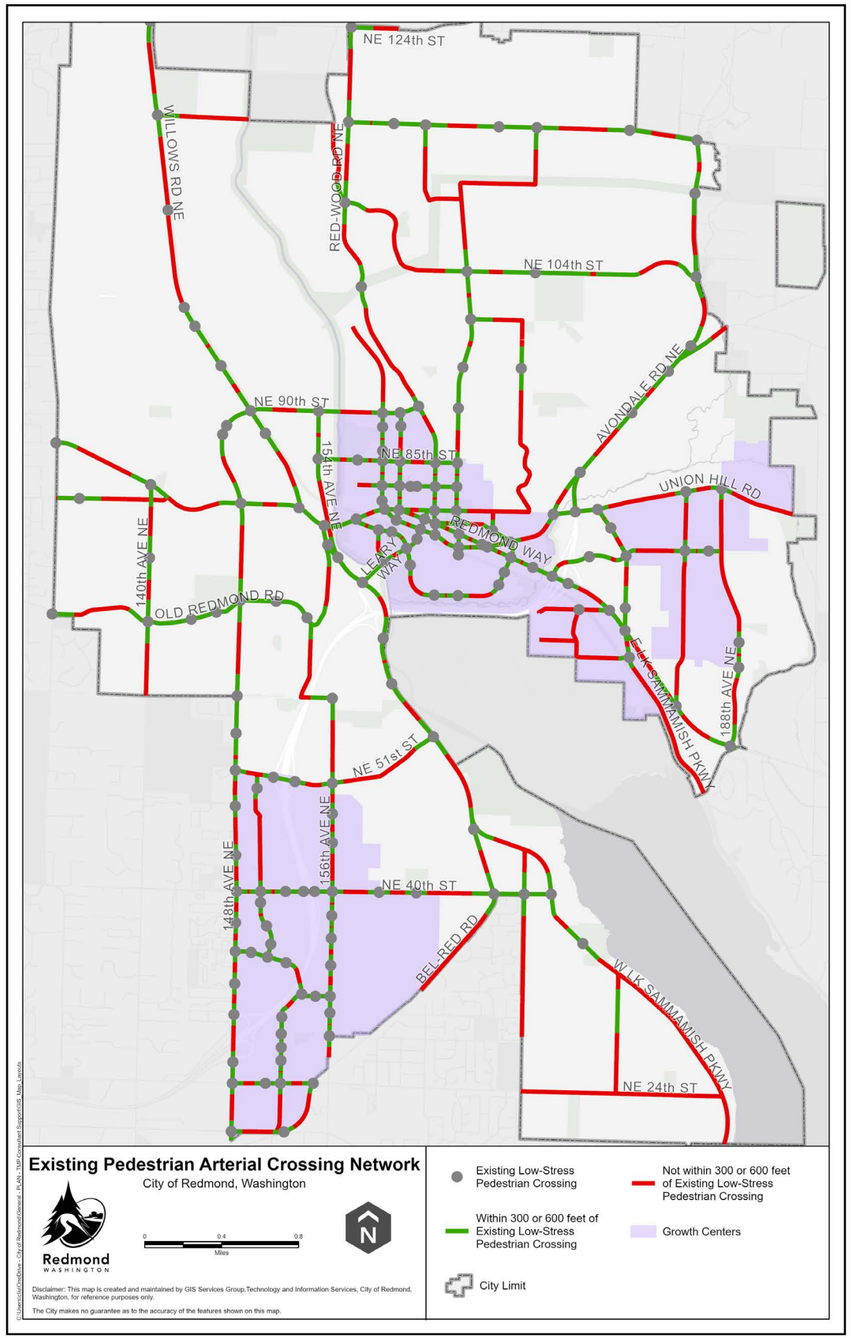
A summary of pedestrian crossings along the existing arterial network is shown on Figure 3. See Strategy 2 for more discussion on Redmond's future pedestrian crossing improvements.



All-way Pedestrian Crossing at 166th Ave NE and NE Cleveland St

[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.

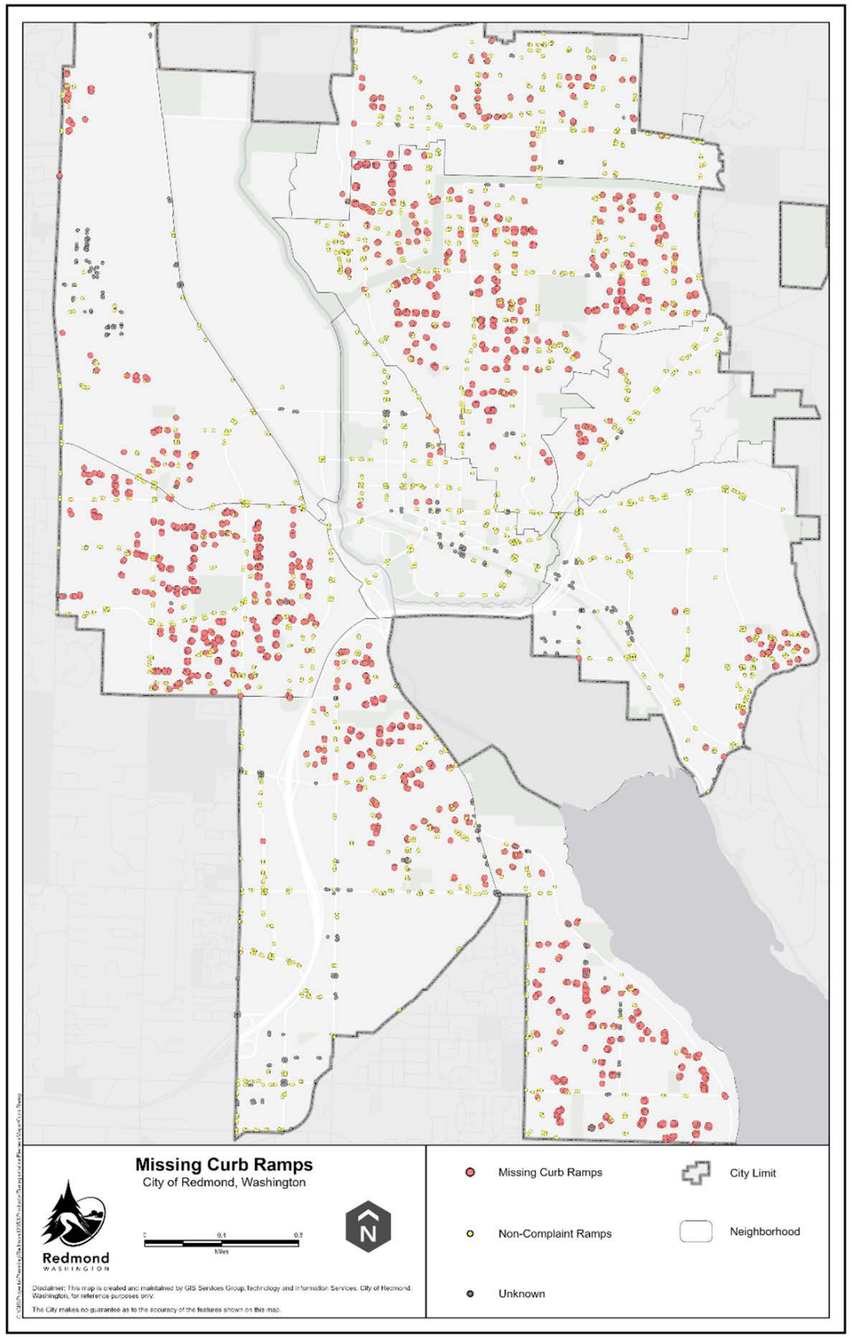
Compliant Curb Ramps
Compliant curb ramps meet all ADA standards, including proper slope, width, landing area, alignment, and the presence of detectable warning surfaces. These ramps ensure accessibility and safety for all users, including those with mobility impairments or visual disabilities.

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. Section 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. The 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 Section 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.



STRATEGIES AND ACTIONS

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

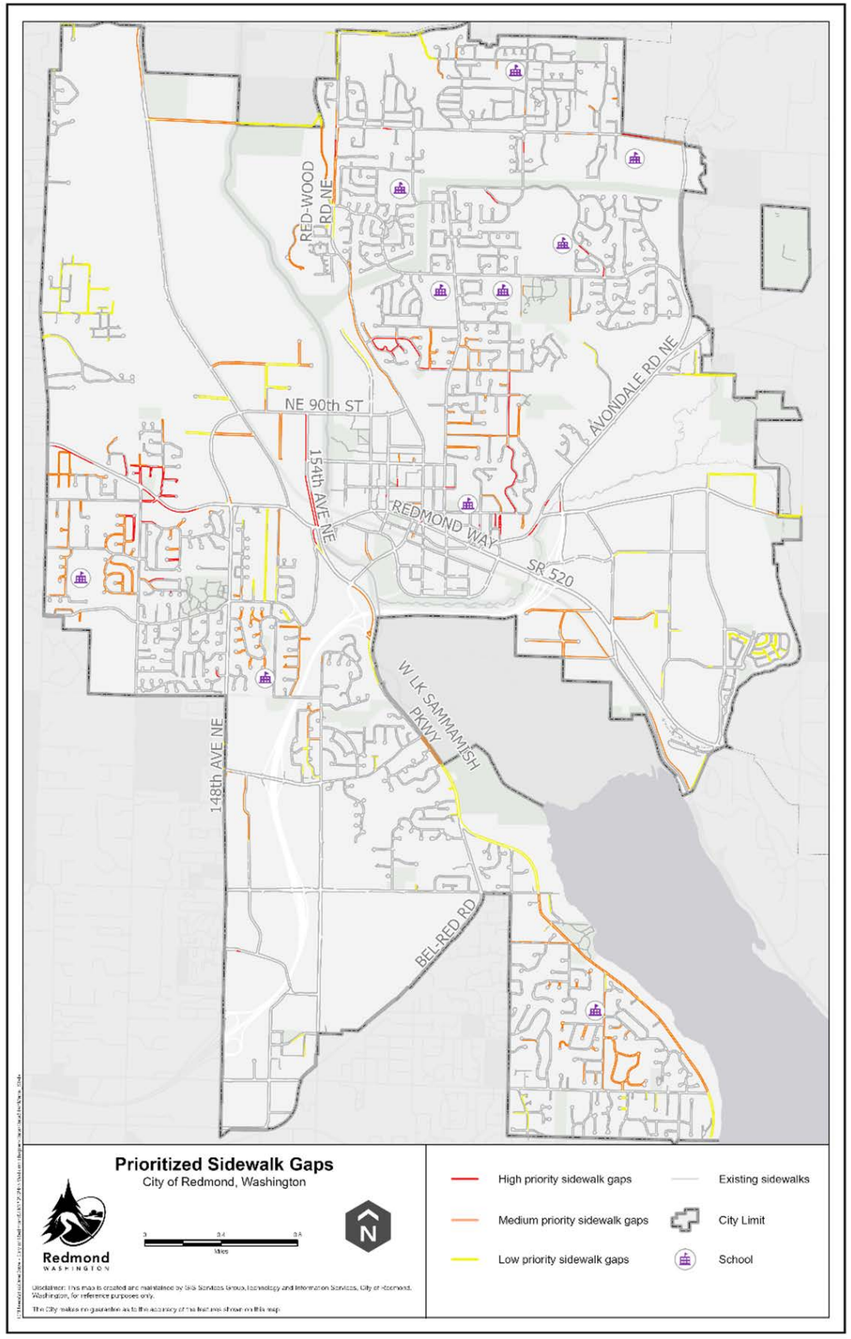
The City's strategic focus on completing connected pedestrian networks in neighborhoods and urban centers to provide direct access to transit, schools, employment, and services will improve safety and reduce reliance on vehicles. Redmond's pedestrian network currently includes sidewalk gaps where portions 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. The City's goal is to provide safe and comfortable pedestrian facilities along all streets with traditional sidewalks or alternative sidewalk strategies. A discussion of sidewalk alternatives can be found in Strategy 5 below. 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.
7. Along High Injury/High Risk Network.
8. In the 6-year Transportation Improvement Program.
9. Number of community requests.

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



Strategy 1 supports the following Redmond 2050 policies:

- **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.

- **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 1A	Complete the citywide pedestrian network by filling sidewalk gaps. (Public Works, Planning)
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. (Public Works)

Strategy 2: Construct prioritized low-stress pedestrian crossings

Low-stress pedestrian crossings (LSPCs) are marked crosswalks that include signalized intersections, roundabouts, Rectangular Rapid Flashing Beacon (RRFB) crossings, High Intensity Activated Crosswalk (HAWK) signal crossings, all-way stop control (AWSC) intersections, and may also have geometric features such as raised crossings, curb extensions or crossing islands that reinforce pedestrian visibility, reduce crossing distance and achieve better driver compliance with stopping for pedestrians entering or walking in a crosswalk. 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 existing LSPCs exceeds 300 feet within urban centers or 600 feet outside of urban centers, one or more new LSPCs are recommended to be installed. Figure 6 shows the future pedestrian arterial crossing network including recommended priority LSPC locations. LSPC priorities are based on proximity to key destinations including frequent transit stops, or points of interest including schools, libraries, parks, and healthcare services. The addition of these recommended new LSPCs will improve network connectivity making it easier and safer for people to access transit and neighborhood destinations.

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

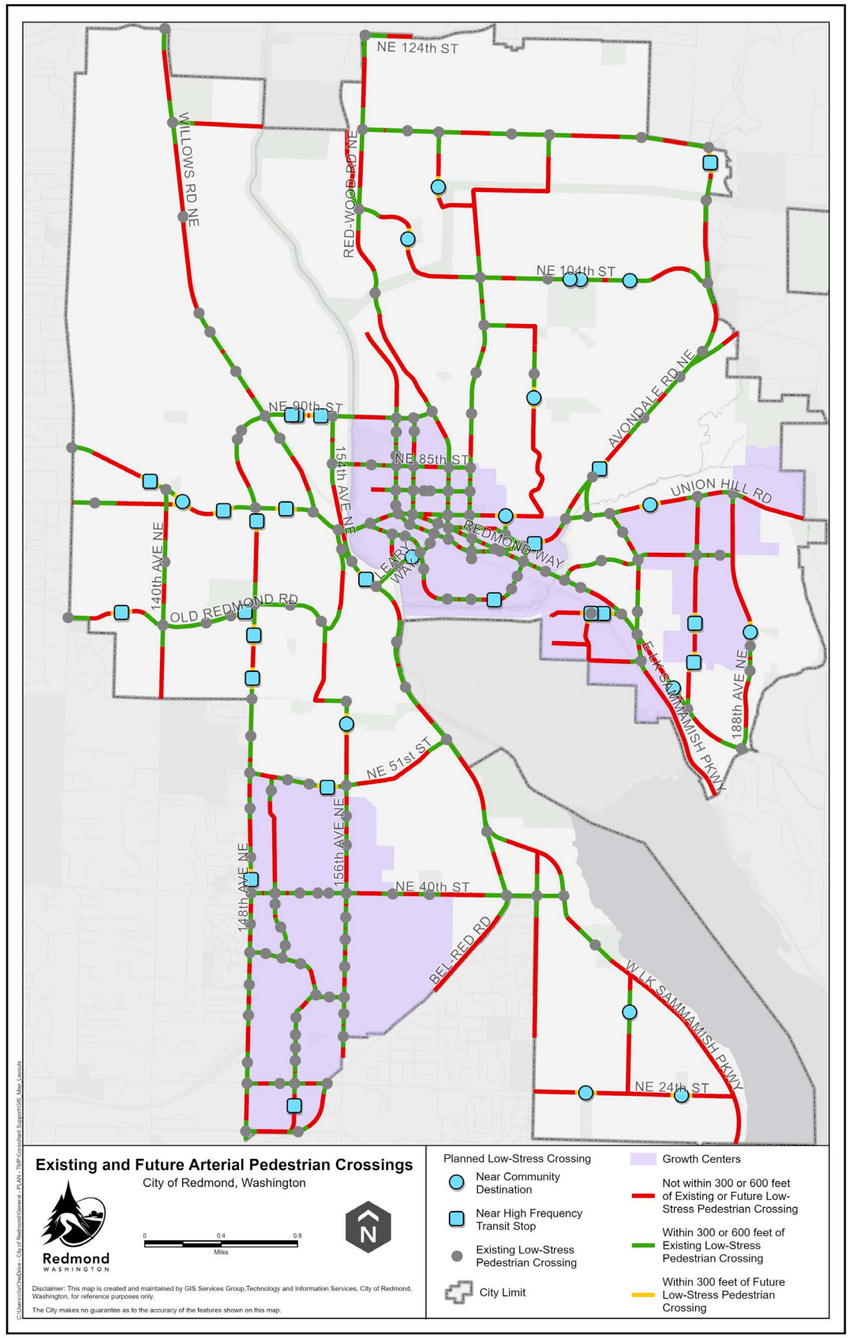


TABLE 5 | PRIORITY LOCATIONS FOR FUTURE LOW-STRESS PEDESTRIAN CROSSINGS

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 ParkPark	NE 24th Street	Intersection	NE 24th Street & 184th Avenue NE	No
4	Park	Westside Park	156th Avenue	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	Park	Heron Rookery	Leary Way	Midblock	Approximately 150 ft east of 159th Place	No
10	Park	Hartman Park	NE 104th St	Midblock	Approximately 618 ft east of 172nd Ave NE	Yes
11	Park	Marymoor Connector Trail	Redmond-Fall City Rd NE	Midblock	Approximately 437 ft northeast of Marymoor connector trail access	No
12	School	Redmond Elementary School	NE 80th Street	Intersection	NE 80th Street & 169th Avenue NE	Yes
13	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
14	School	John James Audubon Elementary School	180th Ave NE	Midblock	Approximately 437 ft north of NE 30th St	Yes
15	School	Redmond High School	NE 104th St	Midblock	Approximately 413 ft west of 178th Ave NE	Yes
16	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
17	High Frequency Bus Stop	Avondale Road NE & NE 85th Place	Avondale Road NE	Intersection	Avondale Road NE & NE 85th Place	No
18	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
19	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
20	High Frequency Bus Stop	Future Transit Stop - Route 269	NE 70th Street	Intersection	NE 70th Street & 176th Avenue NE	No
21	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
22	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
23	High Frequency Bus Stop	NE Redmond Way & 140th Avenue NE	Redmond Way	Intersections	Redmond Way & 139th Avenue NE	No
24	High Frequency Bus Stop	NE Redmond Way & 145th Avenue NE	Redmond Way	Intersection	Redmond Way & 145th Avenue NE	No
25	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
26	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
27	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
28	High Frequency Bus Stop	148th Avenue NE & NE 61st Way	148th Avenue NE	Intersection	148th Avenue NE & NE 61st Court/NE 61st Way	No
29	High Frequency Bus Stop	148th Avenue NE & NE 66th Street	148th Avenue NE	Intersection	148th Avenue NE & NE 66th Street	No
30	High Frequency Bus Stop	NE Old Redmond Road & 147th Court NE	Old Redmond Road & 147th Court NE	Intersection	Old Redmond Road & 147th Court NE	No
31	High Frequency Bus Stop	NE Old Redmond Road & 137th Avenue NE	Old Redmond Road & 147th Court NE	Midblock	Old Redmond Road between 137th Avenue NE & 138th Avenue NE, approximately 100 ft east of 137th Avenue NE	Yes
32	High Frequency Bus Stop	NE 51st Street & 154th Avenue NE	NE 51st Street Court NE	Intersection	NE 51st Street & 154th Avenue NE/154th Place NE	No
33	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
34	High Frequency Bus Stop	NE 65th Street & 185th Avenue NE	185th Avenue NE	Intersection	185th Avenue NE & NE 65th Street	No
35	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
36	High Frequency Bus Stop	152nd Avenue between NE 20th Street and NE 24th Street	152nd Avenue NE	Midblock	152nd Avenue between NE 20th Street and NE 24th Street	No
37	High Frequency Bus Stop	Bear Creek Parkway & 168th Avenue NE	Bear Creek Parkway	Intersection	Bear Creek Parkway & 168th Avenue NE	Yes
38	High Frequency Bus Stop	151st Avenue NE & NE 90th Street	151st Avenue NE	Intersection	151st Avenue NE & NE 90th Street	Yes
38	Other	NE 104th St & 179st Ave NE	NE 104th St	Intersection	NE 104th St & 179st Ave NE	Yes

Strategy 2 supports the following Redmond 2050 policies:

- **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	Construct low-stress pedestrian crossings, beginning with the highest priority locations. (Public Works)
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. (Planning, Public Works)

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. For example, 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.

Strategy 3 supports the following Redmond 2050 policies:

- **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. (Public Works)
Action 3B	Include safe crossing behavior guidance as part of the city's SchoolPool program materials and general community safety messaging. (Planning, Communications)

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

As shown in Figure 2 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, or Special Purpose Pathways, 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. Figure 7 shows planned new street and neighborhood connections that would enhance pedestrian network connectivity. These connections will be implemented with future development or as capital projects and should be built according to the City's shared use path standard. Appendix G includes a list of these connections along with maps showing a closer up view.

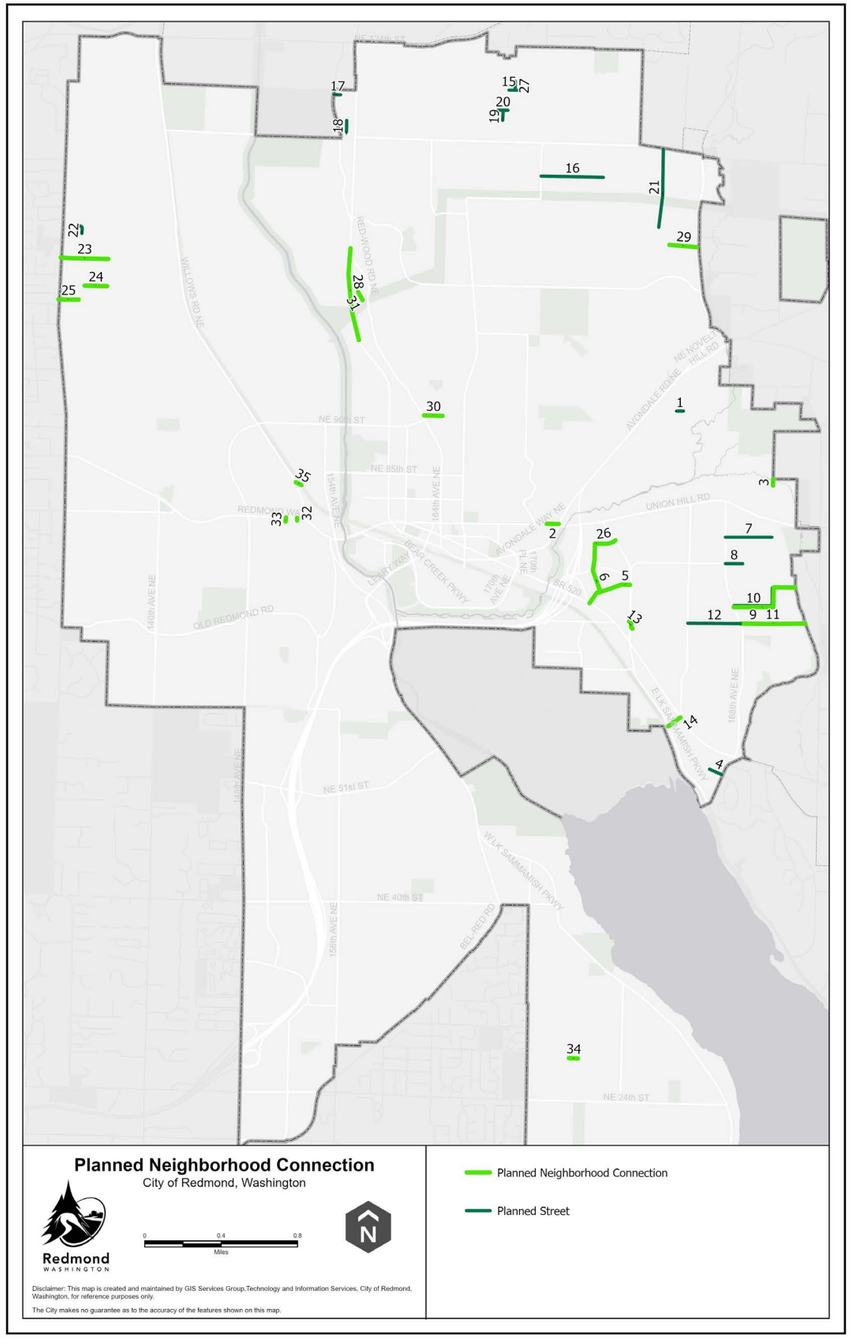
Strategy 4 supports the following Redmond 2050 policies:

- **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. (Public Works, Planning)
Action 4B	Maintain existing off-street neighborhood connections to meet and exceed ADA standards. (Public Works)
Action 4C	Identify locations where additional neighborhood connections would enhance connectivity. (Planning)

FIGURE 7 | PLANNED NEIGHBORHOOD CONNECTIONS



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

The City aims to provide safe and comfortable pedestrian facilities on all streets in Redmond, through conventional sidewalks (i.e., elevated above street grade with curb) or through sidewalk alternatives. As shown in Figure 5 above, there are sidewalk gaps throughout Redmond, which present barriers to comfortable pedestrian travel. Less than 10% of Redmond arterials have segments where there are no sidewalk facilities on either side of the street. More 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 that would require property acquisition to construct a sidewalk.

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. Appendix F offers decision and design guidance for sidewalk alternatives.

Strategy 5 supports the following Redmond 2050 policies:

- **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 and design guidance that considers vehicle speed, vehicle volume, roadway classification, land uses, environmental goals and constraints, and other factors. Couple this effort with development of a traffic calming toolkit and potentially a dedicated program that would fund and implement lower-cost safety improvements. (Public Works, Planning)

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

Pedestrian Priority Zones 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.

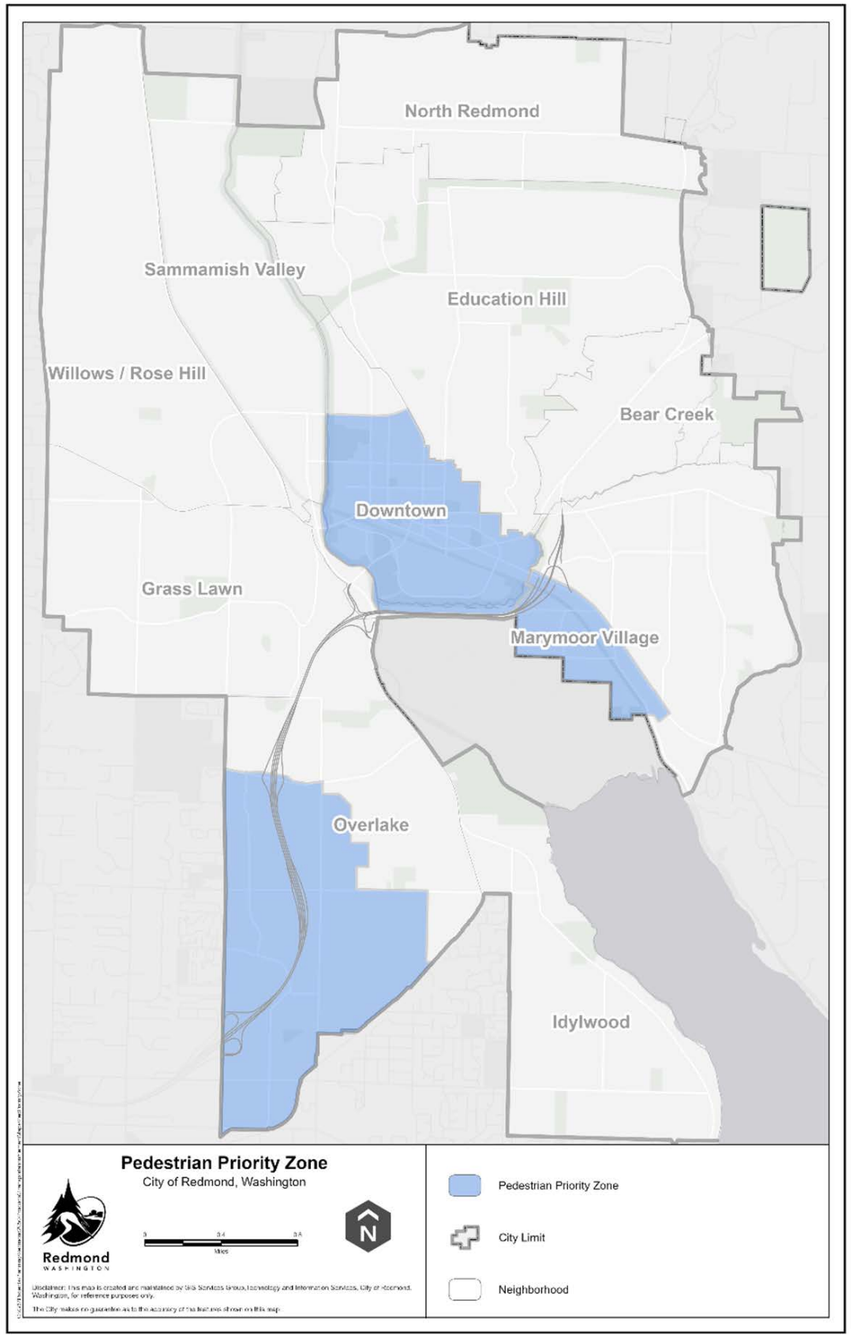
Designated Pedestrian Priority Zones overlap with Redmond's three Urban Centers: Downtown, Overlake, and Marymoor Village. While Pedestrian Priority Zones have been designated at least since 2013, and many improvements have been made to create inviting and safe pedestrian-oriented streets within Urban 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. The Pedestrian Priority Zones are intended to prioritize a comfortable pedestrian experience through street design and operational strategies, including the following:

- **Street design strategies:** traffic calming measures such as narrower streets, raised crossings, landscaping, and pedestrian-scale lighting.
- **Operational strategies:** 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).

These street design and operational strategies are impactful in terms of creating an environment in which it is evident to all users that pedestrian mobility is prioritized over all other modes of travel. Prioritizing pedestrian mobility and safety aligns closely with the goals and recommendations outlined in the Safer Streets Action Plan, ensuring that the pedestrian network evolves to meet safety and accessibility objectives citywide.



FIGURE 8 | REDMOND PEDESTRIAN PRIORITY ZONES



Strategy 6 supports the following Redmond 2050 policies:

- **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. (Public Works)
Action 6B	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. (Planning, Public Works)
Action 6C	Explore opportunities for increased frequency of temporary street closures in Redmond's centers for open street festivals and other events that highlight pedestrian priority. (Planning, Public Works)
Action 6D	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. (Police, Communications)

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

The City of Redmond is committed to creating a fully accessible transportation system. An ADA Transition Plan will serve as a strategic framework to identify, prioritize, and implement upgrades across the City's pedestrian network, including sidewalks, curb ramps, and signals. This plan will ensure 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.

Strategy 7 supports the following Redmond 2050 policies:

- **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.
- **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. (Public Works, Planning)
Action 7B	Develop performance measures and processes to track the removal of accessibility barriers based on recommendations in the ADA Transition Plan. (Public Works, Planning)

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

Pedestrian lighting is an important component of the overall comfort and safety of a sidewalk or other walking facilities. 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,parks, and potentially along some shared use paths and neighborhood connections.

Strategy 8 supports the following Redmond 2050 policies:

- **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. (Public Works, Planning)
Action 8B	Complete the upgrading of HPS streetlights to LED streetlights along all school walking routes in Redmond. (Public Works)
Action 8C	Establish a prioritization process for pedestrian lighting upgrades citywide that includes frequent transit routes, parks, and other destinations that generate pedestrian activity. (Public Works, Planning)
Action 8D	Evaluate the provision of lighting on shared use paths and neighborhood connections utilizing best practices to reduce skyglow and environmental impacts. (Planning, Public Works)

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

Redmond's growth has resulted 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.

Strategy 9 supports the following Redmond 2050 policies:

- **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. (Public Works) • 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. Ensure pedestrian infrastructure is fully restored following the completion of construction and that facilities are ADA-compliant.

Strategy 10: Improve consistency in pedestrian wayfinding signage

Clear and consistent wayfinding helps people navigate the transportation system. For people walking and biking, wayfinding can be especially helpful for understanding the best routes for getting to key destinations such parks, schools, transit, and shopping. As such, wayfinding can be an effective tool for encouraging active travel. 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 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 wayfinding approach will improve clarity and create a more intuitive experience for residents and visitors navigating the broader Eastside network.

FIGURE 8 | WAYFINDING SIGNAGE IN REDMOND



Strategy 10 supports the following Redmond 2050 policies:

- **TR-17:** 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	Based on results of citywide wayfinding effort, undergo a citywide pedestrian wayfinding signage update focusing on clarity and modernization and prioritizing key destinations including all four Redmond light rail stations. (Parks, Planning)
Action 10B	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.



BICYCLE PLAN

Transportation Master Plan

INTRODUCTION

Bicycling (and the use of other micromobility devices) will play a key role in creating a more sustainable, equitable, and livable Redmond. The bicycle provides a level of efficiency, affordability, accessibility, and freedom of movement unmatched by other forms of transportation while integrating easily with transit systems. Advancements in electric bike (e-bike) technology, affordability, and accessibility stand to further increase the importance of biking. The keys to unlocking the potential of bicycling in Redmond is to provide a bike network that most people feel safe using and conveniently connects people to where they need to go, and providing secure and convenient bike parking at destinations. By doing so, Redmond can encourage more people to bike more often while driving less.

What is Micromobility?

Micromobility refers to a range of small, lightweight devices operating at speeds typically below 15 mph. Micromobility includes both human-powered and electric scooters, bicycles, skateboards, one-wheels, hoverboards, cargo bikes, trikes and other similar devices. These devices offer flexible mobility and can provide efficient first-last mile connections to transit, and thus are an important component of Redmond's transportation system. In Redmond, micromobility devices are generally expected to operate within bikeways and trails, and not on sidewalks. While this section largely discusses bicycles, all network strategies pertain equally to micromobility.

HOW BICYCLING SUPPORTS REDMOND 2050 GUIDING PRINCIPLES

Equity and Inclusion

The Bicycle Network Strategy presented in this section will allow people of all ages and abilities to get from anywhere to everywhere by bicycle, or other micromobility device, safely, directly, and comfortably. In doing so, all Redmond community members will have an affordable, efficient, and healthy transportation option that complements other sustainable travel modes such as walking and transit.

Sustainability and Resilience

Redmond 2050 sets goals of a 50% reduction in per capita vehicle miles traveled (VMT)[1] and 71% reduction in transportation sector greenhouse gasses (GHG)[2] by 2050. The Redmond Environmental Sustainability Action Plan (2020) identifies intermediate targets to help move toward the 2050 goals. Namely, reducing GHG transportation emissions 50% by 2030 and reducing single-occupancy vehicle trips by 30% by 2025. Shifting trips from driving to biking can help Redmond achieve these goals and is a key objective of Redmond's Bicycle Strategy. Promoting new technologies such as the e-bike will create opportunities for increased mode shift away from motor vehicles (both internal combustion and electric). In addition to reducing VMT and GHG emissions, shifting more trips to active travel and public transportation will offer other benefits like reduced congestion, more community space, improved air quality, and improved public health.

[1] From 2017 levels.
[2] From 2011 levels.

FIGURE 1 | MICROMOBILIY SUCH AS E-SCOOTERS ARE A FLEXIBLE TRAVEL OPTION SUPPORTED BY THE BIKEWAY NETWORK.

Image Credit: City of Redmond



Goals and Performance Measures

Shifting vehicle trips to bicycling and micromobility is one component of a larger strategy to reduce vehicle miles traveled, particularly single occupancy vehicle trips. To shift trips from driving to biking, Redmond must expand and enhance its bikeway network and make biking an attractive choice, especially for short trips. The following outcome goals and related performance measures will be used to track and evaluate Redmond's implementation of this Bicycle Strategy, especially the development and expansion of the bikeway network.

Outcome Goal	Measures
Bicycle and micromobility mode share at 15% of all trips in urban centers by 2035	Bicycle and Micromobility mode share in Downtown Bicycle and Micromobility mode share in Overlake Bicycle and Micromobility mode share in Marymoor Village
Bicycle and micromobility mode share at 5% of all trips within city of Redmond by 2035	Bicycle mode share city wide for all trips
Connect all key destinations within the City with low stress bikeways by making consistent progress toward bicycle network completion by 2035	Network completion is expressed as the percent of planned bicycle network complete, including measures for spine network, local network, and total network completion.

BICYCLING IN REDMOND TODAY

Estimates from the 2022 American Community Study and Move Redmond's recent surveys of Redmond employees, suggest that only 2% of work trips are by bicycle. Researchers and practitioners have categorized people based on their confidence interacting with motor vehicle traffic while biking. While the percentage varies by community, a national survey found that about 5 out of every 10 adults in major urban areas, labeled as "Interested but Concerned" riders, would like to ride a bicycle but do not currently do so, primarily due to concerns about traffic safety.[4]

The 2024 Bicycle Friendly Community Public Survey[5] received over 300 responses from Redmond community members about their experiences using Redmond's bicycle network. Of the survey responders, approximately 70% ride a bike in Redmond. Survey respondents use bicycle travel for varying purposes in Redmond, with approximately 35% primarily taking transportation or utilitarian trips (commuting, running errands, etc.), approximately 30% primarily riding a bicycle for recreation or leisure, and approximately 25% primarily riding a bicycle for exercise or fitness.

The City of Redmond's focus for the development of the bicycle network is serving people of all ages and abilities, which means building bikeways that are comfortable for the Interested but Concerned population. This strategy will encourage more bicycle trips, which will advance the City's goals around VMT and GHG reduction, while creating a more equitable transportation system that provides affordable and healthy travel options.

[4] Dill, J, and Nathan McNeil, 2016, Revisiting the Four Types of Cyclists: Findings from a National Survey, Transportation Research Record: Journal of the Transportation Research Board, 2587, Retrieved from https://journals.sagepub.com/doi/10.3141/2587-11

[5] League of American Bicyclists 2024 Bicycle Friendly Community Public Survey

Existing Bike Network

Bicycle facility types in Redmond include:

- **Bicycle boulevard:** Streets with low vehicle traffic volumes and speeds, designed to give bicyclists priority by using signs, pavement markings, traffic calming, and improved crossings of arterial streets. They are also referred to as neighborhood greenways, slow streets, or bicycle priority streets.
- **Bike lane:** A portion of the street that has been designated for preferential or exclusive use by bicycles by pavement markings and, if used, signs .
- **Buffered bike lane:** A bike lane with pavement markings delineating a buff er space between the bike lane and adjacent motor vehicle lane or parking lane. The buff er may include vertical elements (flexible posts, precast curbs, etc.) placed in the buff er space at regular intervals.
- **Separated bike lane:** A bicycle facility physically separated from vehicle traffic and distinct from the sidewalk. The physical separation includes a designed vertical element between the motor vehicle traffic and the bikeway; these vertical elements may include curb (i.e. the curb of a sidewalk or intermediate-level bike lane), concrete buff er curbs, parking, or other elements that provide similar levels of protection.
- **Shared lane:** A lane where vehicles and bicycles share operating space.
- **Shared use path:** A facility used by pedestrians, bicyclists, and other modes of active transportation in an exclusive right of way with minimal crossflow by motor vehicles.
- **Sidepath:** A facility used by pedestrians, bicyclists, and other modes of active transportation that is physically separated from vehicle traffic on a parallel street and is within the street right-of-way.

More information on bicycle facility design and characteristics can be found in the City of Redmond's Bicycle Facility Design Manual.

The existing bicycle network is comprised of 98.8 miles of bikeways[6] of varying condition and suitability for people of all ages and abilities. This includes:

- 73.5 miles of bicycle lanes (includes buffered bike lanes)
- 2.5 miles of separated bicycle lanes
- 4.2 miles of shared lanes/bicycle boulevard
- 15.2 miles of paved shared use pathways

In addition to the formal bike network, other streets in Redmond can serve people biking. At low volumes and speeds of traffic, many people feel safe and comfortable sharing the street with traffic or crossing the street in unmarked crossings. As traffic speed and volumes increase, their perception of safety degrades significantly, resulting in a feeling of increased stress and discomfort.

[6] Includes funded bikeways to be constructed by 2027, including NE 40th St and 156th Ave NE shared use paths.

Progress Made

Redmond has made notable progress in implementing important bikeway network connections over the past decade through both its capital investment program and requirements for new development. These investments include two new bridges over SR 520 at the Redmond Technology Center and Overlake Village light stations, substantial completion of the Redmond Central Connector, the striping of miles of bike lanes, and bringing e-bike/scooter share to the city. These accomplishments and others contribute to Redmond being the "Bicycle Capital of Washington", but there is much more work that needs to be done to honestly be able to claim that title. The work that needs to be done is the focus of this section.

Level of Traffic Stress

Redmond's existing bikeways were assessed to determine their relative level of comfort using a bicycle Level of Traffic Stress (LTS) analysis, which factors vehicle speeds, vehicle volumes and the degree to which bicyclists are separated from vehicle traffic.[7] Higher vehicle speeds and volumes and less separation between bicyclists and vehicles results in stress and discomfort for bicyclists and according to research and feedback received from the Redmond community. Figure 3 shows the LTS of Redmond's existing bicycle network.

The results of the LTS analysis based on 2024 conditions show that 79% of the existing bicycle network is high stress.[8] That means many of the major bicycle connections in Redmond are LTS 3 or 4. Research and real world examples show that LTS 1 and 2 bikeways are what will get a greater proportion of the population to feel comfortable bicycling.

What is Level of Traffic Stress?

The Level of Traffic Stress (LTS) analysis, based on a methodology developed by Mekuria, Furth, and Nixon (2012), is a system that rates road segments or crossings based on the level of stress they place on bicyclists, ranging from LTS 1 (minimal stress) to LTS 4 (high stress). LTS 1 and 2 are considered suitable for most bicyclists, including children and Interested but Concerned riders, as they involve minimal interaction with traffic. LTS 3 and 4 are for more confident bicyclists, with LTS 4 being the most stressful, requiring high levels of skill and tolerance for high-speed traffic. The overall LTS for a route is determined by the highest stress level encountered along the route's segments.

The updated Redmond Bicycle Facility Design Manual (2023) designates the "Interested but Concerned" bicyclist as the design user. Recent bikeway network investments reflect the City's focus on building out a low-stress network, including separated bicycle lanes recently constructed on 156th Avenue NE and 152nd St Avenue NE, the protected intersection at 152nd Avenue and NE 24th Street, shared use path on NE 40th St, and the pedestrian and bicycle bridge connections to the Overlake Village Light Rail Station and the Redmond Technology Light Rail Station.

[7] Mekuria, Maaza C. , Peter G. Furth, and Hilary Nixon. 2012. "LOW-STRESS BICYCLING and NETWORK CONNECTIVITY." Https://Transweb.sjsu.edu/Sites/Default/Files/1005-Low-Stress-Bicycling-Network-Connectivity.pdf. Mineta Transportation Institute. May 2012.

[8] Includes funded bikeways to be constructed by 2027.

FIGURE 2 | SEPARATED BIKE LANES LIKE THIS ONE ON 156TH AVE NE PROVIDE A HIGHER LEVEL OF COMFORT AND SAFETY AND ATTRACT BICYCLISTS OF ALL AGES AND ABILITIES.

Image Credit: City of Redmond

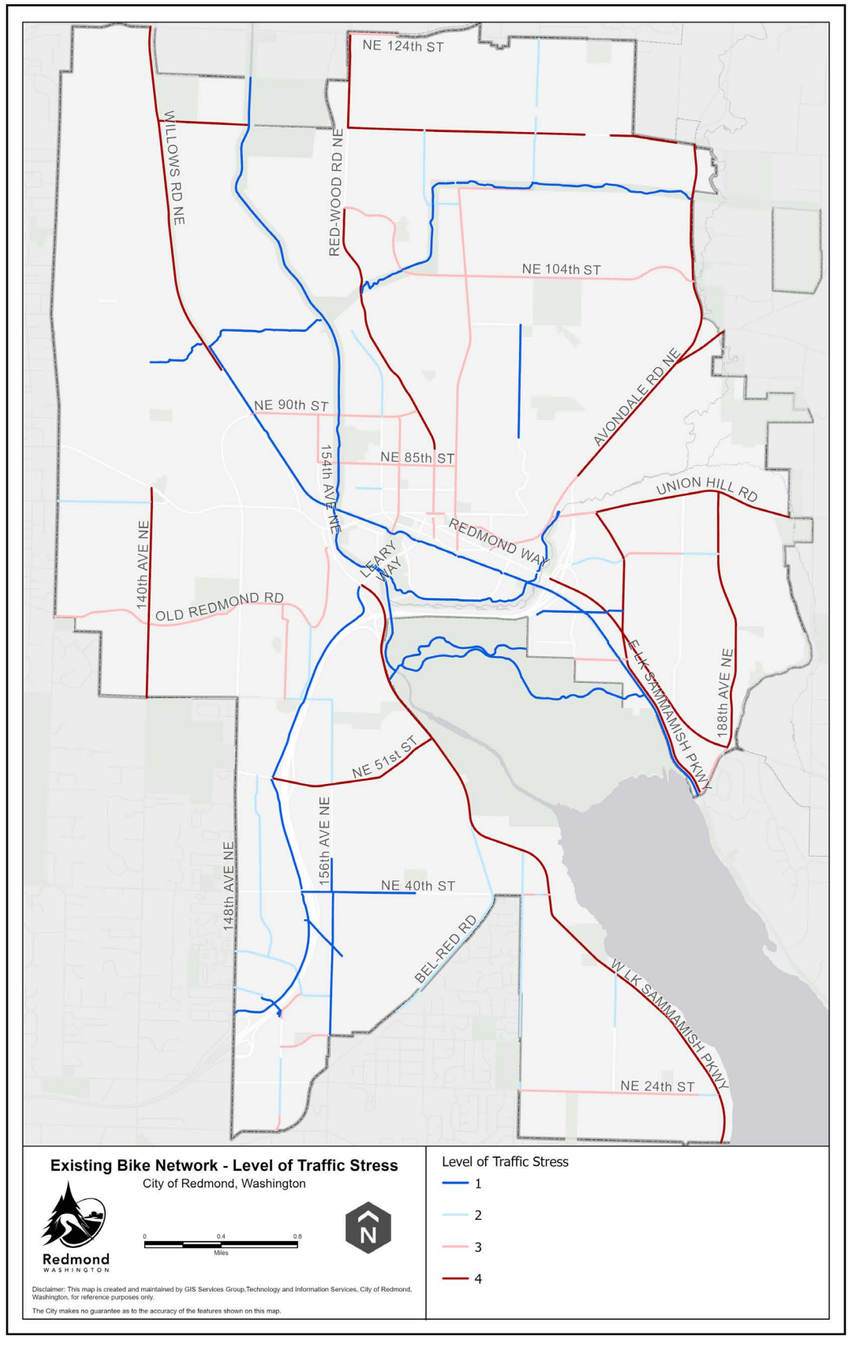


OPPORTUNITIES FOR SHIFTING TRIPS FROM VEHICLES TO BICYCLES AND MICROMOBILITY

Converting short motor vehicle trips of less than 2 miles to bicycling and micromobility offers a significant opportunity to reduce Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions.

In Redmond, areas with high numbers of short motor vehicle trips have been identified as key locations for targeted policies and infrastructure improvements that can encourage a shift from motor vehicle trips to more sustainable modes of transportation such as bicycling, micromobility, walking, and transit. The data suggests that Downtown Redmond, Overlake, and Southeast Redmond are the primary destinations for short motor vehicle trips under 2 miles. These areas, and routes connecting to these areas, are ripe for improved bicycle connections to facilitate access to the new light rail stations and other destinations and reduce reliance on motor vehicles.

FIGURE 3 | EXISTING BIKE NETWORK LEVEL OF TRAFFIC STRESS.



ENCOURAGING MORE PEOPLE TO BICYCLE

When people are faced with the choice of whether to bike or take another mode of transportation for a trip, research suggests that there are several major categories of reasons that influence people's choice. These reasons may include:

- Physical ability
- Seeing people biking
- Understanding benefits
- Automobile ownership
- Weather
- Topography
- Trip length
- Bicycle ownership or presence of bikeshare
- Traffic stress along the entire route
- Crashes
- Personal skill level
- Personal security
- Theft
- Access to transit

The relative weight between the above factors will vary by a person's individual needs and abilities. However, the aforementioned research indicates that the Interested but Concerned population (about half of all people) cite **traffic safety concerns as the main barrier to bicycling more**, and cite low-stress infrastructure (LTS 1 or 2) as the types of bikeways they feel comfortable using. This indicates that to increase bicycle mode share among the largest group of potential bicyclists, people need access to safer, lower-stress bicycling facilities.

Peer City Focus: Palo Alto, CA

The City of Palo Alto is similar to Redmond in terms of demographics, size and having an abundance of tech companies. Palo Alto is a Gold Bicycle Friendly Community and is currently updating its Bicycle and Pedestrian Transportation Plan (BPTP) to be completed in 2025.

Many of Palo Alto's proposed BPTP Update programs align with Redmond's TMP strategies and actions, including: developing a wayfinding plan, conducting an inventory of bike parking and monitoring bike parking usage, and implementing a proactive speed management program to lower speed limits and design speeds on streets within the city's bike network. Additionally, Palo Alto continues to focus on building high-comfort bikeways, especially as first/last mile connections to rapid transit at Caltrain stations. Palo Alto's Traffic Calming Program identifies speed management and multimodal safety measures that can be implemented quickly, and the City is prioritizing the addition of staff to this program who can focus on administering quick-build efforts.

The 2024 Bicycle Friendly Community Public Survey asked respondents what their top priorities would be to make Redmond a better community for bicyclists. Three key themes emerged: providing more bicycle lanes and bicycle paths, improving existing bicycle lanes to add protection for cyclists, and reducing vehicle speeds. Of the approximately 300 responses, 234 listed additional bike paths or bike lanes as a high priority, 179 listed improving existing bike lane protection, and 77 listed reducing vehicle speeds or providing traffic calming options. This data enforces that increasing bike lane milage and bike lane protection (e.g., making bike lanes more comfortable/less stressful) are high priorities for community members.

[9] Schneider, Robert J. "Theory of Routine Mode Choice Decisions: An Operational Framework to Increase Sustainable Transportation." Transport Policy, vol. 25, 2013, pp. 128–137., doi:10.1016/j.tranpol.2012.10.007.

[10] Sanders, Rebecca L., and Belinda Judelman. "Perceived Safety and Separated Bike Lanes in the Midwest: Results from a Roadway Design Survey in Michigan." Transportation Research Record: Journal of the Transportation Research Board, vol. 2672, no. 36, 2018, pp. 1–11., doi:10.1177/0361198118758395.

[11] League of American Bicyclists, 2024 Bicycle Friendly Community Public Survey

STRATEGIC APPROACH TO INCREASING THE NUMBER OF PEOPLE BICYCLING

Cities around the world have achieved their goals to increase the number of bicycling trips (i.e., mode shift) by applying focused strategies to improve bicycle network connectivity and comfort. While some of the examples that are show cased in this section may differ in size or urban form from Redmond, the commonality they all share is they have moved the needle in creating a more connected, high comfort bicycle network or have policies or programs that have increased bicycle ridership. These strategies can be wholly or partially applied in Redmond to significantly increase bicycle ridership.

Strategy 1: Convert Short Trips to Bicycle Trips

For daily weekday trips exclusively within the city, the median trip only lasts five (5) minutes and is 1.4 miles long. Approximately 68% of these trips occur by private automobile, 25% by walking, 1% by bike, and less than 1% by public transit.[12] Focusing on providing bicycle infrastructure to serve trips under approximately 2 miles in length can maximize the mode shift return on investment. Short trips between 0.5 – 2 miles is a distance range where bicycling and micromobility can be the preferred mode of transportation, as they can be faster and more flexible than driving or using public transit and more time competitive than walking. Making biking (and micromobility) the most convenient choice for these short trips will encourage more people to bicycle and maximize the City's return on investment of bicycle infrastructure, reduce vehicle trips, and reduce GHG emissions. Complementary land use policies that support mixed use development and neighborhood siting of educational and care- facilities provides residents access to a variety of nearby destinations that are easier to get to by bicycle. Redmond 2050 embraces this "complete neighborhood concept" and expands mixed-use development opportunities throughout the city.

Short Trip Focus

Austin's 2014 and 2023 Bicycle Plans focused on expanding bicycle facilities on routes with high concentrations of short trips in central Austin as well as to destinations such as schools, parks, business, and shopping districts in neighborhoods throughout the city. Protected bicycle lanes to transit stations and secure bicycle parking at these stations support linking shorter bicycle trips with longer trips on transit. Separated bicycle facilities, urban trails, and "quiet streets" with traffic calming devices for motor vehicles and wayfinding signage for bicyclists are key features of Austin's bicycle infrastructure.

Strategy 1 supports the following Redmond 2050 policies:

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-14:** Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

[12] Replica, Spring 2025.

Recommended Actions

Action 1A	Prioritize bike infrastructure investments in areas where most short trips are occurring (Downtown Redmond, Overlake, and Southeast Redmond) (Planning)
Action 1B	Implement Redmond 2050 land use policies that reduce distances between residences and destinations that serve people's every day needs and support (Planning): • Higher residential densities • Transit-oriented development • Mixed-use development • Reduced parking requirements
Action 1C	Support Transportation Demand Management (See Section 10) and Safe Routes to Schools programs that encourage bicycling and walking, and reduce traffic volumes around schools. [13] (Planning)

FIGURE 4 | BICYCLING AND MICROMOBILITY ARE EASY AND FLEXIBLE WAYS TO ACCESS THE SERVICES AND AMENITIES OFFERED BY MIXED USE DEVELOPMENT

Image Credit: City of Redmond



Bicyclist Safety

Building safe bicycle infrastructure and reducing vehicles speeds are the most effective strategies for making bicycling a safe mode of transportation. Good bikeway design and slower vehicle speeds promote safe interactions between bicyclists, micromobility users, pedestrians, and vehicles. Education does have a role to play in bicycle safety and should be focused on basic bicycle handling skills, understanding laws, e-bikes, and familiarizing people with new bicycle infrastructure such as bicycle signals, bike boxes, separated bike lanes, etc. Section 10 – Transportation Demand Management includes actions that address bicycle safety education (also as means of encouraging bicycling) and the Safer Streets Action Plan also includes an action focused bicycle safety.

Actions 3C in the Bicycle Plan and 5I in the Transportation Demand Management section in the Transportation Master Plan address bicyclist safety education.

Strategy 2: Connect to Light Rail and Bus

Creating low-stress bikeway connections to bus stops and light rail stations is an impactful "first-last mile" strategy to increase access to transit for both local and regional trips.

The new Overlake Village, Redmond Technology, Downtown Redmond, and Marymoor Village light rail stations are fantastic opportunities to connect bicycling with transit. Projected ridership of the East Link extension is 43,000-52,000 daily riders by 2026[14] . Building bicycle facilities that connect with these stations will expand the catchment area of the stations, help form new habits for light rail passengers to reach the station by bicycle and help grow transit ridership. Bicycle facilities that connect stations to destinations such as grocery stores, daycare centers, and schools will allow for trip chaining en route between transit and residences. These facilities are prioritized for implementation as described later in this section.

All Sound Transit and King County Metro buses have bicycle racks on which riders connecting by bicycle can place their bikes to have them transported to their destination. Ensuring that bus stops are accessible by the low-stress bikeway network can encourage bike to bus and bus to bike trips, particularly for more regional bus trips.

Strategy 2 supports the following Redmond 2050 policies:

- **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 2A	Prioritize high-comfort bicycle facilities that connect to light rail and bus stops. (Planning, Public Works)
Action 2B	Provide sufficient secure bicycle parking at transit centers and mobility hubs (see Section 6 - Transit). (Planning)
Action 2C	Ensure consistent availability of bike/scooter share at Transit Centers. (Planning)

[13] "City of Austin Bicycle Plan." 2023. https://www.austintexas.gov/sites/default/files/files/Transportation/Adopted%202023%20Bicycle%20Plan_FULL.pdf.

[14] "Downtown Redmond Link Extension | Project Map and Summary | Sound Transit." Www.soundtransit.org, www.soundtransit.org/system-expansion/downtown-redmond-link-extension.
Kager, Roland. 2022. Review of The Bike+Train Land-Use/Transportation System. Presented at the Planning the Cycling City Summer Course, July 2022.

FIGURE 5 | THE NEW REDMOND TECHNOLOGY STATION BRIDGE CONNECTS BIKEWAYS, TRANSIT, AND EMPLOYMENT CENTERS

Image Credit: City of Redmond



Strategy 3: Promote E-Bikes and E-Scooters

The growing popularity of electric bikes (e-bikes) can be attributed to their ability to overcome challenging terrain and cover longer distances, making them a viable alternative to motor vehicles. The City of Redmond currently has a contract with a vendor that provides e-scooters and e-bikes for rent throughout the city. This service has proven to be very popular, with over 282,000 rides completed since the pilot program began in 2019. The median distance per trip has increased from 0.5 miles in 2020 to 0.9 miles in 2024, proving that Redmond's Shared Micromobility program is a viable first-last mile transportation mode.

Personal e-bike ownership is rapidly growing in the US and is expected to grow more than 15 percent annually between 2023 and 2030[15]. The rate of e-bike adoption (and its impact on greenhouse gas emissions and vehicle miles traveled) depends on the cost of e-bikes, individual choices, and the provision of infrastructure that is safe and comfortable for e-bike users.

[15] U.S. E-bike Market Size, Share & Trends Analysis Report By Propulsion Type, By Drive Type, By Application, By Battery, By End-use (Personal, Commercial), And Segment Forecasts, 2023 - 2030

An e-bike lending libraries is a strategy Redmond should explore to provide opportunities for more people to see what it is like to ride an e-bike. Such libraries lend e-bikes for an extended period of time (typically 1 to 3 months) so people can experience an e-bike and have time to use it for a variety of trip purposes to discover how they can effectively integrate an e-bike into their daily travel demands.

Another way the City of Redmond can further influence e-bike adoption by providing financial incentives for people to purchase e-bikes. The Rocky Mountain Institute (RMI) developed a calculator that allows users to explore the potential benefits of e-bike incentives of various funding amounts and time horizons. The table below illustrates potential incentive scenarios and anticipated outcomes in terms of reductions in vehicle miles traveled and greenhouse gas emissions.

The RMI calculator estimates that replacing 25% of weekly car trips under 3 miles and 10% of trips under 5 miles with e-bikes over the next 10 years could reduce CO2 emissions and vehicle miles traveled (VMT) by 17% in Redmond. This tool can help Redmond assess the potential impact of various e-bike incentive programs. For example, with an annual $150,000 incentive over 10 years, annual citywide GHG reduction equates to approximately 3%. When annual incentives increase to $500,000 and $1,000,000 over 10 years, GHG reduction increases to 9% and 17%, respectively. More details are included in the appendix of the report.



E-bike

E-Bike Incentives

Denver has gained recognition for its successful e-bike incentives. The city launched an e-bike voucher program in April 2022, offering $400 vouchers for all residents and up to $1,200 for income-qualified individuals, with additional funds for e-cargo bikes. Since its launch, Denver has invested $4.7 million, providing vouchers to 4,734 residents.

A survey of recipients suggested notable changes in transportation habits, with participants riding an average of 26 miles per week and replacing 3.4 vehicle trips, collectively reducing vehicle miles traveled by 100,000 miles per week. Lower-income recipients were particularly active, averaging 32 miles per week.

Washington State DOT is launching its own e-bike rebate program in 2025. This program will offer qualifying applicants rebates for either $1,200 or $300 depending on household income. They expect to give out about 8,500 vouchers, an amount far less than expected demand.

Recommended Actions

Action 3A	Support the establishment of e-bike lending libraries. (Planning)
Action 3B	Offer financial incentives for e-bike purchase at time of purchase.[16] • Prioritize extensive and early outreach about e-bike incentive programs among lower income populations. • Keep the e-bike incentive program application process simple and easy. • Leverage relationships with local bike shops to support e-bike incentive program rollout and promote local purchase of e-bikes. • Make a plan for how to collect data from individuals once they have purchased the e-bike.[17] (Planning)
Action 3C	Educate the community about e-bike and e-motorcycle safety practices and local regulations. Develop safety and etiquette campaign that targets e-bike users and clarifies laws and possible enforcement actions around e-motorcycles. Bicycle safety education is discussed more in Section 10 – Transportation Demand Management and the Safer Streets Action Plan. (Planning, Communications)
Action 3D	First draft and pass a City Ordinance defining what are e-bikes v e-motorcycles, who may operate them, and detail specific responsibilities of parents and children (16 and under) along with clear enforcement details. In parallel, advocate for a statewide legislation that addresses these same e-bike issues to create uniformity within Washington State.

Strategy 3 supports the following Redmond 2050 policies:

- **TR-13:** Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.

FIGURE 6 | SHARED E-SCOOTERS AND E-BIKES ARE INCREASINGLY POPULAR IN REDMOND

Image Credit: City of Redmond



Strategy 4: Implement a High Comfort, Spine Network

The Spine Network (Figure 14) provides the primary, most direct connections between all of Redmond's neighborhoods and one or more Urban Centers. It is envisioned to be comprised of high comfort bikeways (level of traffic stress 1 and 2), including trails such as the Redmond Central Connector, Sammamish River Trail, and East Lake Sammamish Trail, separated bike lanes such as 156th Ave NE and Bel Red Rd, and bicycle boulevards such as 150th Ave NE in the Grass Lawn neighborhood.

Implementation of the Spine Network is a high priority as these routes are expected to have the highest return on investment in terms of ridership given their directness to the major destinations people want to connect to. Some corridors on the Spine Network will take longer to implement due to costs while other segments can be more rapidly implemented using low-cost, "quick-build" materials. See Bicycle Network Strategy below.

Bicycle wayfinding and enhanced lighting along bikeways and shared use paths are investments that can increase the appeal of biking. Wayfinding signage helps direct bicyclists to key destinations. Good lighting and visibility at bicycle parking areas, on shared use trails, and at intersections will help enhance safety, personal security, and comfort.

Strategy 4 supports the following Redmond 2050 policies:

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-13:** Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.
- **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.

[16] If e-cargo bikes receive a different level of incentive, try to make the definition of e-cargo bike as objective as possible.

[17] City and County of Denver et al. Review of Denver's 2022 Ebike Incentive Program Results and Recommendations.

Recommended Actions

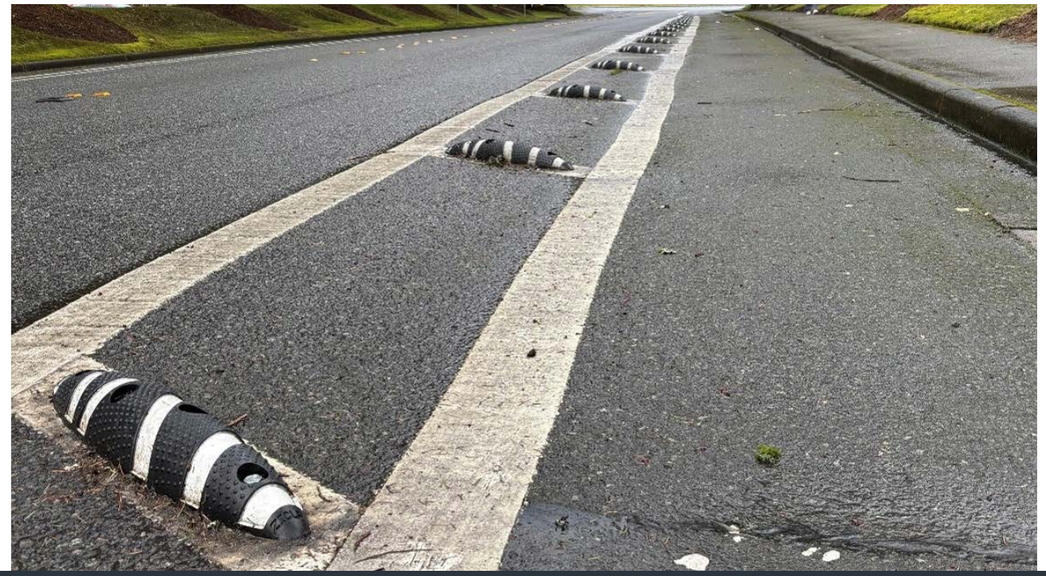
Action 4A	Complete "Spine Network" to include 100% high comfort bicycle facilities by 2035. (Planning)
Action 4B	Install wayfinding, lighting, and other features such as lean bars, bicycle near-side signals to enhance safety and comfort on the Spine Network. (Public Works)
Action 4C	Install traffic diverters and traffic calming interventions on bike boulevards to complete local neighborhood network. (Public Works)
Action 4D	Craft tailored messaging with compelling case studies and data to support bike network build out, especially when tradeoffs might be involved.[18] (Planning)
Action 4E	Deploy quick build and pilot projects. [19] (Public Works, Planning)
Action 4F	Evaluate quick build and pilot projects, iterate designs as needed. (Planning)
Action 4G	Develop effective maintenance strategies for all bikeways (See Section 8-Maintenance and Preservation). (Public Works)
Action 4H	Update quick build and pilot projects with more durable, permanent infrastructure. (Public Works, Planning)
Action 4I	Update the Bicycle Wayfinding Design Manual (2015) to align with current best practices and design standards. (Planning)
Action 4J	Consider safe accommodation of higher speed e-bikes and micromobility devices in bikeway and street design to reduce conflicts between people traveling at significantly different speeds.

[18] "The Final Mile." 2022. Peopleforbikes.org. 2022. https://finalmile.peopleforbikes.org/.

[19] Streetfilms®. 2019. "Jersey City Uses Surveys, Rides & Tactical Urbanism to Generate a Bike Master Plan." YouTube. August 15, 2019. https://www.youtube.com/watch?v=G3I1_ud5c94.

FIGURE 7 | QUICK BUILD MATERIALS SUCH AS THESE "ARMADILLOS" ON THE 150TH AVE NE BIKE LANE CAN BE USED TO ROLL OUT NEW HIGHER COMFORT BIKEWAYS MORE RAPIDLY

Image Credit: City of Redmond



Quick Build, Funding, and Communication

Jersey City, New Jersey, successfully implemented 10 miles of protected bike lanes in one year using quick-build materials, completing about a quarter of its planned bike network. Seattle used similar techniques for a rapid roll out of separated bike lanes on 2nd and 4th Avenues, with 4th Avenue recently receiving a permanent upgrade.

In 2020, the Cambridge, MA City Council amended its Cycling Safety Ordinance, setting ambitious requirements for 25 miles of separated bike lanes within seven years. Using a "quick build" approach with lightweight materials like flex posts and on-street parking lanes, the City rapidly installed 14.22 miles of separated lanes in four years.

In addition to infrastructure funding, coalition building, and targeted messaging are key to gaining community support for more rapid bike network expansion. The People for Bikes "Final Mile" program illustrates this point.

Strategy 5: Implement the Neighborhood Bikeway Network

The Neighborhood Bikeway Network provides local connections between neighborhood destinations such as schools and parks, connects people to the Bicycle Spine Network and provides first-last mile connections to transit. The Neighborhood Bikeway Network is comprised primarily of bike boulevards, bike lanes, and short off-street paved pathway connections. Low vehicle speeds achieved through traffic calming, wayfinding signage to help people navigate the network, and safe crossings of major streets are important components of the Neighborhood Bikeway Network. Infrastructure investments for the Neighborhood Bikeway Network include traffic calming, signage, pavement markings, and in some cases may require enhanced crossing treatments such as signals, crossing islands, etc. at major street crossings.

Strategy 5 supports the following Redmond 2050 policies:

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-13:** Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.
- **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 5A	Prioritize implementation of the neighborhood bikeway network providing access to schools and parks.
Action 5B	Pair bicycle boulevard implementation with neighborhood traffic calming and shared streets to maximize safety benefits to neighborhoods.
Action 5C	Implement clear wayfinding to help users navigate the neighborhood bikeway network and neighborhood connections (see Pedestrian Plan) and connect to schools, parks, and the bicycle spine network.

FIGURE 8 | PATHWAYS SUCH AS THIS ONE CONNECTING TO 161ST COURT NE ENHANCE THE NEIGHBORHOOD BIKEWAY AND PEDESTRIAN NETWORKS BY PROVIDING MORE DIRECT ROUTING AND ACCESS TO SCHOOLS AND OTHER NEIGHBORHOOD DESTINATIONS.



Strategy 6: Balance Modes

Fulfilling Redmond 2050 goals and policies, and shifting trips from motor vehicles to bicycles requires making bicycling a competitive choice for travel in Redmond. Achieving this requires taking actions to rebalance Redmond's transportation system to strive for modal parity i.e., how Redmond allocates its public right of way and financial investments. It is important to consider how the entire population's transportation needs are being served, especially those unable to drive and those who choose not to (potentially up to 25 percent of the driving age population[20]).

Balancing modes requires various actions that may reduce the convenience of driving, such as reducing motor vehicle speeds or space allocated to vehicle traffic or parking to create safer and more comfortable conditions for bicycling, as well as enacting various policies to discourage driving, especially for short trips (reducing car parking availability, charging more for parking, etc.).[21, 22]

Strategy 6 supports the following Redmond 2050 policies:

- **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.

Recommended Actions

Action 6A	Implement traffic calming and traffic diversion measures to create higher comfort conditions for bicyclists of all ages and abilities (Public Works).
Action 6B	Establish parity in transportation funding and street space allocation to achieve mode shift and equity goals. For example, if the goal is to achieve 15 percent bicycle mode share, it would be reasonable to spend at least 15 percent of transportation funding on building a high comfort bike network. (Planning, Public Works)
Action 6C	Within constrained corridors evaluate the expected costs and benefits of removing vehicle lanes to create space for high comfort bikeways, taking into account safety, vehicle congestion, VMT and GHG reduction. (Planning, Public Works)
Action 6D	Prioritize high comfort bicycle access over on-street parking (see Section 9 – Curbspace Management). (Public Works)
Action 6E	Evaluate bicycle signal timing at intersections to align with vehicle signal timing and balance the operations between vehicle and bicycle movements so bicycles can travel efficiently along the bikeway. (Public Works)

[20] Nondrivers: Population, Demographics & Analysis, Final Report, January 31st, 2023 nondriversstudyfinalreportsummaryreport.pdf

[21] https://www.portland.gov/Transportation/What-Are-Neighborhood-Greenways.

[22] JAQUISS, NIGEL . 2003. "Lots of Trouble the Turf War over Portland's Parking Spaces Heats Up." Willamette Weekly. June 3, 2003. https://www.wweek.com/portland/article-2124-lots-of-trouble.html#:~:text=From%201975%20until%201997%2C%20Portland,the%20cap%20was%20a%20boon

Changing Priorities

Portland, Oregon expanded its bike network in the 1990s by leveraging traffic calming and diversion in residential areas, creating a network of 100 miles of neighborhood greenways that are considered the "backbone of the city's Safe Routes to School network" and connect neighborhoods, parks, schools, business districts, and residences.

In addition to its neighborhood greenway program, Portland has a long history of supporting multimodal trips to its downtown central business district when it began limiting motor vehicle parking availability in the 1970s to address air quality issues. From 1975 to 1997, Portland maintained a cap on the total number of parking spaces allowed Downtown, even as the metro area's population increased by 50%.

Strategy 7: Provide Convenient, Plentiful, and Secure Bike Parking

The bicycle can be a door-to-door travel mode if bicycle parking is sufficient for both short- and long-term needs at neighborhood commercial centers, grocery stores, schools, transit facilities, and multi-family housing. Bike parking should be ubiquitous, easy to use, and free or very low-cost.

Strategy 7 supports the following Redmond 2050 policies:

- **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 7A	Conduct inventory of existing public bike parking and update inventory as new bike parking is installed. (Planning)
Action 7B	Explore partnerships to establish an on-demand secure bike parking system throughout the city with initial focus within Urban Centers. (Planning)
Action 7C	Incentivize existing multi-family housing to retrofit property to include secure bicycle parking inside property or contribute to other secure, sheltered parking facilities in the public right of way adjacent to the property. (Planning)
Action 7D	Retrofit existing public facilities such as parks and schools to provide secure and easy to access bicycle parking. Partner with Lake Washington School District to ensure that secure bike parking is provided for e-bikes and other high-value micromobility devices. (Planning)
Action 7E	Collaborate with Sound Transit to ensure sufficient secure bicycle parking is provided at light rail stations as bicycle use grows. (Planning)
Action 7F	Create a city program for short-term bicycle parking, for example, providing businesses and organizations bike racks within the adjacent public right-of-way upon request, which could include conversion of an on-street parking spot(s) to a bicycle parking corral where multiple bicycles can be parked[23, 24] (Planning)
Action 7G	Update City of Redmond Long-term Bicycle Parking Guidelines and Bicycle Parking Requirements and Standards in the Redmond Municipal Code to reflect best practices and bicycle owner feedback. (Planning)

[23] "Apply to Install Bike Racks on the Sidewalk." 2018. Portland.gov. 2018. https://www.portland.gov/transportation/walking-biking-transit-safety/apply-install-bike-racks-sidewalk.

[23] "Apply to Install Bike Racks in the Street." 2024. Portland.gov. 2024. https://www.portland.gov/transportation/walking-biking-transit-safety/apply-install-bike-racks-street.

[24] "Bicycle Parking | Ddot." 2022. Dc.gov. 2022. https://ddot.dc.gov/page/bicycle-parking.

FIGURE 9 | SECURE BIKE PARKING CONVENIENTLY LOCATED IN THE STREET ENCOURAGES PEOPLE TO USE BICYCLES FOR RUNNING ERRANDS AND ACCESSING SERVICES.

Image Credit: Cycle Hoop



Retrofitting Bike Parking

Portland's Bureau of Transportation (PBOT) offers a bike parking program in commercial districts, allowing property owners to request up to two free bike racks for installation on the sidewalk in front of the property, with additional racks available for $150 each. PBOT also has a program that converts on-street parking spots into bike corrals (groups of 6-12 racks), which can accommodate 12-24 bikes in the space of one or two parking spots. These corrals are prioritized at street corners to increase parking, improve pedestrian crossings, and boost business visibility.

BICYCLE NETWORK STRATEGY

Equity and Inclusion

The bicycle network strategy includes planned new connections and upgrades to existing bikeways to create higher comfort bikeways. The network builds upon the existing bikeways in Redmond and past planning efforts, with the ultimate goal of people of all ages and abilities being able to get from anywhere to everywhere by bike or other micromobility devices. The build out of the Spine Network and a local neighborhood network will support this goal. The prioritized implementation of the bicycle network will maximize the opportunity to convert short driving trips to biking. The bicycle network also includes connections to surrounding communities such as Bellevue, Kirkland, Sammamish, and Woodinville and their bikeways.

The planned bicycle network is grounded in the following principles:

- **Connected:** It is possible to get from anywhere to everywhere by bicycle. Emphasis is placed on creating a Spine Network and connecting people to light rail, schools, major employment centers, and commercial centers.
- **Direct:** Going by bicycle offers the most direct route to important destinations.
- **Cohesive:** Similar designs provide consistency, so bicyclists, pedestrians, and motorists know what to expect when they encounter a bicycle facility.[25]
- **Safe and Comfortable:** On streets with high motor vehicle traffic volumes and speeds, high comfort, separated bicycle lanes or shared use paths are provided. Protected intersections and other treatments provide safer continuity for bicycle facilities at intersections. Bicycle boulevards provide further comfort on streets with lower traffic volumes and speeds.
- **Multimodal:** Bicycling and other forms of micromobility is a viable mode for many people to reach light rail stations and bus stops for trips 0.5 – 3.0 miles in length, with high comfort bicycle facilities provided to all existing and future light rail stations and other mobility hubs. Bicycle racks on buses support connections to transit in areas not connected by light rail.

The Bicycle Spine Network

Figure 14 below shows the foundation of Redmond's planned network of bikeways, a Bicycle Spine Network, which includes key links providing connectivity from and within each of Redmond's neighborhoods to key destinations and activity centers. The Spine Network will consist of high comfort (LTS 1 or LTS 2) bicycle facilities—primarily shared-use pathways, separated bike lanes, and bicycle boulevards. The City of Redmond's goal is to complete the Spine Network by 2035, recognizing that some corridors that have significant physical or environmental constraints and high costs could take longer to implement. Currently, 57% of the planned Spine Network is high-stress (including bikeways to be constructed by 2027).

The Neighborhood Bikeway Network

This network will connect people's homes to neighborhood schools, parks, the Bicycle Spine Network, and serve as first-last mile connections to bus routes. It will focus on traffic calming and be comprised primarily of bike boulevards, enhanced bike lanes on streets with speeds 25 mph or lower, and short off-street paved pathway connections.

[25] The 2023 updated Bicycle Facility Design Manual will support consistency in the design and construction of future bicycle facilities in Redmond.

Bikeway Types

Figure 15 later in this section shows the planned bicycle network, identifying existing bikeways and planned bikeways by bikeway type (e.g., separated bike lane, shared use path, etc.). These bikeway types, their design parameters, and compatibility with various contexts and conditions are explained in the Bicycle Facility Design Manual (2023). Figure 10, Figure 11, Figure 12, and Figure 13 illustrate some examples of existing high comfort bikeways in Redmond.

FIGURE 10 | SEPARATED BIKE LANE ON 152ND AVENUE NE

Image Credit: City of Redmond



FIGURE 11 | TRAFFIC CALMED BICYCLE BOULEVARDS SUCH AS THIS ONE ON 152ND AVENUE NE IN REDMOND PROVIDE IMPORTANT CONNECTIONS BETWEEN HOMES AND NEIGHBORHOOD DESTINATIONS LIKE SCHOOLS AND PARKS.

Image Credit: Toole Design



The Right Device in the Right Place

Redmond's bikeway network strategy is focused on accommodating people of all ages and abilities. At the same time, there are many types of micromobility devices and e-bikes that travel at speeds exceeding 20 mph that may impact the safety and comfort of people walking and casually biking.

Currently, in King County class 3 e-bikes (with speeds up to 28 mph) are not allowed on trails unless they parallel highways (e.g. 520 trail) and the speed limit for all trail users is 15 mph. Class 3 e-bikes and micromobility devices that exceed 20 mph may not be compatible with bike lanes intended for people of all ages and abilities. Users of faster speed e-bikes and micromobility may be better accommodated in vehicle lanes where the posted speed limit is 25-30 mph. However, prohibiting such devices from operating in bike lanes would require enforcement action.

There are also education and engineering approaches to reducing conflicts between users on higher speed devices and those traveling at slower speeds. For example, encouraging higher speed users to slow down when approaching slower users and use their voice or bell when passing. From an engineering perspective, designing wider bikeways that allow more room for passing or provide dedicated space for faster devices may be a solution to explore.

FIGURE 12 | REDMOND'S SHARED USE PATHS (REDMOND CENTRAL CONNECTOR TRAIL SHOWN HERE) ARE POPULAR TRANSPORTATION AND RECREATIONAL FACILITIES.

Image Credit: City of Redmond



FIGURE 13 | WAYFINDING SIGNAGE HELPS BICYCLISTS NAVIGATE THE NETWORK AND CONNECT TO THEIR FINAL DESTINATION.

Image Credit: City of Redmond



FIGURE 13 | SPINE NETWORK

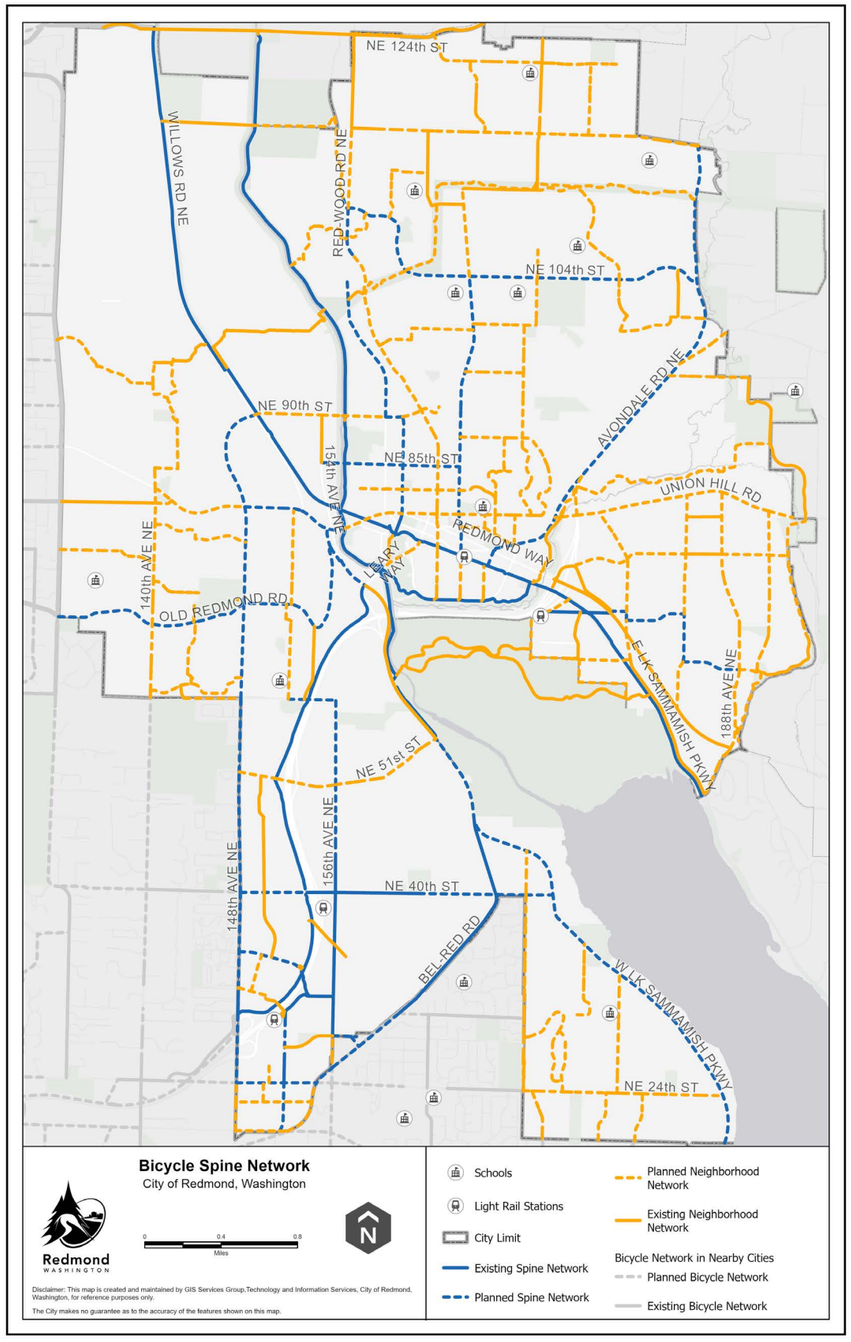
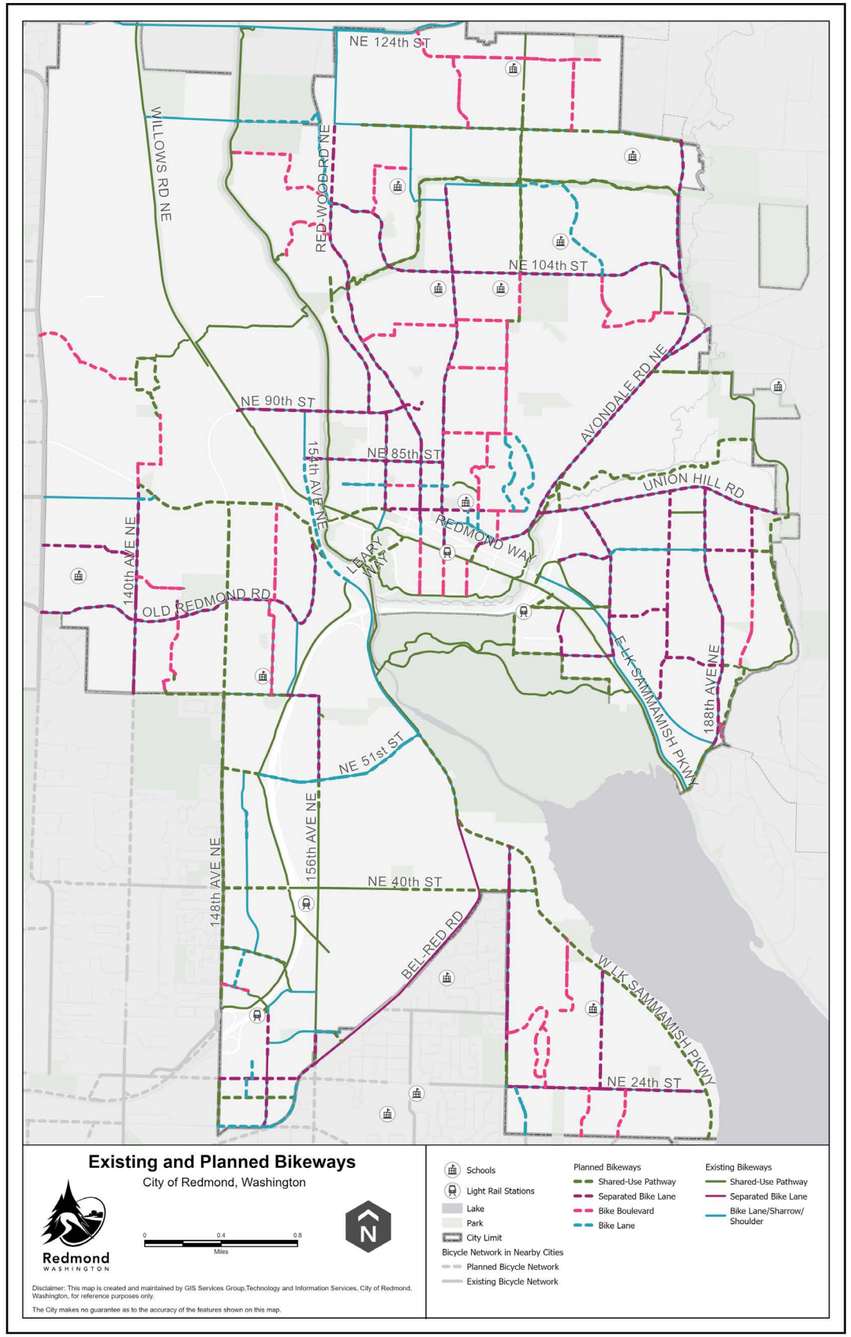


FIGURE 15 | EXISTING AND PLANNED BICYCLE FACILITIES



Implementation

The City of Redmond will focus on implementing the Spine Network and other high priority projects identified in Figure 16 below. However, the City will also consider other factors when deciding what to build each year, such as the feasibility and cost of each project; opportunities to "piggyback" on other capital projects (e.g., stormwater); and time needed to plan, apply for grant funding, and conduct engineering and design.

NEAR-TERM VS. LONG-TERM IMPLEMENTATION

To maximize bicycle and micromobility ridership the City of Redmond needs to implement a connected network of low-stress bikeways that connect people to destinations and allow them to meet their everyday needs, including schools, transit, parks, shopping, and services. Communities that have had the most success in significantly increasing the number of people bicycling have strategically invested in building out their bike networks and doing so quickly. Often these cities have relied on so called rapid implementation with a focus on using lower- cost quick build materials. While some critical connections in the planned bicycle network can be accomplished in the near-term (0-5 years) using rapid implementation methods, others will be longer-term (5-10 years or more) due to physical or environmental constraints and associated high costs.

IMPLEMENTATION THROUGH CAPITAL PROJECTS

Typically, bikeway projects such as separated bike lanes, shared use paths, and bicycle boulevards are implemented through the City's capital improvement program, which dedicates City funds to implement capital projects (i.e., major infrastructure projects). These types of projects tend to have longer implementation timeframes as it may take time to allocate sufficient City funds to cover the total project costs given many other competing capital project funding needs and/or secure grant funding. Examples of bikeways that have been implemented in this way include the Bel-Red buffered bike lanes and Redmond Central Connector Trail.

IMPLEMENTATION THROUGH DEVELOPMENT

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. Several key segments of Redmond's Bicycle Spine Network have been built by development, including shared use paths on NE 40th St and 156th Ave NE and separated bike lanes on 152nd Ave NE. As Redmond continues to grow there will be more opportunities to leverage this growth to build the planned bikeway network.

RAPID IMPLEMENTATION

More rapid implementation of bikeways is possible, in some cases. Such projects use lower cost quick build materials (e.g., flexible posts, c-curb) to separate bicyclists from motor vehicles. Projects that do not require modifications to other infrastructure such as traffic signals, drainage, etc., and that can be designed and implemented by City staff are typically the best candidates for rapid implementation. Many parts of the Neighborhood Bikeway Network are good candidates for more rapid implementation, however it is necessary to prioritize these connections given the extensiveness of the network and budget limitations. The City will look for these rapid implementation opportunities to close priority gaps in the bikeway network in the nearer-term until funding can be secured for longer-term, more permanent solutions.

PRIORITIZATION FRAMEWORK

Planned bicycle facilities have been prioritized using a framework that reflects the goals and strategies outlined earlier in this section. Specifically, the following metrics were used to prioritize segments of the bicycle network for implementation:

- **Safety:** Locations with high density of fatal and serious injury (FSI) crashes received higher priority.
- **Equity:** This metric prioritized projects that would serve people with greater needs for active transportation, based on the City of Redmond's Opportunity Dashboard. The Opportunity Dashboard uses socioeconomic data such as age, income, car ownership, disability, cost burden, and other measures such as job and housing density.
- **Proximity to key destinations** (transit, schools, daycare centers, parks, and grocery stores): Prioritizes projects close to clusters of pedestrian and bicycle activity centers.
- **Comfort:** Facilities designed to serve All Ages and Abilities provide a higher level of comfort and may attract more users. On steep streets, providing higher comfort is even more important to serve all users.
- **Route Connectivity:** Connection to one or more existing bikeways or modal corridors serves to extend the bike network and increase the ability for people to use the network to access destinations.
- **Topography:** Factors hilly routes into the prioritization of bicycle facility projects.
- **Spine Network:** Projects along the Spine Network receive additional priority.
- **Short trip density areas:** Locations where the highest density of short trips occur have the greatest potential for mode shift to reduce VMT and GHG emissions. Facilities in hilly areas with high short trip density may receive higher priority because if an area is flat, we may see more trip conversion from vehicle to bikes.

Table 1 below provides a summary of the planned bicycle facility mileage by bikeway type and priority level. The planned bikeway network includes 72.8 miles total of planned bikeways, including 22.4 miles of shared-use pathways and 29.3 miles of separated bike lanes. The planned Spine Network includes 24.7 miles of bikeways.

FIGURE 16 | PRIORITIZED BICYCLE NETWORK

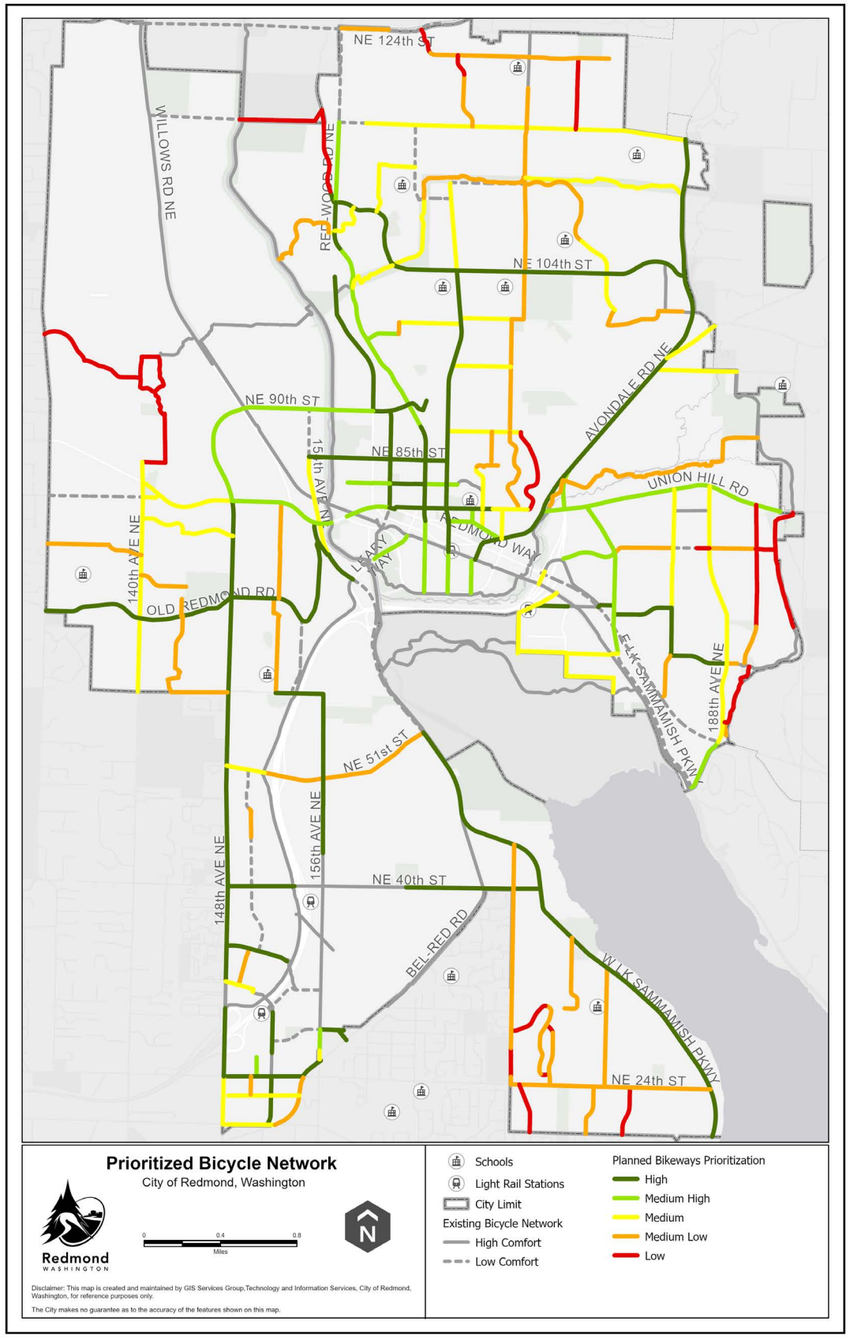


TABLE 1 | PLANNED BICYCLE NETWORK MILEAGE BY BIKEWAY TYPE AND PRIORITY LEVEL

Priority Level → / Bikeway Type ↓	High No. Miles	Medium High No. Miles	Medium No. Miles	Medium Low No. Miles	Low No. Miles	Total No. Miles by Bikeway Type
Shared-Use Pathway	8.9	1.82.5	7.6	3.2	1.6	23.7
Separated Bike Lane	15.9	4.7	4.9	3.6	0.4	29.5
Bicycle Boulevard	0.2	1.1	3.7	6.8	1.9	13.8
Bike Lane	0.6	0.6	1.4	3.3	1.7	7.5
Total No. Miles by Priority	**25.5**	**8.8**	**17.2**	**16.9**	**5.6**	**74.8** Total Miles Planned Bikeways
Spine Network	22.5	2.4	1.0	0.0	0.0	**26** Total Miles Spine Network

Spine Network

The Spine Network consists of separated bike lanes, shared use paths, and bicycle boulevards on low-speed, low-volume neighborhood streets. Table 2 below summarizes the remaining segments of the Spine Network and the anticipated timeframe (Near-term, or 0-5 years and Long-term, or 5-10 years) for their implementation. Some segments with near-term implementation timeframes may be good candidates for more rapid implementation (0 – 2 years), which will be determined by staff capacity, street work capabilities, and whether there are major costs items related to drainage, signals, etc.

TABLE 2 | SPINE NETWORK IMPLEMENTATION SCHEDULE

Street Name	From	To	Planned Bikeway	Status	Timeframe
148th Avenue NE	Old Redmond Rd	NE 60th Streets	Shared-Use Path	Planned	5 - 10 years
148th Avenue NE	NE 51st Street	NE 40th Street	Shared-Use Path	Planned	5 - 10 years
148th Avenue NE	NE 40th Street	NE 31st Street	Shared-Use Path	Planned	0 - 5 years
148th Avenue NE	NE 24th Street	3000 Block	Shared-Use Path	Planned	5 - 10 years
148th Avenue NE	Old Redmond Rd	NE 40th Street	Shared-Use Path	Planned	5 - 10 years
148th Avenue NE	Willows Road	Old Redmond Rd	Shared-Use Path	Planned	5 - 10 years
152nd Avenue NE	NE Hopper Wy	Da Vinci Avenue NE	Seperated Bike Lane	Planned	0 - 5 years
152nd Avenue NE	NE 20th Street	NE 24th Street	Seperated Bike Lane	Planned	5 - 10 years
160th Avenue NE	NE 90th Street	Road End	Seperated Bike Lane	Planned	0 - 5 years
160th Avenue NE	Road End	NE 102nd Way	Shared-Use Path	Planned	5 - 10 years
NE 109th Street / 160th Avenue NE / NE 104th Street	Red-Wood Road NE	Avondale Road NE	Seperated Bike Lane	Planned	5 - 10 years
161st Avenue NE	NE 90th Street	Redmond Way	Seperated Bike Lane	Planned	0 - 5 years
28th Avenue NE	156th Avenue NE	Shared-Use Path between Bel-Red Road and NE 28th Street	Bike Lane	Planned	0 - 5 years
NE 36th Street	148th Avenue NE	SR 520	Seperated Bike Lane	Planned	0 - 5 years
Old Redmond Rd	W Lake Sammamish Parkway NE	132nd Avenue NE	Seperated Bike Lane	Planned	0 - 5 years
W Lake Sammamish Parkway NE	Bel-Red Road	NE 51st Street	Shared-Use Path	Planned	0 - 5 years
W Lake Sammamish Parkway NE	Southern City Limit	Bel-Red Road	Shared-Use Path	Planned	5 - 10 years
W Lake Sammamish Parkway NE	Old Redmond Rd	Redmond Way	Shared-Use Path	Planned	0 - 5 years
166th Avenue NE	Cleveland Street	NE 91st Street	Seperated Bike Lane	Planned	5 - 10 years
Avondale Road NE	Redmond Way	NE Novelty Hill Road	Seperated Bike Lane	Planned	5 - 10 years
Avondale Road NE	NE Novelty Hill Road	NE 116th Street	Seperated Bike Lane	Planned	5 - 10 years
NE 40th Street	163rd Avenue NE	172nd Avenue	Shared-Use Path	Constructed by 2028	0 - 5 years
NE 40th Street	148th Avenue NE	SR 520	Shared-Use Path	Planned	0 - 5 years
NE 40th Street	172nd Avenue NE	W Lake Sammamish Parkway NE	Seperated Bike Lane	Planned	0 - 5 years
NE 85th Street	166th Avenue NE	Sammamish River Trail	Seperated Bike Lane	Constructed by 2027	0 - 5 years
NE 70th ST to 180th Avenue NE Connector	Redmond Way	180th Avenue NE	Shared-Use Path	Constructed by 2026	0 - 5 years
NE 90th Street	160th Avenue NE	161st Avenue NE	Seperated Bike Lane	Planned	5 - 10 years
Red-Wood Road NE	NE 106th Street	NE 109th Street	Seperated Bike Lane	Planned	5 - 10 years
Redmond Way	148th Avenue NE	Sammamish River Trail	Shared-Use Path	Planned	0 - 5 years
154th Avenue NE	Old Redmond Road	Leary Way/ SR 520 Trail	Shared-Use Path	**Planned**	0 - 5 years
154th Place NE	NE 110th Place	Red-Wood Road NE	Shared-Use Path	**Planned**	5 - 10 years
156th Avenue NE	NE 51st Street	NE 60th Street	Seperated Bike Lane	Planned	0 - 5 years
166th Avenue NE	Cleveland Street	NE 76th Street	Shared-Use Path	Planned	0 - 5 years
180th Avenue NE	NE 70th Street	NE 68th Street	Seperated Bike Lane	Planned	0 - 5 years
185th Avenue NE	NE 68th Street	NE 65th Street	Seperated Bike Lane	Planned	0 - 5 years
Amli Development Trail	NE 76th Street	Redmond Way	Shared-Use Path	Planned	0 - 5 years
NE 60th Street	154th Street NE	156th Street NE	Seperated Bike Lane	Planned	0 - 5 years
NE 60th Street	154th Street NE	148th Street NE	Seperated Bike Lane	Planned	0 - 5 years

Street Name	From	To	Planned Bikeway	Status	Timeframe
NE 60th Street	154th Street NE	156th Street NE	Shared-Use Path	Planned	0 - 5 years
NE 65th Street	185th Street NE	188th Street NE	Shared-Use Path	Planned	0 - 5 years
NE 68th Street	180th Street NE	185th Street NE	Seperated Bike Lane	Planned	0 - 5 years
NE 80th Street	Redmond Way	164th Avenue NE	Seperated Bike Lane	Planned	0 - 5 years

Related Plans, Policies, and Programs

The Bicycle Network implementation is supported by several complementary plans, policies, and programs, including:

- **Bicycle Facility Design Manual (2023):** The recently updated manual provides design guidance for bikeways to ensure consistent design of new bikeways in Redmond. Notably, the design user for the Manual is the "Interested but Concerned" bicyclist, someone who is not comfortable with bike lanes and may bike on sidewalks if bike lanes are provided. These bicyclists prefer LTS 1 or 2, off-street or separate bikeways or quiet traffic-calmed residential streets.
- **City of Redmond Municipal Code: 12.06 Complete the Streets:** Code requiring all transportation projects to provide appropriate accommodation for persons of all ages and all abilities, including bicyclists, pedestrians, transit users, as well as automobiles, freight and buses, in comprehensive and connected networks defined in the City's Transportation Master Plan.
- **City of Redmond Municipal Code: 21.52.010 Transportation Concurrency:** All proposed new developments are required to analyze its impacts to the transportation system. If the new development is located in an area identified in the Transportation Facilities Plan for an improvement, such as a planned bikeway or sidewalk, the developer would be required to incorporate this as part of the project or pay impact fees to the City for its implementation. Many of Redmond's existing bikeways have been constructed as part of new development through the Transportation Concurrency program.
- **City of Redmond Municipal Code: 21.52.020 Mobility Management Program:** Requires building owners to implement a mobility management program to reduce the level of traffic generation during the a.m. and p.m. peak hours. Requires all development applications that warrant transportation mitigation to comply with this code's requirements.
- **City of Redmond Municipal Code 21.40.020 Bicycle Parking Requirements and Standards:** Purpose is to (1) Promote bicycling as an important and integral mode of transportation which enables healthy lifestyles, is affordable, and reduces greenhouse gas emissions; (2) Provide requirements and standards efficient and safe bicycling parking meeting the parking needs of specific uses; and (3) Provide the necessary bicycle parking facilities for a bicycle-friendly community.
- **Safer Streets Action Plan (2025):** This plan provides a roadmap for achieving zero fatal and serious injury crashes in Redmond. Grounded in the Safe System approach, it identifies policy, programmatic, a high risk network where safety improvements should be prioritized, and provides details on infrastructure improvements that should be made on specific corridors.
- **Redmond School Pool Program:** City of Redmond active travel to school encouragement program that works with Lake Washington School District schools located in Redmond to provide marketing materials, education on alternative commuting safety topics, and ideas for events like Walk to School Days to encourage a reduction in drive alone trips to school and Bike Rodeos to learn about road safety and bike handling.
- **Parks, Arts, Recreation, Culture, and Conservation (PARCC) Plan:** This plan identified completing and expanding trail system connections as one of the highest capital project priorities during the community engagement process, and walking was the top activity for Redmond residents. The plan supports improving trail access for transportation options as essential to maintaining a healthy and livable community and promoting alternatives to motor vehicle use.
- **Stormwater and Surface Water System Plan:** The City of Redmond Stormwater and Surface Water Systems Plan (SSWSP) guides actions to reduce and prevent flooding, protect and restore natural habitat, keep pollutants away from fish and wildlife, protect our drinking water aquifer, and keep our lake, river, and streams healthy for everyone to enjoy. The SSWSP identifies where stormwater and water system infrastructure needs be built or replaced, which can present opportunities to make modifications to the street, including construction of bikeways. Capital transportation projects are also opportunities to upgrade stormwater and water system facilities.
- **Transportation Facilities Plan:** The Transportation Facilities Plan (TFP) guides transportation investments that the City of Redmond expects to deliver by 2050.
- **Six-Year Transportation Improvement Program:** The six-year Transportation Improvement Program (TIP) is an annual planning document that outlines Redmond's transportation projects and programs for the next six years, based on the city's Comprehensive Plan and Transportation Facility Plan. It includes a list of projects with secured or expected funding, with the first three years typically fully funded, and the last three years often partially or completely unfunded.

PLANNING FOR MAINTENANCE OF REDMOND'S BIKEWAY NETWORK

As Redmond plans and builds new bikeways, there will be a need for additional maintenance, potentially requiring increased staffing levels, additional funding, and/or the development of new maintenance protocols to maintain a level of service that supports safe and comfortable bicycling and micromobility use. This is particularly true for separated bike lanes that may require more frequent seasonal maintenance, specialized equipment, and have more pavement markings and other features requiring periodic maintenance and replacement. It is important for the City to proactively plan and account for these needs. Section 8 – Maintenance and Preservation provides more discussion on maintenance of the bikeway network.

TRANSIT SYSTEM PLAN

Transportation Master Plan



INTRODUCTION

This section establishes a transit vision and strategies for achieving this vision. This section describes how Redmond will work to:

1. Influence regional transit investments in the community;
2. Make investments in street system infrastructure to optimize transit service and projects in Redmond; and finally,
3. Make investments in first/last mile solutions.

Redmond's transit network serves all Redmond community members, including residents, commuters, and visitors. In this section, references to the transit network include fixed-route bus and light rail routes provided by King County Metro and Sound Transit. With the recent growth and opening of the Sound Transit Link Light Rail 2 Line, the vision for Redmond's future builds on better regional connectivity and calls for more connections to neighboring jurisdictions and more frequent service. The transit network also includes flexible options that deviate from a fixed route.

Transit trips have steadily increased since the precipitous decline in transit ridership during and following the COVID-19 pandemic. At the same time, travel demand and patterns have changed with more people working from home. The times of day when people use transit are more distributed rather than being primarily focused during peak commute travel times. As the Puget Sound Region grows, the destinations people want to connect to are changing. Redmond's transportation planning accommodates for a level of uncertainty, as the city acknowledges that travel patters continue to be in a state of flux. A reevaluation of transit routes and service to accommodate new travel behaviors is needed and the City of Redmond will be an active participant in these conversations with regional transit agencies. transit agencies.

Transit is an essential element of the transportation system in Redmond which serves several important functions:

- Primary method of travel for Redmond community members who rely on transit for their daily travel needs.
- Affordable travel option.
- Provides freedom to live in, work in, and visit vibrant urban areas without the hassle of finding and paying for vehicle parking.
- Essential to supporting the Redmond 2050 land use vision.
- Key to supporting City goals for reducing greenhouse gas emissions and vehicle miles traveled.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Equity and Inclusion, Sustainability, and Resilience. The Transit Section identifies strategies that support these principles, as shown below.



RESILIENCE

- Increased transit ridership decreases single-occupant vehicle trips, 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 supporting the Guiding Principle of Resilience include: Strategy 1, Strategy 4,and Strategy 7



SUSTAINABILITY

- Increasing transit access and ridership enables more people to enjoy low-carbon mobility. (See Redmond 2050 FW-TR-4)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 3, Strategy 8, and Strategy 9



EQUITY & INCLUSION

- Transit access provides an equitable and affordable non-auto transportation mode available to every Redmond community member. (See Redmond 2050 TR-10)
- Strategies in this section supporting the Guiding Principle of Equity include: Strategy 2, Strategy 4, Strategy 5, Strategy 8, Strategy 9

OVERVIEW OF REDMOND'S TRANSIT SYSTEM

Transit Service in Redmond

Transit service in Redmond is provided by King County Metro (Metro) and Sound Transit, with 11 Metro routes and 4 Sound Transit routes serving stops in Redmond. Metro, established in 1973, serves approximately 260,000 passengers per day.[1] Sound Transit is an independent transit authority that was created by the King, Pierce, and Snohomish County Councils with the purpose of establishing a network of light rail, bus, and commuter heavy rail services. Both agencies offer targeted transit options for populations with specific mobility needs.

King County Metro fixed-route bus service includes a variety of service levels, as defined in Table 1. Based on Metro's 2021 Service Guidelines, routes are classified into six service levels defined by the frequency and span of service provided.

[1] Source: Average weekday daily boardings, 2024, Metro ridership performance report

TABLE 1 | SUMMARY OF TYPICAL SERVICE TYPES

Service Level	Service Level Frequency (Minutes between trips)				Days of Service	Daily Hours of Service
	Peak Period	Off-Peak Period	Night	Weekend		
Very frequent or RapidRide	≤10 minutes	≤15 minutes	≤15 minutes	≤15 minutes	7 days	16 - 24 hours
Peak frequent	≤15 minutes	≤30 minutes	≤30 minutes	≤30 minutes	7 days	16 - 24 hours
Local	≤30 minutes	≤30 minutes	≤60 minutes	≤60 minutes	5 - 7 days	12 - 18 hours
Hourly	≤60 minutes	≤60 minutes			5 days	8 - 12 hours
Peak only	8 trips per day minimum				5 days	Peak

Source: Metro Connects 2021 Service Guidelines

TABLE 2 | KING COUNTY METRO ROUTES SERVING REDMOND

Route	Service Area	Service Type	Approximate Weekday Hours of Service
B	Redmond, Overlake Crossroads, Bellevue	RapidRide	4:00 a.m. – 1:00 a.m.
222	Cottage Lake, Redmond Technology Station	Local*	5:30 a.m. – 12:00 a.m.
223	Eastgate P&R, Downtown Redmond Station	Frequent*	5:00 a.m. – 12:00 a.m.
224	Redmond, Duvall	Hourly	5:00 a.m. – 8:00 p.m.
225	Kenmore, Kingsgate, Totem Lake, Redmond, Overlake	Local	6:00 a.m. – 10:30 p.m.
226	Bellevue, Overlake, Crossroads, Lake Hills, Bellevue College, Eastgate P&R	Local	5:30 a.m. – 12:00 a.m.
245	Kirkland, Houghton, Overlake, Crossroads, Bellevue College, Eastgate, Factoria	Frequent	6:00 a.m. – 11:30 p.m.
249	Redmond Technology Station, Overlake, South Kirkland, Bellevue, Beaux Arts, South Bellevue Station	Local	6:00 a.m. – 7:00 p.m.
250	Avondale, Bear Creek P&R, Redmond, Kirkland, Bellevue	Frequent	5:00 a.m. – 11:30 p.m.
251	Woodinville P&R, Marymoor Village Station	Local	6:00 a.m. – 9:00 p.m.
269	Issaquah, Pine Lake, Sahalee, Bear Creek P&R, Overlake	Local	6:45 a.m. – 7:00 p.m.

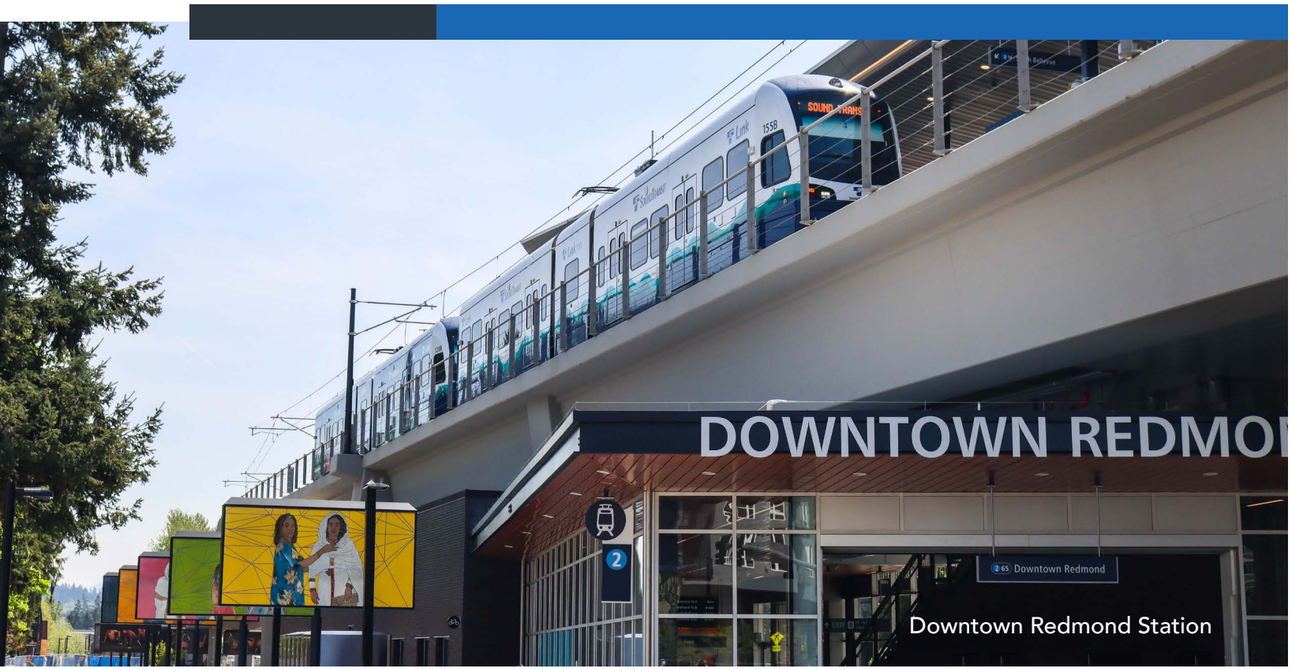
Source: King County Metro East Link Connections Network, as of adoption in March 2025
*Route will be implemented with the East Link Connections Network, anticipated in fall 2025

Sound Transit began serving customers in 1999 and now carries approximately 127,000 passengers per weekday across all Link Light Rail, ST Express Bus, Sounder Train, and T Line Light Rail modes[2].

TABLE 3 | SOUND TRANSIT ROUTES SERVING REDMOND

Route	Service Area	Service Type	Hours of Service
2 Line	Redmond, South Bellevue, Seattle, Lynnwood*	Link Light Rail	6:00 a.m. – 10:00 p.m.
542	Redmond, University District	Local	5:30 a.m. – 11:15 p.m.
544	Overlake, South Lake Union	Peak Only**	6:30 a.m. – 9:30 a.m. 3:30 p.m. – 6:30 p.m.
545	Redmond, Downtown Seattle	Frequent	4:30 a.m. – 12:35 a.m.

Source: King County Metro East Link Connections Network, as of adoption in March 2025
*2 Line will connect to Seattle and Lynnwood with the completion of the Eastlink Extension I-90 segment, anticipated in spring 2026
**Route will be implemented with the East Link Connections Network, anticipated in fall 2025



Downtown Redmond Station

[2] Source: Average weekday boardings, 2024, Sound Transit Ridership System Performance Tracker

FIGURE 1 | EXISTING TRANSIT NETWORK

Figure 1 illustrates Redmond's existing transit network. This map incorporates Metro's East Link Connections Network, adopted in March 2025.

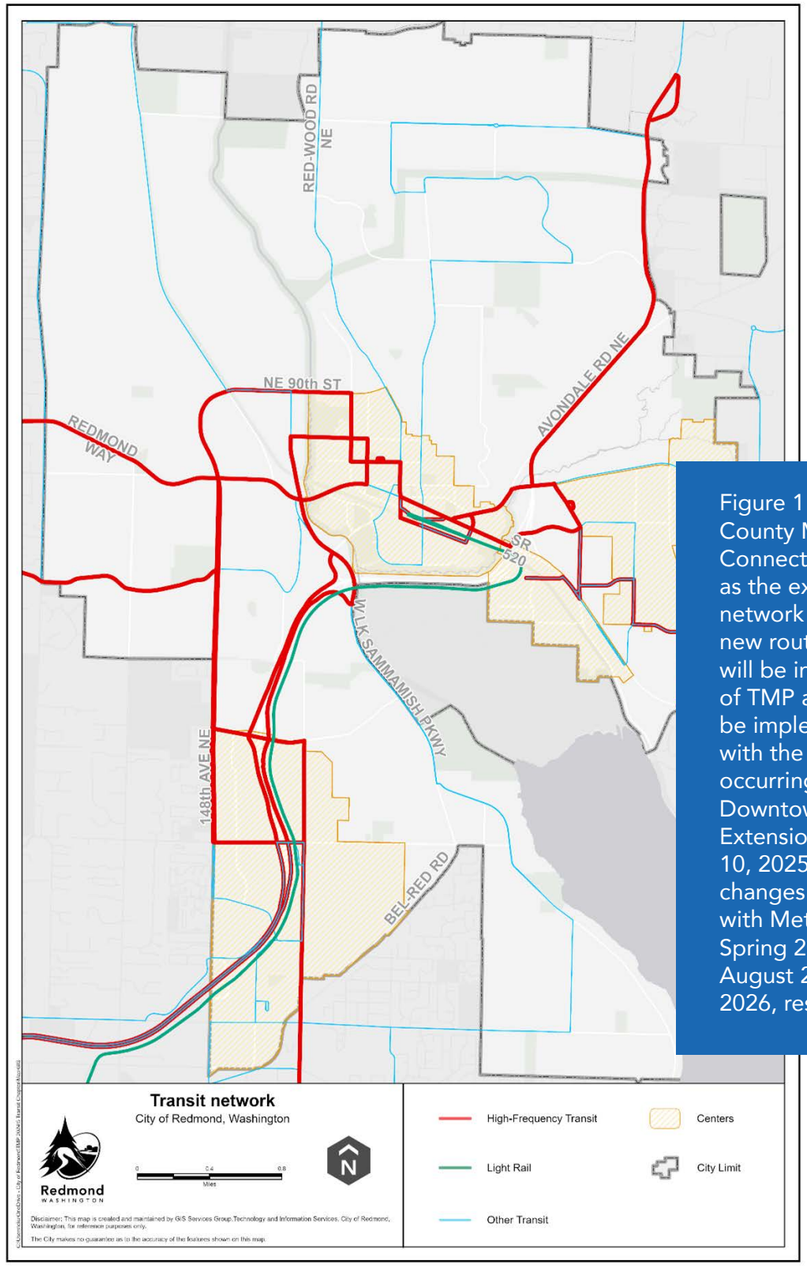


Figure 1 includes King County Metro's East Link Connections Network as the existing transit network as it is anticipated new routes and revisions will be in place by the time of TMP adoption. ELC will be implemented in phases, with the first changes occurring alongside the Downtown Redmond Link Extension opening on May 10, 2025. Additional route changes are anticipated with Metro's Fall 2025 and Spring 2026 Service in August 2025 and March 2026, respectively.

As shown in Table 4 below, the 2 Line and B Line lead Redmond's fixed transit routes for route-wide average daily ridership. Other commonly utilized transit routes in Redmond include the 545 to Seattle and the 245 to Kirkland and Bellevue. It should be noted that transit service routes and scheduling are determined by King County Metro and Sound Transit, respectively, and are outside of the City of Redmond's control and subject to change.

TABLE 4 | REDMOND TRANSIT ROUTES WITH HIGHEST WEEKDAY RIDERSHIP

Route	Service Provider	Service Type	Average Weekday Daily Boardings for the entire route
2 Line	Sound Transit Link Light Rail	Link Light Rail	5,650
B Line	King County Metro RapidRide	RapidRide	4,790
545	Sound Transit Express	Frequent	4,740
245	King County Metro	Frequent	3,000
554	Sound Transit Express	Local	2,670
250	King County Metro	Frequent	2,380
542	Sound Transit Express	Local	1,330
221	King County Metro	Local	1,030
269	King County Metro	Local	870
225	King County Metro	Local	570

Source: King County Metro, 2024

TABLE 5 | REDMOND TRANSIT STOPS WITH HIGHEST DAILY BOARDINGS

Stop ID Number	Stop Name	Routes Serviced	Average Daily Boardings
71335	SR 520 Ramp & NE 40th St	542E, 545E, 566E	834
71961	NE 83rd St & 161st Ave NE	221, 250, 672	592
81755	Bear Creek P&R Access Rd & 178th Pl NE	250, 269, 545E, 982E	399
71954	NE 83rd St & 161st Ave NE	545E	393
68398	156th Ave NE & NE 40th St	245, 672	287
71341	SR 520 Ramp & NE 51st St	542E, 545E	268
71960	Redmond Transit Center Access Rd & NE 83rd St	221, 542E	240
73758	NE 85th St & 160th Ave NE	542E, 545E	200
72487	Redmond Way & 166th Ave NE	250, 545E	167
71346	Redmond Tech Station Access Rd & 156th Ave NE	245, 672	157
71331	152nd Ave NE & Overlake P&R Access Rd	221, 249, 672	142
71326	152nd Ave NE & Overlake P&R Access Rd	221, 249, 269, 672	140
72456	West Lake Sammamish Pkwy NE & Leary Way NE	542E, 545E	135
72305	NE 76th St & 177th Pl NE	269, 545E	122
68498	156th Ave NE & Redmond Technology Station Access Rd	245, 672	116
98750	NE 83rd St & 161st Ave NE	250	110
71345	Redmond Technology Station Access Rd & 156th Ave NE	225, 249, 566E	108
71322	NE 24th St & Bel-Red Rd	249, 672	99
73407	NE 40th St & 148th Ave NE	225, 269, 672	84
71336	SR 520 Ramp & NE 40th St	542E, 545E, 566E, 982E	82

Source: King County Metro, 2024

TABLE 5 | REDMOND TRANSIT STOPS WITH HIGHEST DAILY BOARDINGS

Stop ID Number	Stop Name	Routes Serviced	Average Daily Boardings
2-62	Overlake Village Station	2 Line	362
2-63	Redmond Technology Station	2 Line	1,366
2-64	Marymoor Village Station	2 Line	TBD
2-65	Downtown Redmond Station	2 Line	TBD

Source: Sound Transit, May 2024 through February 2025

The Connection between Transit and Land Use

Redmond will accommodate most of its future growth in jobs and housing in Downtown, Overlake Village, and Marymoor Village centers. With increased density in these areas comes changes to the transportation context, and therefore the transit network. Redmond will bring a multimodal approach to its centers, prioritizing transit, walking, and biking over auto capacity.

Transit vehicles are highly space-efficient and allow Redmond to accommodate growth while meeting increases in travel demand. Shifting drive-alone trips to transit will support and accommodate Redmond's growth throughout the city and especially within centers. Transit is necessary to support the vibrant, dense, walkable Downtown that is emerging in Redmond, and will be critical to the success of Overlake Village and Marymoor Village as they grow. Increased transit use also supports Redmond's Environmental Sustainability Action Plan (ESAP) goals and desired outcomes.

Demand for transit is linked to the land uses near transit service. More homes, jobs, schools, and other activities (origins and destinations) with safe and convenient access to transit increases the number of potential transit riders. As a result, the number of transit trips increases. Aligning transit service levels with land use has many benefits for local communities and helps Redmond realize its economic, environmental, and equity goals. Four characteristics that support transit demand include:

- **Density:** More people and activities in an area increase the number of potential riders.
- **Mix of uses:** More types of uses in an area increase the number of potential origins and destinations, such as home, work, school, shopping, medical, and transit connections, at all times of day.
- **Connections:** More compact development with good multimodal connections for walking and biking increases access to nearby transit service.
- **Transit supportive policies and programs:** These might include zoning changes, affordable housing incentives, and removal of parking requirements. Policies and programs in a corridor or subarea can support the development of equitable transit-oriented communities, improve access for all people—particularly historically disadvantaged communities and people of color—and increase the number of potential riders. These would be consistent with Metro's Equitable Transit-oriented Communities policy.

Aligning service levels with land use helps ensure transit service is productive and supports the demand for service. Local jurisdictions can improve transit service levels and increase demand by implementing the four land use characteristics above. Examples of supporting actions include:

- Rezoning land within walking distance of transit routes to allow for higher densities and more types of uses. Redmond implemented rezones in Overlake (November 2024), Downtown (June 2025), and Marymoor Village (June 2025) to accommodate additional growth. In addition, Redmond implemented transit-oriented development (TOD) focus areas in each of these three centers where additional height and density are possible.
- Establishing policies and programs to increase the amount of affordable housing and reduce the displacement of existing residents near transit service (e.g. affordable housing incentives). Redmond 2050 has prioritized the expansion of affordable housing as a key pillar of the Housing Element.
- Removing or reducing parking minimums for new development near transit service. With the adoption of Redmond 2050 in November 2024, Redmond removed parking minimums for multifamily development within the city's centers.
- Improving street and sidewalk connections around bus stops and corridors.

As shown in the Figure 2 and Figure 3 below, under existing conditions, 43% of Redmond's total housing units were within a 0.5-mile walkshed of a frequent transit stop; however, using Redmond 2050 land use and population growth projections, Redmond is projected to have 54% of total housing units within a 0.5-mile walkshed of frequent transit in 2050. Considering this growth, it is important to acknowledge the need for more frequent transit in Redmond as well as the need for safe and accessible walking and biking connections to frequent transit stops.

FIGURE 2 | EXISTING CONDITIONS HOUSING UNITS WITHIN 0.5-MILE WALKSHED OF FREQUENT TRANSIT

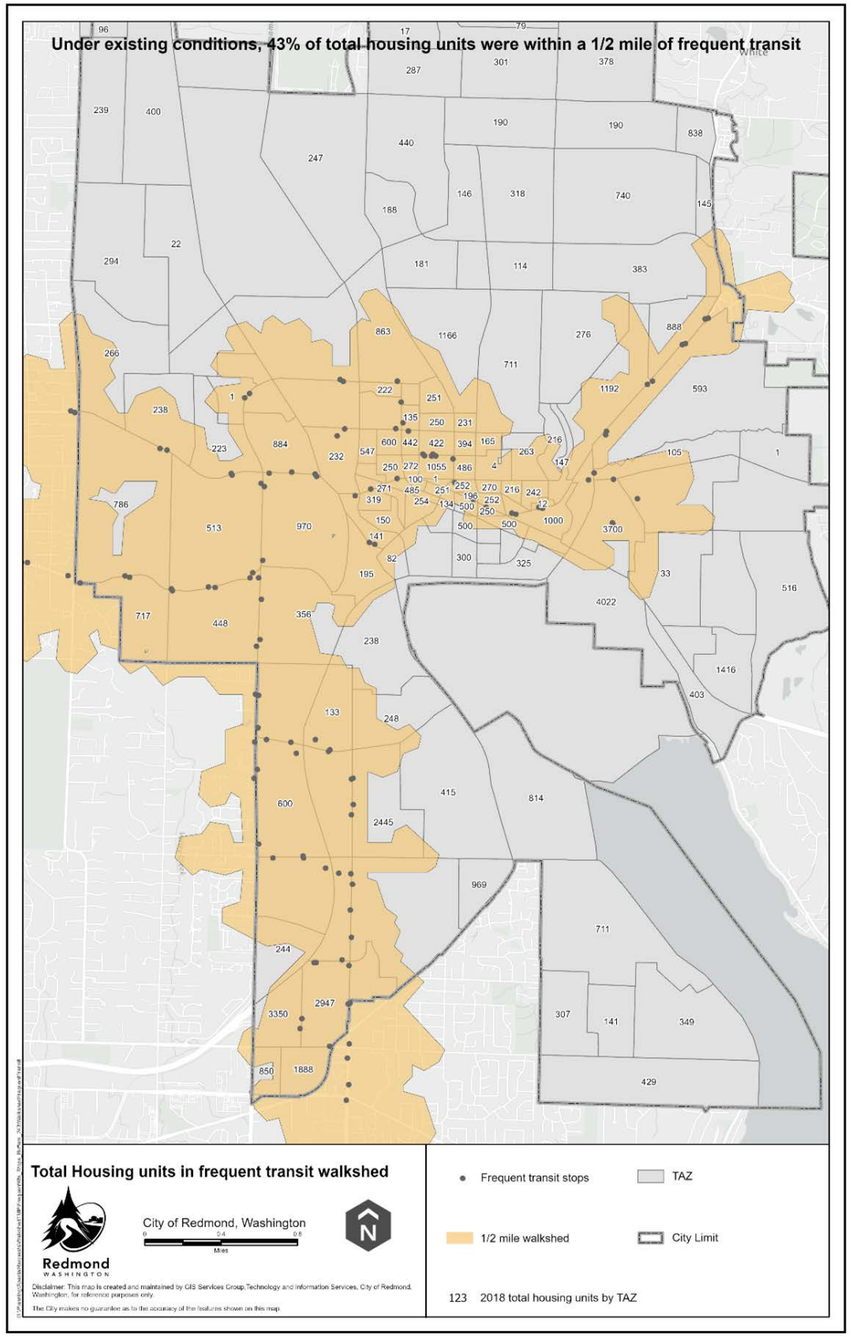
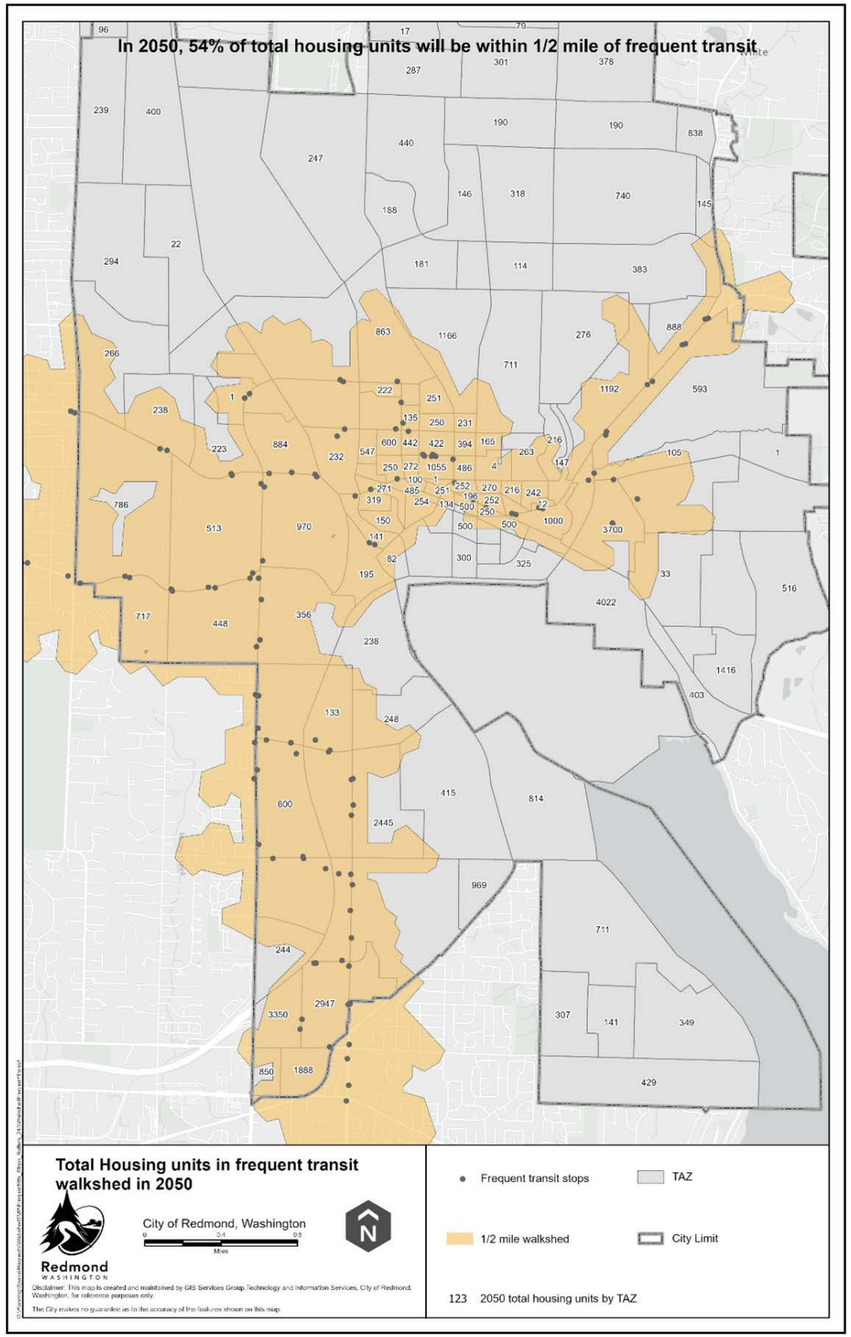


FIGURE 3 | PROJECTED 2050 HOUSING UNITS WITHIN 0.5-MILE WALKSHED OF FREQUENT TRANSIT



Park & Ride Facilities

TABLE 6 | REDMOND PARK & RIDE FACILITY UTILIZATION

Park & Ride Facility	Available Parking Spaces	Occupied Parking Spaces	Average Daily Utilization
Redmond Transit Center	377	330	88%
Bear Creek Park & Ride	283	112	40%
Redmond Technology Center Garage	314	TBD*	TBD*
Overlake Park & Ride	203	77	38%
Marymoor Village Garage	TBD*	TBD*	TBD*

Source: King County Metro, 2024
*Note: Complete occupancy and utilization data not yet available. Data to be updated when Downtown Redmond Link Extension is operational.

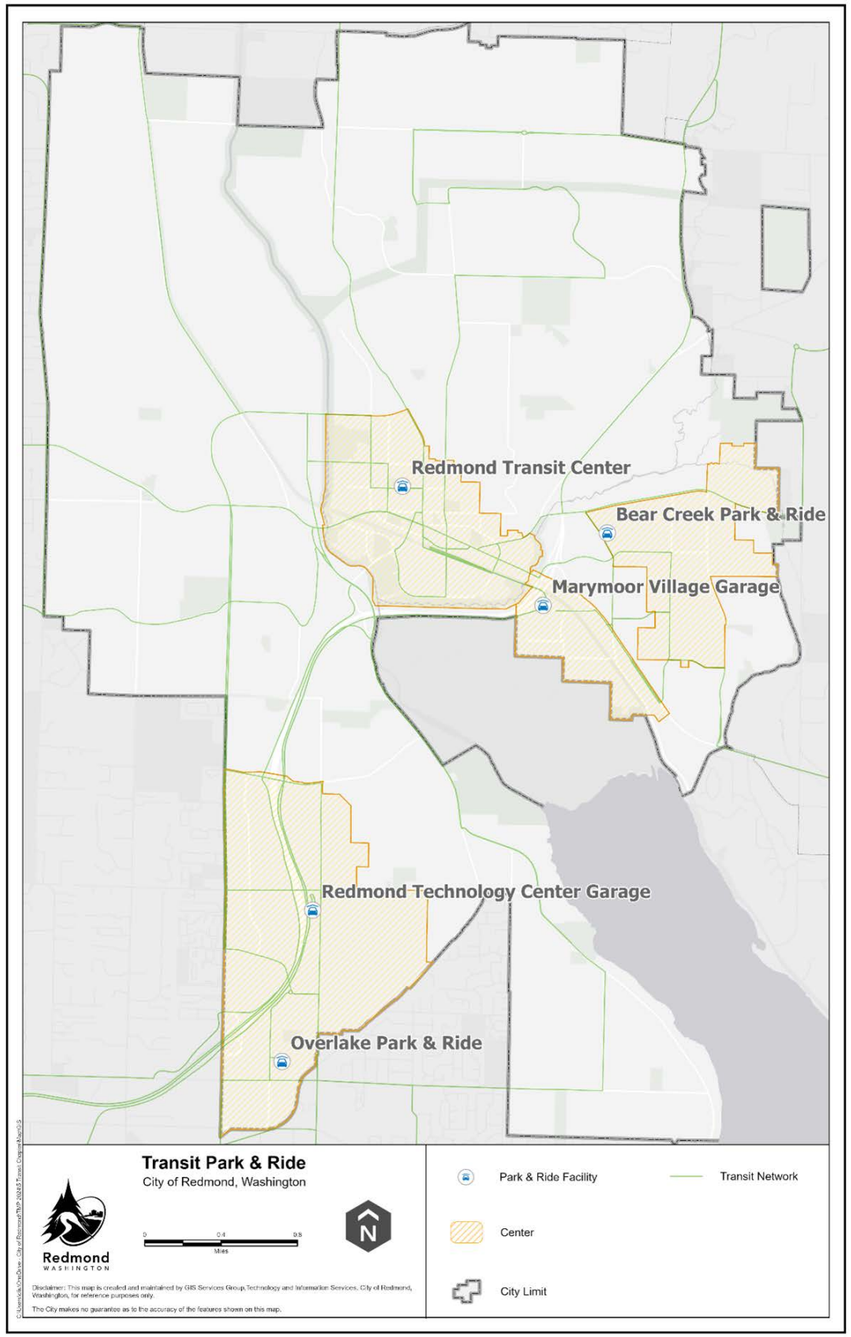
"WHY DO YOU PREFER BIKING, WALKING, OR TAKING TRANSIT OVER DRIVING?"



"There are several different reasons, but honestly driving is such a stressful activity for me that, even though I have a drivers license, I'd rather just avoid it entirely—to my own benefit, but also to that of everyone else on the road. Not owning a car also saves a significant amount of money which I can instead save up or put toward other expenses. And it undoubtedly has by far the biggest impact on my personal carbon footprint."

- Tj Horner

FIGURE 4 | EXISTING PARK & RIDE LOCATIONS



FUTURE TRANSIT RIDERSHIP PROJECTIONS

Ridership Growth Trends

Throughout the Puget Sound region, transit ridership is expected to grow in the coming years. Based on the Puget Sound Regional Council (PSRC) Regional Transportation Plan (RTP) for 2022-2050, continued growth to the regional transit system and to boardings is expected. By 2050, PSRC anticipates that approximately 36% of all households will live within 0.25 mile of the region's anticipated 2050 high-capacity transit system (up from 9% in 2018) and 59% of households will live within 0.5 mile of high-capacity transit in the region (up from 25% in 2018). Based on a sensitivity test of PSRC's regional travel demand model, implementation of multimodal access improvements (such as improving walk/bike access to transit stations) could result in an approximate 40% increase in transit boardings.

Based on housing and employment growth projections in Redmond 2050, Redmond's growth is anticipated primarily within the city's centers of Downtown, Overlake, and Marymoor. Given the expansion of light rail to Overlake in April 2024 and to Marymoor and Downtown Redmond in May 2025, the city anticipates these centers will draw increased transit, walking, and biking trips. Significant transit changes are coming to the Eastside in 2025 and 2026 as Sound Transit's 2 Line extends across Lake Washington to Seattle and into downtown Redmond. To prepare for this expansion, Sound Transit and King County Metro developed East Link Connections, a coordinated effort to redesign transit service across the Eastside. This process aims to integrate Metro's updated bus network with the new 2 Line, and improve connections between Seattle, Mercer Island, downtown Bellevue, the Spring District, Overlake, and downtown Redmond. Because these service changes take effect late 2025/early 2026, East Link Connections serves as the foundation for Redmond's Strategic Transit Plan Network described in Strategy 1 below.

East Link Connections introduces two additional frequent service routes[3] to the current transit service in Redmond, enhancing both regional and local connections. Route 269, which currently operates between Redmond and Issaquah, will see increased frequency and be extended to Mercer Island instead of terminating in Issaquah. Route 542, which currently connects Redmond to the University of Washington, will also operate more frequently. Additionally, a new Route 544 (which replaces the existing Route 545) will provide a high-frequency connection between Overlake and South Lake Union.

In addition to these service changes, the existing frequent routes serving Redmond today—including the 245, 250, and RapidRide B-Line—will remain in place.

While these service changes will improve regional and local transit access, the project team's analysis of East Link Connections revealed gaps in service for Redmond's existing population, including:

- Limited route options and less frequent service along Willows Road NE than along other key Redmond modal corridors.
- Service gap for residents north of downtown due to limited transit access along Redmond-Woodinville Road NE and infrequent service.
- Lack of transit connections to Downtown for residents in Southeast Redmond.
- Limited service for areas of Overlake and Idylwood.

[3] Frequent service routes are defined as routes with a headway of 15 minutes or less during peak hours.

In the interim time period before King County Metro updates their Long Range Transit Plan, Metro Connects, the City of Redmond can continue to identify transit enhancements that will improve multimodal connectivity. Strategy 3 and Strategy 6 below discuss Mobility Hubs and flexible transit options that can bring transit connectivity outside of traditional fixed-route transit. Additionally, the Bicycle Strategy presented in Section 5 of this plan outlines methods for promoting nonmotorized mobility in Redmond.

STRATEGIES AND ACTIONS

Strategy 1: Establish a Strategic Transit Plan Network that Complements Redmond's Growth Vision in Redmond 2050.

Strategy 1 supports the following Redmond 2050 policies:

- **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 particularly for more regional bus trips.
- **TR-18:** Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.

The Strategic Transit Plan Network builds on the East Link Connections to establish priorities for future transit improvements, ensuring alignment with other modal networks and Redmond's long-term growth vision. The East Link Connections network was analyzed to determine how well it serves Redmond's current population and how it will accommodate future growth. With transit propensity mapping, census data, and Redmond 2050 land use projections, key service gaps were highlighted that could limit access to frequent and reliable transit.

Additionally, the project team reviewed King County Metro's Long Range Transit Plan, Metro Connects, to identify additional bus routes, service areas, and connections that could further enhance transit access. While Metro Connects is the current vision for transit service over the next 30 years, the plan will be updated in 2026. This Strategic Transit Plan identifies Redmond's vision for future transit service, which the City will use to communicate their priorities during the forthcoming Metro Connects update.

In addition to evaluating how the East Link Connections network will serve Redmond's existing population, analysis of projected household and job growth in Redmond was used to assess future transit access. While most of the projected growth is expected to occur within 0.25 miles of a bus stop or 0.5 miles of a Link station in the East Link Connections network, key service gaps remain:

- Service gap for expected residential and job growth adjacent to Bel-Red Road and NE 40th Street. [4]
- Limited transit connections to Link stations for growth along Willows Road NE.

[4] The Microsoft Campus is primarily served by an internal shuttle program rather than public transit.



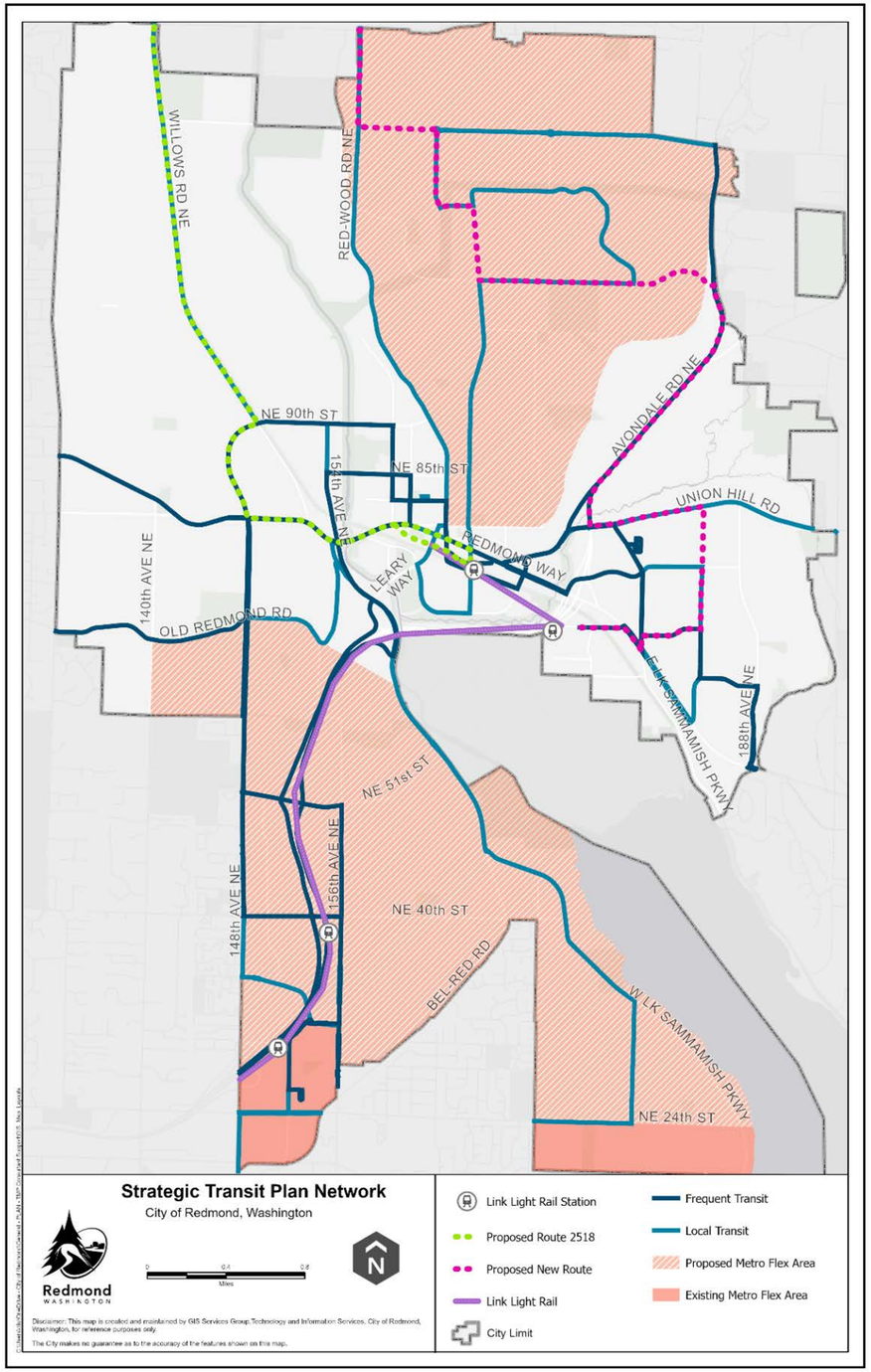
The Strategic Transit Plan network shown below identifies the need for the following priorities, detailed in the remaining Strategies of this section:

- **Increased service frequency** – Aiming for all routes to operate at least every 15-20 minutes.
- **Stronger connections** – Enhancing transit links between Education Hill, Willows Road NE/NE 90th Street, downtown Redmond, and regional destinations like Woodinville and Totem Lake.
- **Metro Flex service** – Continuing to prioritize on-demand service in areas where fixed-route transit is not feasible or practical.

In addition to the proposed expansion of the Metro Flex service area, the Strategic Transit Plan builds upon the East Link Connections network by adding two new frequent routes. The first, Route 2518 from Metro Connects, would enhance regional connectivity between downtown Redmond and Edmonds, serving Totem Lake, Woodinville, Bothell, Lake Forest Park, and Mountlake Terrace while also improving transit access along the Willows Road NE corridor to support anticipated job growth. This route would replace the relatively infrequent Route 930. The second proposed route would connect downtown Redmond to Kenmore via Education Hill. Expanding transit options to this neighborhood.

Beyond adding these routes, the city advocates for more frequent service to advance the city's goal of 15-20-minute frequency on all routes serving Redmond. The remaining East Link Connections routes align with the city's identified transit needs and are therefore incorporated into the Strategic Transit Plan Network. The Strategic Plan Network is shown in Figure 5.

FIGURE 5 | STRATEGIC TRANSIT PLAN NETWORK



Recommended Actions

Action 1A	Advocate to King County Metro for better service frequency (e.g., 15-20 minute headways) on Redmond transit routes, especially focusing on local routes. (Planning)
Action 1B	Collaborate with neighboring jurisdictions (such as Bellevue, Kirkland, Woodinville, and Sammamish) to align transit priorities and communicate these priorities to King County Metro in a unified manner. (Planning)
Action 1C	Explore models and methods for City of Redmond to pay King County Metro for additional transit service if regional funding timeframes are insufficient for meeting Redmond community needs. (Planning)

Strategy 2: Promote seamless connections to light rail and bus networks

Strategy 2 supports the following Redmond 2050 policies:

- **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.

Redmond 2050 includes the goal to create a citywide transportation system that is designed for people. This includes enabling affordable and sustainable mobility options. By organizing around light rail and promoting transit accessibility, Redmond's transit network aspires to seamlessly connect community members from all Redmond neighborhoods to light rail.

Recommended Actions

Action 2A	Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bikeshed of frequent transit stops. (Planning, Public Works)
Action 2B	Establish regular coordination meetings between agency staff from Sound Transit, King County Metro, and the City of Redmond to discuss mobility needs. (Planning)
Action 2C	Work with Sound Transit to establish designated micromobility parking zones at all light rail stations in Redmond. (Planning)

Strategy 3: Establish Mobility Hubs that promote multimodal first/last mile connections and enhance micromobility usage

Strategy 3 supports the following Redmond 2050 policies:

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.
- **TR-21:** Use transit to support equitable, inclusive, sustainable, and resilient transit-oriented communities, especially in Downtown, Overlake, and Marymoor Village.

Mobility Hubs are established and designated locations that bring together many types of transportation modes or services to promote alternative modes to driving alone. For example, a Mobility Hub could include any of the following:

- **Bicycle options:** Long-term and short-term bicycle parking and storage; connection to separated bicycle lanes or multiuse trails.
- **Transit options:** Fixed route or flexible transit service.
- **Shared mobility options:** Micromobility designated parking; shared e-bikes or e-scooters available; carshare parking; or designated rideshare pick-up and drop-off zones.
- **Vehicle options:** Passenger pick-up/drop-off; Community Van parking.
- **Amenities:** Benches or street furniture; restrooms; water fountains; options for buying a snack or beverage; free Wi-Fi. The level of amenity would depend on scale and level of service of available transportation options.

Mobility Hubs can have a regional transportation focus, or can focus on neighborhood connections, as shown in the Figure 6 below:

FIGURE 6 | MOBILITY HUB TYPES (CREDIT: FEHR & PEERS)



Neighborhood Hub

The smallest type of mobility hub, providing simple and comfortable amenities to accommodate walking, biking, and using motorized personal transportation devices and transit access for local communities.



Regional Hub

A robust type of mobility hub co-located at Link light rail stations, providing the most features and amenities. They will support the largest number of people from within and outside of Redmond.

Table 7 includes a comparison of mobility hub attributes.

TABLE 7 | REDMOND MOBILITY HUB COMPARISON

Mobility Hub Element	Regional Mobility Hub	Neighborhood Mobility Hub
Primary Objective	Facilitate connections to employment and recreation within Redmond and in surrounding cities for those living in, working in, and visiting Redmond	Facilitate residential connections to surrounding Redmond neighborhoods and to centers
Potential Location Type	Light rail stations, transit centers, and park & rides within Redmond's centers	Residential neighborhoods, shopping centers, schools, or other neighborhood destinations outside of Redmond's centers
Example Locations to Consider	Overlake Village Station, Redmond Technology Station, Downtown Redmond Station, Marymoor Village Station	Redmond Transit Center, Bear Creek Park & Ride, Avondale Road PCC shopping center, Hartman Park, NE 76th Street Fred Meyer or Target shopping centers, Grass Lawn Park
Target Trip Types	Regional and Local Trips	Local Trips

Establishing designated Regional and Neighborhood Mobility Hubs in Redmond will provide connections between Redmond's transportation networks and facilitate pedestrian and bicycle connections, in addition to encouraging transit use. Redmond's light rail stations currently serve as Regional Mobility Hubs in practice, and undertaking the following strategies will establish the title of Regional Mobility Hub and continue to prioritize these locations for multimodal connectivity.

Recommended Actions

Action 3A	Support new development and tactical strategies that deliver a rich mix of retail services, eating establishments, pop-ups, activated public gathering spaces, and amenities at and around light rail stations. (Planning)
Action 3B	Develop a process for identifying and prioritizing Neighborhood Mobility Hub locations. (Planning)

Strategy 4: Promote transit stop facility comfort and safety

Strategy 4 supports the following Redmond 2050 policies:

- **TR-20:** Work with transit providers and community members to address:
  - Placement of shelters and lighting at bus stops, including accessibility for people using mobility assistance devices; and
  - Student access to and from school and school-related activities.

The safety and comfort of transit users are critical for a successful transit network. Transit riders should feel that a transit system is an easy and intuitive transportation option. If the transit system offers convenient, safe, clean, and comfortable facilities at bus stops and onboard transit vehicles, then community members are more likely to use it. Dignity should be at the core of the transit experience in Redmond, meaning transit users should feel like their safety, comfort, and convenience matters and has been considered in the way that transit stops are designed and the amenities they provide.

Many of Redmond's bus stops are not ADA-compliant, and do not include a shelter, bench, or other street furniture sufficient lighting. The City will work with Metro to bring more comfortable and accessible bus stop facilities to Redmond to create a more dignified transit experience and encourage more transit use.

Redmond requested community feedback on transit access via an online questionnaire in early 2025, ahead of the Downtown Redmond Link Extension opening on May 10, 2025. The questionnaire focused on how community members choose to access transit and what current barriers to transit ridership exist in Redmond. The questionnaire received 261 responses.

Of the 261 respondents, 63% ride bus transit and 79% ride light rail transit in Redmond, with the majority riding transit between a few times per week and a few times per month. Of those taking transit, work, social events, and errands are popular destinations. In addition, approximately 30% indicated that they utilize bus service to access regional transit networks such as Link Light Rail service.

The questionnaire responses indicated that the most impactful barriers to transit ridership in Redmond are frequency of bus service, prevalence of bus stops within walking distance to riders' origins and destinations, and improved lighting or weather protection at bus stop facilities.

Redmond community members weighed in on how they feel about the City's current transit network:

> "Metro Flex, please! Education Hill is a tough area for us in terms of transit. The one-way loop makes getting to downtown difficult. Ed Hill to RSCC is a 7-minute drive, a 33-minute walk, and a 33-minute bus ride. Why would I choose the bus?"

> "I'm thrilled with all of the transit options available from Redmond Transit Center, would appreciate more frequent buses and safety checks at night so I can go to events downtown."

> "Cannot wait for the light rail to begin."

> "I would ride transit/bus to Seattle more frequently if my local bus stop was more frequent instead of 30-minute gaps. AND ran later in the night after events. Currently I drive a mile and park at the transit [Park & Ride]."

Recommended Actions

Action 4A	Establish a city capital program that allows the city to easily partner with King County Metro on bus stop facility improvements that could include shelters, benches, lighting, and ensuring stops are fully ADA-accessible. (Planning, Public Works)

Strategy 5: Encourage education of transit options and ease of information on transit use

Strategy 5 supports the following Redmond 2050 policies:

- **TR-22:** Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments. Consider opportunities for public arts and culture amenities in these areas.
- **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.

Encouraging transit ridership also involves improving access to information and awareness about Redmond's transit system. If community members can easily access resources that clearly explain their transit travel options, then transit ridership will become more readily available and accessible. The Transportation Demand Management (TDM) section (Section 10) of the Transportation Master Plan expands upon this concept with strategies that will reduce drive-alone trips in Redmond and encourage transit use. These TDM strategies will improve awareness of transit in Redmond and improve accessibility to transit.

Recommended Actions

Action 5A	Manage and update GoRedmond resources to ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers. (Planning)
Action 5B	Educate and emphasize the options and benefits of existing and planned public transit service through the City of Redmond transportation demand management program and partnerships with local organizations. (Planning)

Strategy 6: Bring more flexible transit service to Redmond

Strategy 6 supports the following Redmond 2050 policies:

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

Flexible transit programs offer additional sustainable mobility options to access transit for those living in areas that are not as well-served by frequent or local bus and light rail routes. King County Metro has four flexible transit programs, including:

DART (Dial-A-Ride Transit): Fixed-route service operated under contract with Hopelink; can go off-route to pick up and drop off passengers within a defined service area. Uses a smaller transit vehicle that is equipped for wheelchairs and bicycles. Requests for rides taken on first-come first-serve basis via online form up to 30 days in advance, at least 2-hours before pick-up time.

Community Van: Program providing a van for pre-scheduled trips. Rides must have at least 2 riders and must be matched with a volunteer driver. Rides must be scheduled at least 2 days in advance. Redmond's Community Van program in partnership with Hopelink includes 2 vans stationed in the city and is looking to expand to 3 vans total.

Vanpool and Vanshare: Vanpool joins 5 or more commuters who share a similar route and schedule and provides a van for a direct route commute in areas where fixed-route options are not available. Vanshare connects commuters with similar routes and schedules to split driving and connects to another mode of public transportation.

Metro Flex: An on-demand transit service providing rides within multiple King County neighborhoods. Service is currently limited to service areas in Juanita, Kent, Othello, Rainier Beach/Skyway, Renton Highlands, Tukwila, Issaquah, and Sammamish. Rides must start and end within the service area. This service provides another option for people to connect to transit and other points of interest in areas that are difficult to serve with traditional fixed route bus service.

As a part of the East Link Connections network, King County Metro is proposing a two-year pilot Metro Flex service area that covers the southeast area of Overlake and northeast Bellevue.
Based on the expected future growth along Bel-Red Road and NE 40th Street east of SR 520, and 148th Avenue NE west of SR 520, this plan proposes expanding the Metro Flex service area (as shown in the Redmond Strategic Plan Network – see Strategy 1) to provide transit access to these growing communities. Note also that these areas are identified as "Highest Equity Priority Areas" by King County Metro as part of the East Link Connections project.

Education Hill is another area of the city with high demand for better transit service; the East Link Connections includes just one non-frequent fixed bus route to serve the neighborhood. This area is expected to grow quickly with new middle housing and mixed-use developments. Redmond has applied for a Regional Mobility Grant to provide on-demand shuttle service to a portion of this neighborhood, and if the program is successful, it could be a candidate area for Metro Flex operations in the future. The Redmond Strategic Transit Plan Network (see Strategy 1) shows the proposed service area for future Metro Flex service, covering Education Hill and parts of the North Redmond neighborhood.

Recommended Actions

Action 6A	Promote participation in Redmond's existing flexible transit programs, including Community Van, Vanpool, Paratransit, and Metro Flex. Continue to work with Metro and Hopelink to spread Community Van program awareness and encourage participation in the volunteer driver program. (Planning)
Action 6B	Advocate for expansion of Metro Flex to Redmond neighborhoods outside of the Overlake service area with fewer connections to frequent transit routes. Prioritized neighborhoods for future Metro Flex include Education Hill, Rose Hill/Willows, and Idylwood (as shown on the Strategic Transit Plan Network in Strategy 1). (Planning)

Strategy 7: Identify and prioritize transit-supportive capital projects

Strategy 7 supports the following Redmond 2050 policies:

- **TR 14:** Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.
- **TR-51:** Ensure that all transportation planning and investment decisions:
  - Support the preferred land use pattern contained in the Land Use Element.
  - Advance equity and inclusion, sustainability, resiliency, and safety.
  - Advance the strategies of organizing around light rail, maintaining transportation infrastructure, improving travel choices and mobility, and enhancing freight and service mobility; and
  - Leverage funding.

Although Metro and Sound Transit determine the ultimate transit service networks in Redmond, the City of Redmond can influence bus operations through the design of local streets and transit access through the design of the transportation network around bus stops, especially pedestrian and bicycle connections. A transit-supportive local transportation network holds equal importance to transit service in determining the quality of transit mobility. The purpose of this strategy is to identify capital projects with the potential to benefit the speed, reliability, and accessibility of Redmond's transit system.

Transit speed, meaning the average travel time between two given points, determines whether a route is time-competitive with other modes of travel including driving. A transit route that offers time savings over driving has obvious benefits, especially for riders who have the option of selecting other modes.

Reliability is another important factor that includes the consistency of trip lengths on a given route. A common symptom of low reliability is bus bunching, in which some of the buses fall behind in their schedule (usually due to congestion), to the point of overlapping with later trips. This can leave passengers waiting for extended periods of time for a bus. Chronic unreliability forces riders to build extra time into their trip to compensate, decreasing the attractiveness of transit. Eventually riders may shift to other, more reliable forms of transportation. It also consumes more financial resources from the transit agency by forcing them to run additional trips in response. Service that is unreliable is more expensive to operate and provides a lower quality of service to the customer. Nationally as congestion increases and there is more demand on our roadways, communities that do not invest in speed and reliability fall behind. To achieve Redmond's transportation vision, it is important to get ahead of this trend and make the prudent, forward-thinking investments to ensure that our transit service gets better, faster, and more reliable over time.

Congestion analysis was conducted to identify where frequent transit routes may encounter significant vehicle congestion and assessed how all routes access light rail stations, a key component of Redmond's future transit network. The analysis revealed likely candidates for transit speed and reliability improvements.

Table 8 summarizes potential transit supportive capital projects in Redmond. The potential projects listed that are not currently included in a Redmond planning document will be evaluated for inclusion in the Transportation Facilities Plan (TFP) or existing Capital Improvement Program project. In addition to these recommended projects, Redmond should continue to collaborate with King County Metro and Sound Transit to monitor transit speed and reliability and identify additional improvements as needed after the East Link Connections network is implemented. Reconfiguring vehicle lanes to Bus and Transit-only (BAT) lanes should be explored, particularly for the RapidRide B line and other frequent transit routes. While BAT lanes could result in general purpose traffic delay such prioritization of transit aligns with Redmond 2050 policies.

TABLE 8 | POTENTIAL REDMOND TRANSIT-SUPPORTIVE PROJECTS

Project ID	Project	Description	Transit-Supportive Component
1	150th Ave NE/NE 51st Street Traffic Signal	Add north leg (on private property) to intersection of 150th Avenue NE and NE 51st Street and signalize this intersection. North leg improvements include two southbound left-turn lanes, one through lane in each direction, bike lanes, sidewalks, transit amenities, streetlights, utilities, and stormwater drainage. Relocate eastbound transit stop to far side of new intersection.	Transit stop amenities, possible transit signal phasing
2	Adaptive Signal System – Overlake	Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals throughout Overlake.	Transit signal phasing
3	Adaptive Signal System – South-east Redmond	Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals in Southeast Redmond and on Avondale Road.	Transit signal phasing
4	Adaptive Signal System – Neigh-borhood Arterials	Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time.	Transit signal phasing
5	NE 70th Street/ Redmond Way intersection	Consider building out the westbound approach of the NE 70th Street/Redmond Way intersection for general purpose traffic with turn restrictions that would limit left turns, or for transit traffic only. Building out this intersection approach provides a more reliable and less circuitous route for buses to access Marymoor Village station instead of navigating through the Redmond Way/180th Avenue NE intersection.	Transit-only lane and transit signal phasing
6	156th Avenue NE between NE 36th Street and NE 40th Street	Evaluate if the B Line is delayed trying to merge from the northbound curb lane on 156th Avenue NE to the northbound left turn lanes at NE 40th Street/156th Avenue NE. Consider a queue jump or transit only left turn lane at the NE 40th Street/156th Avenue NE intersection if congestion is an issue. This lane could also be utilized by private shuttles, if there is adequate capacity.	Transit only-lane and transit signal phasing
7	SR 520 Restriping	Restripe SR 520 in the northbound/eastbound direction at the NE 40th Street exist to add a peak-only hard shoulder for northbound transit. Would require coordination and partnership with WSDOT.	Transit-only lane

Project ID	Project	Description	Transit-Supportive Component
8	Redmond Way between 168th Avenue NE and 164th Avenue NE	Consider implementing additional transit Intelligent Transportation System (ITS) strategies for the section of 164th Avenue NE between Cleveland Street and Redmond Way, such as transit green time extension. To accommodate the heavy southbound left bus turning movement at 164th Avenue NE/Cleveland Street, consider extending the southbound left turn pocket for additional storage, or extending the turn pocket by removing the northbound left turn at 164th Avenue NE/Redmond Way. Eliminating the northbound left turn may help to eliminate some general-purpose vehicle conflict with buses traveling northbound through.	Transit signal phasing
9	164th Avenue NE/NE 83rd Street intersection	After the East Link Restructure is implemented, evaluate if any improvements are needed for transit speed and reliability at the intersection of NE 83rd Street/164th Avenue NE. This intersection serves multiple high frequency bus routes traveling northbound left/through, and westbound right.	Transit only lane and/or transit signal phasing
10	148th Avenue NE between Old Redmond Road and NE 40th Street	After the East Link Restructure is implemented, evaluate transit speed and reliability along the corridor and consider bus queue jumps at intersections.	Transit signal phasing
11	Avondale Road between Avondale Way and NE Novelty Hill Road	If the street is reconstructed or modified, consider adding queue jump lanes at signalized intersections.	Transit only lane and/or transit signal phasing
12	Willows Road between NE 90th Street and NE 124th Street	In conjunction with the Willows Road Widening project (see line 4), add northbound bus only or HOV only lane, replacing one general purpose lane south of 9900 Block and replacing bike lanes from 9900 Block to 124th Street following completion of the Redmond Central Connector trail.	Transit only lane

Recommended Actions

Action 7A	Partner with Metro and Sound Transit to identify transit-supportive capital projects that can be incorporated into Redmond's capital planning processes. (Planning)
Action 7B	Consider transit improvements when planning capital projects with roadway repaving or redesign. (Public Works, Planning)
Action 7C	Prioritize implementation of transit signal phasing and/or queue jumps within Redmond's centers. (Public Works, Planning)

Strategy 8: Create regular coordination between private transit operators and agencies in Redmond

Strategy 8 supports the following Redmond 2050 policies:

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

In addition to the public transit agencies operating in Redmond (Sound Transit and King County Metro), some of Redmond's major employers also operate their own private transit shuttles. These private transit operators offer shuttles for employees commuting to and from large technology industry campuses in Redmond. With more knowledge about private employer shuttle ridership, the City of Redmond can better understand the full scope of transit usage in the city.

Recommended Actions

Action 8A	Track private employer shuttle ridership data via Commute Trip Reduction program participation to better understand private transit shuttle operations and tailor the City's transportation demand management efforts. (Planning)
Action 8B	Establish metrics such as origin-destination data to track private transit shuttle usage on a regular basis. (Planning)

Strategy 9: Maintain consistency with King County Metro and Sound Transit policies to align Redmond's vision with the regional transit landscape

Strategy 9 supports the following Redmond 2050 policies:

- **FW-TR-5:** Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.

Continuity in policy and planning efforts across agencies will help bring Redmond's transit goals to reality in a more efficient manner. Redmond's efforts should align with King County Metro's and Sound Transit's.

long range planning efforts including Metro Connects, the Metro Service Guidelines, the Metro Strategic Plan, the Sound Transit Regional Transit Long-Range Plan, and the Sound Transit Development Plan 2024-2029. Redmond should also have a strategic approach to influencing Metro's and Sound Transit's long-range plans so that they align with the city's objectives. Redmond already incorporates many of Metro's policies for transit planning, including:

- Prioritizing improvements for people to walk/bike/roll safely to connect to transit service within half-mile walkshed and 3-mile bikeshed of frequent transit.
- Including Transportation Demand Management strategies that support transit use (see Section 10 for TDM strategies).
- Planning for increased density within a quarter mile of frequent transit service, such as RapidRide or Link light rail.
- Including a mix of residential, commercial, and institutional land uses within a quarter mile of transit service.
- Including housing policies for reductions in parking requirements and zoning flexibility to increase density within one-quarter mile of RapidRide and frequent transit.
- Including housing policies for anti-displacement including incentives for affordable housing development near transit.

Metro recommends additional transit planning policies that the City of Redmond does not yet actively incorporate into the city's processes, as shown in the Recommended Actions below.

Recommended Actions

Action 9A	Prioritize transit speed & reliability in project prioritization process (see Strategy 7) (Public Works, Planning).
Action 9B	Consider curb management and parking strategies that remove or reduce parking near transit stops to facilitate bus operations in future parking management implementation work and as part of the Curbspace Management Plan (Public Works, Planning).
Action 9C	Accommodate bus layover to support growth in fixed route transit service (Public Works, Planning).
Action 9D	Consider implementing electric charging infrastructure that could be utilized by an electrified bus fleet (see Section 11 for E-Mobility strategies) (Planning, Sustainability, Public Works).

"WHAT EXCITES YOU MOST ABOUT REDMOND'S GROWING ACTIVE TRANSPORTATION NETWORK?"





FREIGHT AND GOODS DELIVERY PLAN

Transportation Master Plan

INTRODUCTION

The movement of freight and goods is a critical component of Redmond's transportation system. Between long-haul arrivals and last-mile deliveries, Redmond's entire street system is used in the movement of goods. The Southeast Redmond Industrial Center is an important freight hub for the Eastside, where long-haul trucks arrive with goods that are then sent to destinations across the Eastside in smaller vehicles. E-commerce is expected to have sustained growth resulting in more package deliveries to residents. Between 2017 and 2050, the Puget Sound Regional Council forecasts that freight transported within Washington state will increase by more than 40%, and that imports and exports will grow by more than 50%. These trends point to a need to maintain Redmond's designated truck routes to ensure timely and reliable movement of goods and to be forward thinking in terms of new approaches and technologies last-mile delivery solutions.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

RESILIENCE

- Promote freight delivery strategies that minimize disruptions and impacts to the surface transportation network and livable Urban Centers. (TR-28, TR-29)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 1, Strategy 2

SUSTAINABILITY

- Reduce overall GHG emissions by implementing electric or low emissions delivery and pick up systems. (TR-31, TR-38)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4, Strategy 5

EQUITY & INCLUSION

- Ensure freight and goods delivery access is available to all Redmond residents and businesses. (TR-28, TR-29)
- Strategies supporting the Guiding Principle of Equity and Inclusion include: Strategy 1, Strategy 3

FREIGHT AND GOODS MOVEMENT IN REDMOND TODAY

Redmond's freight route network consists of truck routes that connect to regional truck routes and provide local access to industrial areas such as the Southeast Redmond Industrial Center. Lacking direct rail and port access, Redmond's freight network is completely road-based.
The Redmond truck route system is based on the Washington State Department of Transportation's Freight and Goods Transportation System (FGTS). The FGTS features a ranking system of truck routes based on volume data and estimated tonnage. T-1 and T-2 class routes, or primary truck routes, are recognized as the highest volume and tonnage truck routes in the State, carrying at least four million tons of gross truck tonnage per year. Secondary truck routes are made up of T-3 and T-4 truck routes. T-3 class truck routes carry between 300,000 to 4 million tons per year. T-4 class truck routes carry at least 100,000 to 300,000 tons per year.



Redmond maintains a 39.7-mile four-tiered freight route system that includes local arterials. The 7.3-mile section of SR 520 freeway within the city limits is maintained by WSDOT and included as part of the City's freight route network. These routes currently have higher volumes of trucks and are predicted to have higher volumes of trucks in the future. Truck routes also connect the major industrial and commercial area in the Southeast Redmond neighborhood and support the movement of goods between manufacturing companies and regional truck routes, which are important to the economic vitality of manufacturing and freight distribution companies in Redmond. All truck routes are built to a standard that accommodates heavy truck loads and may be designed to also provide safe access for people walking, biking and taking transit as is discussed in Section 3- Street System Plan.

It should be noted that two FGTS-designated T-3 truck routes are not included in the City's truck route network. These are West Lake Sammamish Parkway, from the Bellevue City Limits to Bel-Red Road and NE 116th Street, from Avondale Road NE to SR 202. The reason for excluding these two routes is that they operate in heavily residential neighborhoods and there are alternative truck routes. These are corridors where the city will take future action to discourage through truck traffic.

Figure 1-1 below shows a map of the Redmond truck route system. Table 1-1 below summarizes Redmond's truck route system miles by truck route classification.

FIGURE 1-1 | REDMOND TRUCK ROUTES

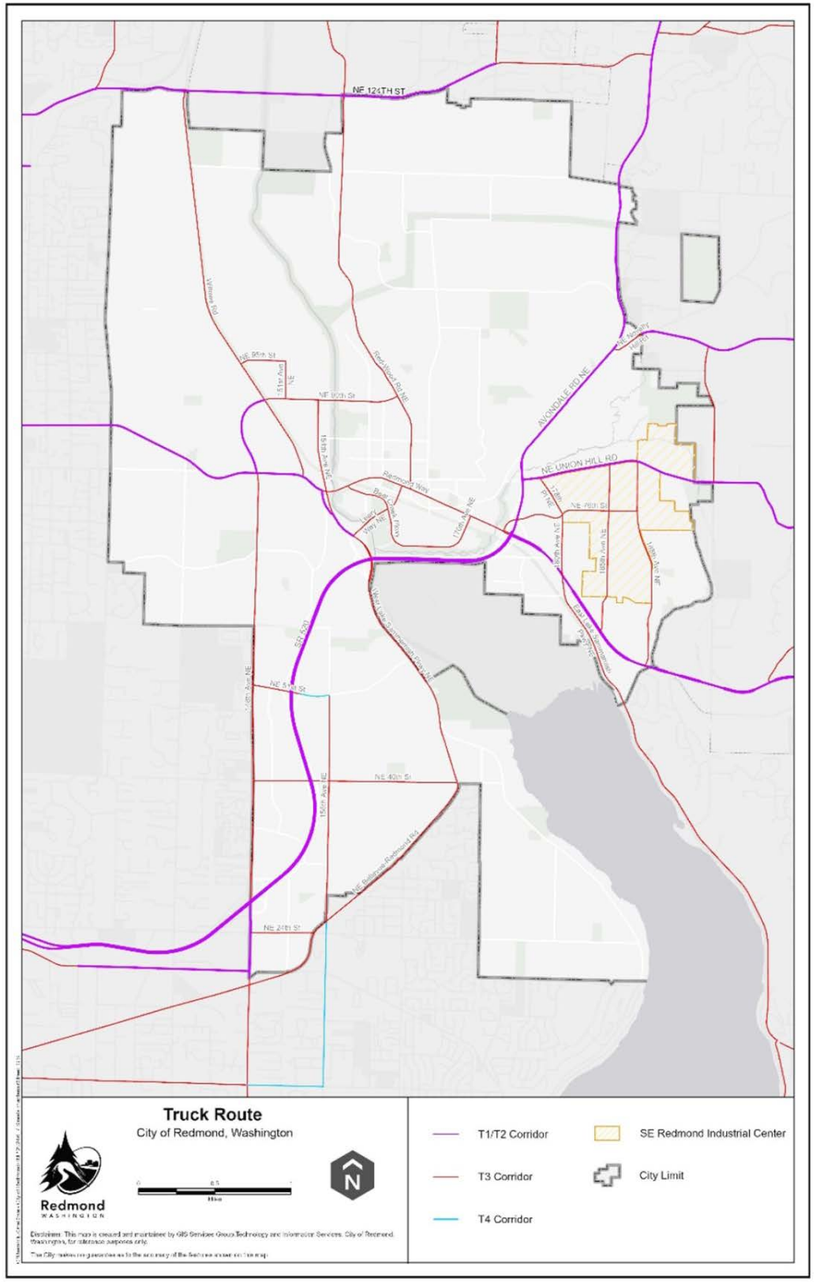


TABLE 1-1 | REDMOND TRUCK ROUTE SYSTEM

Truck Route Classification	Centerline Miles
(Primary) T1/T2 Truck Route	17.9 (including 7.3 miles of SR 520)
(Secondary) T3 Truck Route	28.9
(Secondary) T4 Truck Route	0.2
	Total Miles: 47.0

PRIMARY TRUCK ROUTES (T-1 AND T-2) INCLUDE:

- 148th Ave NE, from south city limits to SR 520
- 148th Avenue NE, from Redmond Way to Willows Road
- West Lake Sammamish Parkway NE, from Leary Way NE to Redmond Way
- Avondale Road, from NE Union Hill Road to north city limits
- NE Union Hill Road, from Avondale Road NE to east city limits
- Redmond Way, from 132nd Avenue NE to West Lake Sammamish Parkway NE

Secondary Truck Routes (T3 and T-4) include:

- 148th Avenue NE, from SR 520 to Redmond Way
- NE 90th Street, from Willows Road to SR 202 (Redmond-Woodinville Rd NE)
- 151st Avenue NE, from NE 90th Street to NE 95th Street
- NE 95th Street from 151st Ave NE to Willows Road
- West Lake Sammamish Parkway NE, Bel-Red Road to Leary Way NE
- 154th Avenue NE, from West Lake Sammamish Parkway NE to NE 90th Street
- 156th Avenue NE, from NE 28th Street to NE 40th Street
- 156th Avenue NE, from NE 40th Street to NE 51st Street
- Bear Creek Parkway, from Redmond Way to 168th Ave NE PVT
- 170th Avenue NE, from 168th Ave NE to SR 202 (Redmond Way)
- East Lake Sammamish Parkway NE, from South City Limits to SR 202 (Redmond Way)
- 180th Avenue NE from SR 202 (Redmond Way) to NE 76th Street
- 178th Place NE, from NE 76th Street to NE Union Hill Road
- 185th Avenue Northeast from SR 202 (Redmond Way) to NE Union Hill Road
- 188th Place NE, from SR 202 (Redmond Way) to NE Union Hill Road
- Bel-Red Road from NE 20th Street (City Limits) to NE 24th St (City Limits)
- Bel-Red Road, from 3200 Block (City Limits) to NE 40th Street
- Bel-Red Road, from NE 40th St, West Lake Sammamish Parkway NE
- Leary Way NE, from West Lake Sammamish Parkway, Redmond Way
- NE 124th Street, from SR 202 (W C/L), East City Limits
- NE 24th Street, from 148th Avenue NE (C/L), Bellevue-Redmond Rd (C/L)
- NE 40th Street, from 148th Avenue NE, SR 520
- NE 40th Street, from SR 520, Bel-Red Road
- NE 51st Street, from 148th Avenue NE, SR 520
- NE 76th Street, from SR 202 (Redmond Way) to 180th Ave NE
- NE 76th Street, from 180th Ave NE to 188th Ave NE

- NE Novelty Hill Road, from Avondale Road NE to East City Limits
- Redmond Way from West Lake Sammamish Parkway NE to SR 202 (164th Avenue NE)
- Willows Road from Redmond Way to NE 124th Street (Kirkland City Limits)
- NE 51st Street, from SR 520 to 156th Avenue NE

STRATEGIES AND ACTIONS

Strategies in the Freight and Goods Delivery Plan support the following Redmond 2050 policies:

- **TR-28:** Adopt and implement a freight plan in the Transportation Master Plan that results in the safe and efficient movement of goods and services to, from and within Redmond. Consider the needs of freight operators, businesses, residents, and consumers.
- **TR-29:** Monitor freight and service delivery patterns and adjust transportation system operations if warranted.

Strategy 1: Maintain Designated Primary and Secondary Truck Routes:

Redmond's freight network includes a two-tier street system comprising:

- **Primary T-1 and T-2 Truck Routes:** Key routes for high truck volumes, directly connecting Redmond with regional highways such as SR 520 and SR 202. These roads are designed for durability with features like strong pavement to support heavy vehicles. A minimum travel lane width of 11 feet is prioritized along these routes to provide more operating space for larger freight vehicles.
- **Secondary T-3 and T-4 Truck Routes:** These streets will generally operate with lower truck volumes and weight and provide more local access to businesses. A minimum travel lane width of 11 feet is prioritized along these routes to provide more operating space for larger freight vehicles but there is more flexibility to reduce lane widths.

Recommended Actions

Action 1A	Consider efficient and safe truck movement in all street planning and design. (Planning, Public Works)

Strategy 2: Restrict or Discourage Truck Traffic Where Incompatible

Whereas all Redmond streets are open to some degree of truck traffic – whether through truck traffic on major roads or last mile delivery on local streets – there may be streets where certain types of truck traffic is incompatible with surrounding land uses or other expected transportation modes.

Recommended Actions

Action 2A	Establish internal policies and procedures for restricting or discouraging truck traffic in corridors where such traffic is deemed incompatible with surrounding land users and/or transportation modes. (Public Works)

Strategy 3: Investigate Options for Improving Freight Data Collection

Redmond uses traditional multi-modal traffic count methods for collecting freight data, which are time consuming, expensive and don't capture the performance of new and emerging freight movement strategies. New technologies, such as using commercial vehicle truck fleet data and other technology sources such as onboard GPS-enabled navigation systems, and cellphone-derived data supplied by third-party vendors for tracking vehicles may provide more efficient ways to collect freight data that can be used to better manage freight vehicle performance, thereby improving mobility on local city streets.

Recommended Actions

Action 3A	Explore and adopt new technologies or data sources to better track freight movement within the City. (Planning)

Strategy 4.1: Adopt innovative strategies to provide for safe and enhanced freight movement, reduced emissions, and application of clean technology.

Recommended Actions

Action 4.1A	Dedicated Loading Zones and Parking Regulations: Reduce congestion in high-demand areas like Downtown through strategically placed loading and unloading zones combined with improved parking regulations ensures smooth freight delivery operations and fair usage of high-demand urban areas. (Public Works)
Action 4.1B	Curb Space Delivery Reservations: As Redmond's Urban Centers attract more residents and businesses, demand for curb space will continue to intensify. Efficient, safe, and timely delivery of goods to businesses is critical to supporting thriving businesses and livable Urban Centers. As part of its overall curb space management efforts, the city will explore the use of an app-based curb space delivery reservation system where curb space demands are highest within Urban Centers. Preference within specific zones in Urban Centers could be given to zero-emission delivery vehicles. (Public Works, TIS)
Action 4.1C	Urban Micro-Consolidation Centers (UMCCs): UMCC's are locations where deliveries within a certain radius are dropped and reconsolidated to be delivered by more sustainable last-leg modes. They may be located within the public right-of-way or off-street sites. The City will work with shipping and logistic providers and support siting of UMCCs within or proximate to its Urban Centers where there are higher concentrations of package deliveries. (Planning, Public Works)
Action 4.1D	Parcel Lockers and Pickup Points: Explore regulatory or incentive-based approaches to implementation of parcel lockers and/or pickup points in Urban Centers to reduce the number of individual deliveries and resultant congestion and curbspace demand generated by delivery vehicles. Parcel lockers are convenient, centralized locations where consumers retrieve packages, cutting down on individual deliveries. Amazon Locker is an example of a parcel locker service. Pickup points are locations where online orders or parcels can be sent to or dropped off. This service is also known as out-of-home delivery. Customers can choose the pickup location based on their convenience and schedules. UPS Stores are an example of a pickup point. (Planning)

Strategy 4.2: Autonomous Goods Delivery

Commercial unmanned aerial vehicles (UAV, aka drones) are already being used in some communities to deliver goods to businesses and customers. The main concerns over commercial drone use have to do with legal liability, public safety, and negative externalities such as noise pollution and disturbing plant and animal life. Regulations and rulemaking applicable to UAVs is evolving at the federal-level and could potentially impact or preempt regulatory areas currently under local control, including land use and zoning powers, nuisance laws, and establishing no-fly zones. The final rule is expected to be issued in early 2026.



Commercial drone

Personal Delivery Devices (PDDs) are small autonomous vehicles that offer door-to-door delivery services. PDDs can offer an alternative to larger delivery vehicles and help reduce single-occupancy vehicle trips. PDDs promise to offer greater accessibility to delivery services while reducing delivery-based street congestion and emissions, however ensuring safety and accessibility of pedestrians and other users of Redmond's streets is critically important. PDD operation in Redmond would require a right-of-way permit and be subject to criteria to ensure safety and accessibility. These criteria and other permit requirements would need to be developed and codified.



Personal delivery device (PDD)

Recommended Actions

Action 4.2A	Develop regulations to support safe, efficient delivery of goods by Unmanned Aerial Vehicle (UAV) to the extent not pre-empted by applicable federal (e.g., Federal Aviation Administration) and state regulations. Regulations should support and balance livability, safety, privacy, accessibility the pedestrian network, and economic development, and hold operators accountable for safe and orderly deployment. (Planning, Police)
Action 4.2B	Develop regulations to support safe, efficient delivery of goods by Personal Delivery Devices (PDDs). Regulations should address maximum speed and weight of PDDs, where they can operate, applicable traffic rules, visibility, and obligations of operators to rapidly respond to mechanical malfunction. (Planning, Public Works)

Strategy 4.3: Emissions Reduction and Clean Technology

Recommended Actions

Action 4.3A	Support expansion of EV charging infrastructure and explore establishing zero-emission delivery zones inside Urban Centers to promote zero emission last-mile freight and goods delivery. (Planning, Sustainability)
Action 4.3B	Promote the use of light-urban delivery vehicles including e-cargo bikes, trikes, and quadricycles through sensible regulation and bikeway, pathway, and sidewalk design that accommodates such vehicles. Redmond may look to national or state efforts to create policy and definitions for low-impact urban logistics including potentially charging fees for operators not using such vehicles for local deliveries or exempting light-urban delivery vehicles from any delivery fee that could be implemented at the state or local level. (Planning)
Action 4.3C	Advocate for legislative change in Washington State to allow local jurisdictions to apply climate impact fees to high-emission goods delivery vehicles. (Planning)

Strategy 5: Consider Application of Freight-and-Bus Only Lanes

In the Puget Sound region, jurisdictions and transit agencies have adopted a strategy to reconfigure travel lanes on congested arterials to allow for special use conditions. One of these strategies are Business and Transit-only Lanes, or BAT lanes, which are curb lanes used only by right-turning vehicles and buses. This type of reconfiguration would improve the speed and reliable of transit and freight while removing slower operating transit and freight vehicles from general purpose lanes thereby, improving operations for all vehicles.

Recommended Actions

Action 5A	Explore opportunities for establishing BAT lanes to improve transit reliability and more efficient goods movement. As an initial trial, Willows Road, a designated Secondary truck route, may present an opportunity for a variation of BAT lanes that would also permit freight vehicles. A northbound freight and bus only lane (FAB lane) would be added by re-purposing existing bike lanes (no longer needed with the Redmond Central Connector) north of the 9900 Block to 124th Street and replacing one general purpose lane south of 9900 Block. (Planning, Public Works)

RELATED PLANS OR POLICIES

- WSDOT Freight System Plan—Freight Policies
- Puget Sound Regional Council, Regional Transportation Plan, Freight Policies
- King Countywide Planning Policies-Freight



SYSTEM MAINTENANCE AND PRESERVATION

Transportation Master Plan

INTRODUCTION

A well-maintained transportation system is critical to ensuring that all people living in, working in, or visiting Redmond can get around safely, conveniently, and comfortably. It is also critical to Redmond's long-term fiscal well-being and sustainability goals. Redmond's transportation infrastructure is aging, highlighting the importance of maintenance and lifecycle planning. The City must proactively assess, plan and budget maintenance and repair needs so that infrastructure can be maintained at or returned to identified level of service.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

RESILIENCE

- A well-maintained transportation system prevents network disruptions.
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2, Strategy 3, and Strategy 5

SUSTAINABILITY

- Transportation system maintenance prolongs the life of system assets and helps prevent harmful substances from entering sensitive areas.
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 1 and Strategy 2

EQUITY & INCLUSION

- Maintaining sidewalks, curb ramps, and bikeways supports safe and equitable access
- Strategies supporting the Guiding Principle of Equity include: Strategy 1and Strategy 4

FREIGHT AND GOODS MOVEMENT IN REDMOND TODAY

The City of Redmond maintains a wide range of transportation-related assets that require periodic maintenance, repair, or replacement. These assets are discussed in other sections of the TMP and summarized below:

TABLE 1 | SUMMARY OF TRANSPORTATION SYSTEM ASSETS

Asset	Number/Mileage
Street Centerline Miles	152
Street Lane Miles	364
Bridges	20
Sidewalks	240
Curb ramps	1308
Bike lanes	61.7
Separated bike lanes	2.7
Neighborhood Connections (Special Purpose Pathways)	5.8
Traffic Signals	112
Street Lights	2100 City-owned and 2700 PSE-owned
Signs	9,301
Pavement Markings	14,180 Markings (X-walk, Stop Bar, Legends)

Maintenance and Preservation Needs

Redmond's transportation system requires constant maintenance. The Public Works Department engages in a variety of maintenance activities, including pothole and pavement repair, ensuring signs and markings are visible, street lighting is operational, street sweeping, snow and ice response, and vegetation management. Routine maintenance of the system is prioritized based on quantitative measures such as Pavement Condition Index (PCI), the anticipated life cycle of a given asset, and inspections. The Public Works Department also responds to community requests or identified safety risks.

The City of Redmond is contending with aging infrastructure that requires more maintenance than current funding levels can address. Although regular maintenance is carried out each year, a funding gap exists. Addressing the funding gap is critical and actions such as the development of asset management plans and condition analysis will assist in identifying where to allocate limited resources to provide maximum benefit.

Pavement Management

The City oversees approximately 364 lane miles of pavement, representing an infrastructure asset with a replacement value of $300+million.

To monitor pavement condition, the City uses the Pavement Condition Index (PCI), a standardized method for evaluating roadway health. PCI scores categorize pavement as being in very good, good, poor, or very poor condition. A PCI above 70 indicates a street is in good condition, while a PCI below 55 signifies poor condition, often characterized by widespread cracking, ruts, and potholes. Figure 1 provides a visual representation of the PCI scale.

FIGURE 1 | VISUAL EXAMPLES OF PAVEMENT CONDITION









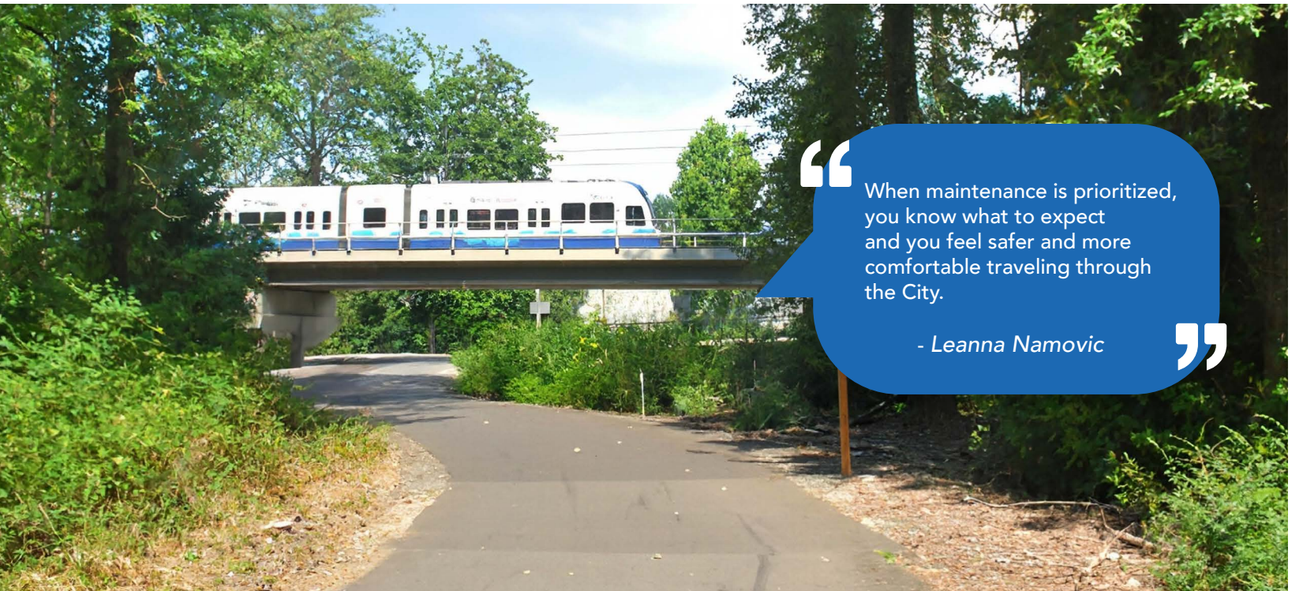
Currently, Redmond's average PCI is 65—below the level of service target of 70. This figure has declined over the past two decades, largely due to an increase in vehicular traffic, the growth of the system, and underinvestment in pavement management. Preliminary estimates suggest that bringing the network back to a PCI of 70 and maintaining it through 2050 would require an average annual investment of $11 million.

About 30% of the City's principal arterials are in poor condition with a PCI below 55. These roadways serve as high-capacity corridors for vehicular traffic and often support transit routes and truck traffic. Several arterials have up to four through lanes and additional turn lanes. Examples include Avondale Road, Redmond Way, and Bellevue-Redmond Road. Rehabilitation of streets that are in poor condition typically involves full-depth removal and replacement at an estimated cost of $700,000 per lane mile. Preventative maintenance treatments such as crack sealing help to extend the life of pavement and reduce costs associated with full-depth removal and replacement. Minor arterials often connect major corridors and have less traffic than principal arterials. Collector arterials carry traffic from local roads to the arterial network. Examples include NE 40th Street and NE 116th Street. Approximately 40% of the City's minor and collector arterials have a PCI below 70, and about 12% fall below a PCI of 55. Over the next five years, more than half of these roads are expected to require major rehabilitation. The PCI of Redmond's arterial network is shown in Figure 2.

In contrast, Redmond's local and neighborhood streets are generally in better shape and are prime candidates for preventative maintenance. Techniques such as slurry seals, chip seals, and crack sealing are cost-effective ways to extend pavement life and are most effective when applied to roads with a PCI over 70. Currently, about 240 lane miles in Redmond meet this criterion.

To slow deterioration, the Public Works Department is expanding its crack seal program and has begun applying slurry seals to neighborhood streets. Still, without increases in funding, maintaining a citywide PCI of 70 will be a challenge. Projections show that by 2030, over 55% of the arterial network could have a PCI below 55, and the citywide network average may fall below that threshold within the next decade.

In response to these challenges, the City is developing a formal Pavement Strategic Plan. This strategic plan will explore funding scenarios, maintenance techniques, and resource needs to improve and preserve the condition of Redmond's roadway infrastructure for the long term.



> When maintenance is prioritized, you know what to expect and you feel safer and more comfortable traveling through the City.
>
> *- Leanna Namovic*

FIGURE 2 | ARTERIAL PAVEMENT CONDITION INDEX (PCI)

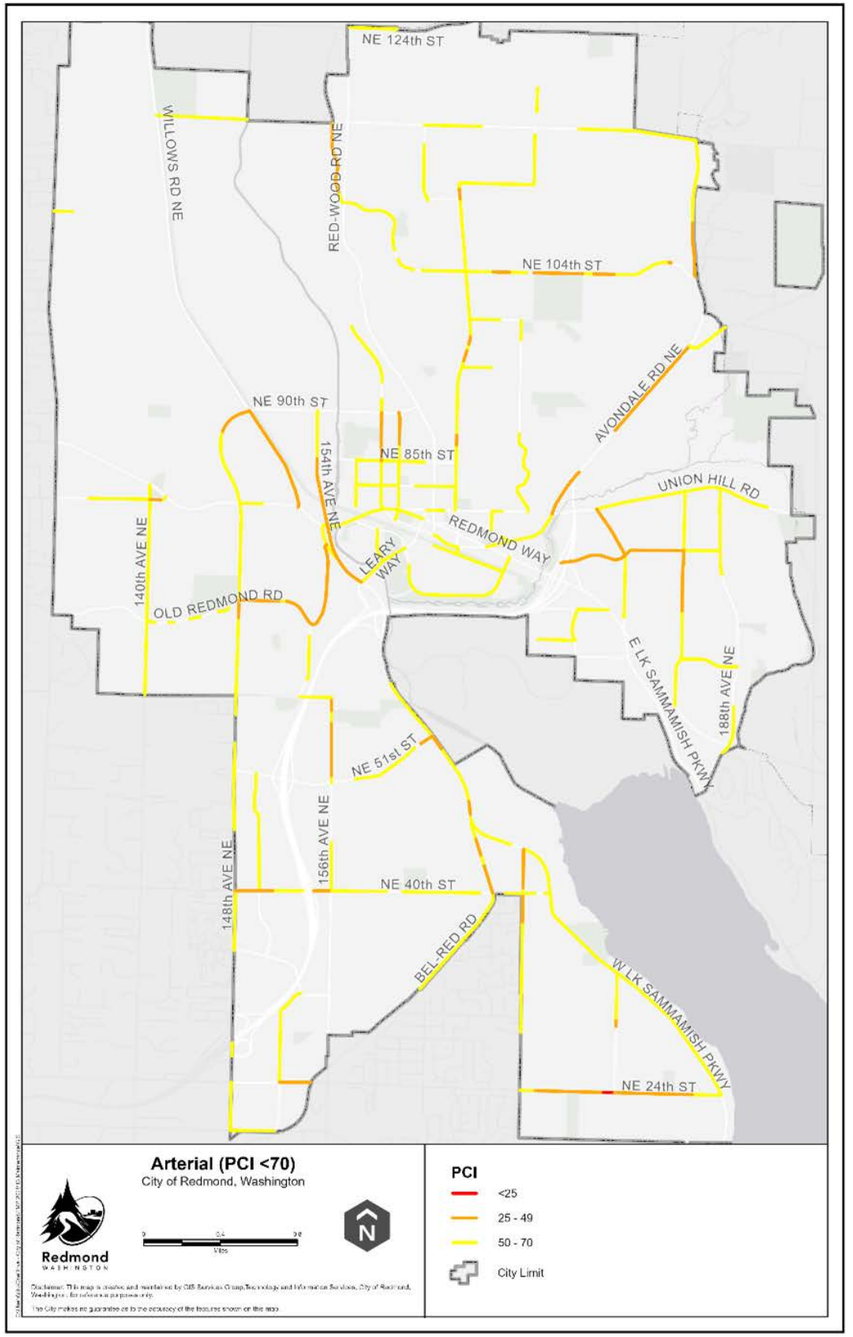
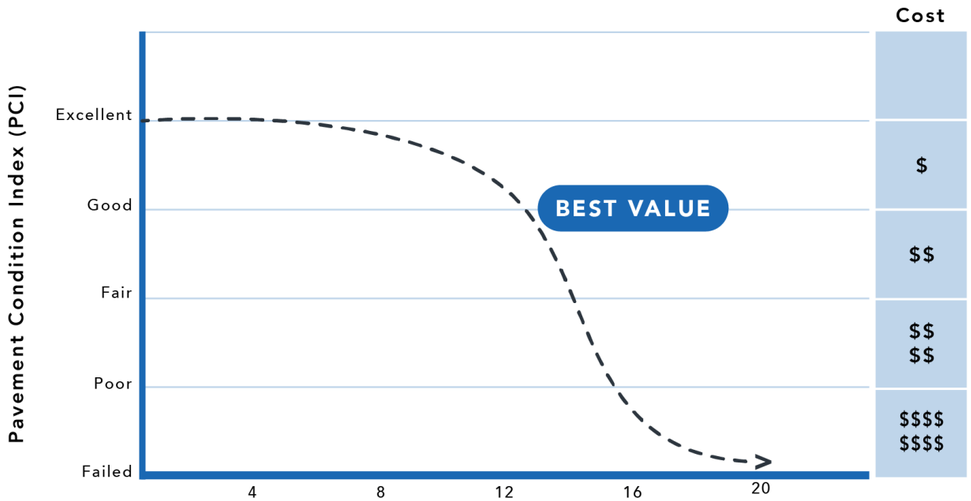


FIGURE 3 | PAVEMENT PRESERVATION CONCEPT

CREDIT: CITY OF REDMOND



Sidewalks

Redmond has over 240 miles of sidewalks and continues to construct sidewalks to fill gaps in the sidewalk network and provide better access to transit, schools, parks, and other destinations people want to walk and roll. Sidewalk condition varies throughout the city. In areas where a substantial amount of new development is occurring, older sidewalks are replaced and new sidewalks are constructed, so sidewalk conditions are generally good. In older areas of the city, such as parts of downtown and some residential neighborhoods, sidewalks may be in poor condition due to tree root upheaval and other factors.

Redmond's trees are part of what makes it a livable community. Many trees along Redmond's streets and sidewalks were planted decades ago. A combination of inadequate soil structure for tree root growth and inappropriate tree species selection has resulted in sidewalks that have major heaves and cracks, creating challenging conditions for people using mobility devices or pushing strollers. Fortunately, much more is now understood about soil structure and tree selection, which is currently being applied in new sidewalk projects that include street trees, so these conditions can be avoided in the future. However, many damaged sidewalks in Redmond will need to be reconstructed to meet ADA requirements and make them accessible. An example of a sidewalk that is being reconstructed due to damage from adjacent trees is NE 40th St.

NE 40TH ST BEFORE AND AFTER SIDEWALK RECONSTRUCTION





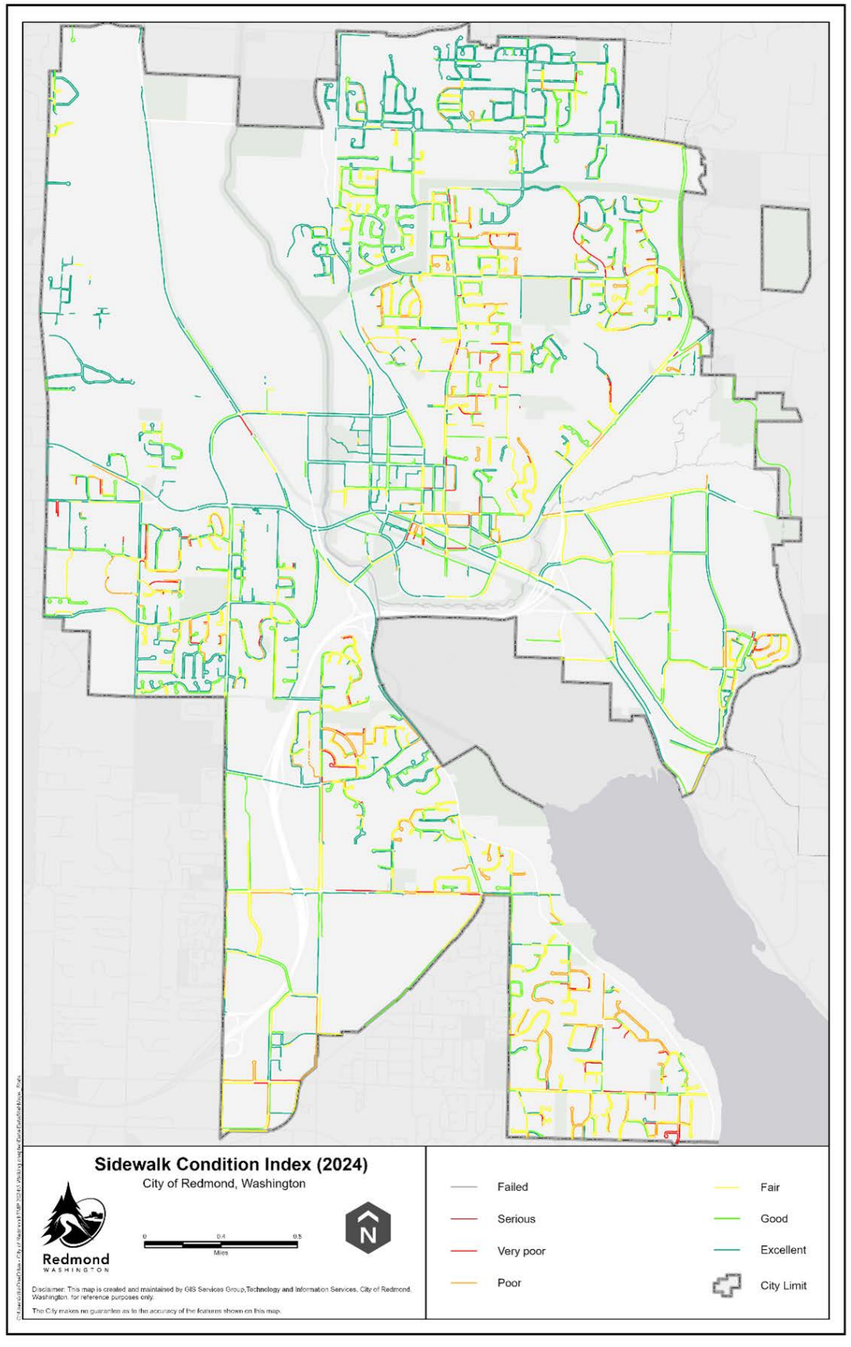
In 2024, the City collected sidewalk condition data for arterial streets, which is summarized in Table 2. Over half of arterial sidewalks are in good to excellent condition. Sidewalks found to be in fair to failed condition will be prioritized for repair or replacement by the City's concrete crew or will be replaced as part of capital improvement or development projects. See Table 1 and Figure 4 below for a summary of Redmond's Sidewalk Condition Index data.

In 2025-2026, the City will develop its Americans with Disabilities Act (ADA) Transition Plan for the Public Right-of-Way, which will identify deficiencies in the pedestrian network that impact accessibility and make it difficult or impossible for persons with disabilities to travel using this network. The plan will identify a list of sidewalks, paths, accessible push buttons, and curb ramps that need to be repaired or replaced to comply with the ADA and requirements in the Public Right-of-Way Accessibility Guidelines (PROWAG). Sidewalks with Sidewalk Condition Index (SCI) of Fair to Failed will be evaluated to determine whether they exceed ADA thresholds.

TABLE 1 | SUMMARY OF TRANSPORTATION SYSTEM ASSETS

Asset	Length (miles)	Percent of Total Sidewalk Network
Excellent (93-100)	40.83	43%
Good (85-92)	26.71	28%
Fair (71-84)	20.65	22%
Poor (55-70)	5.18	5%
Very Poor (30-54)	1.55	2%
Serious (11-29)	0	<1%
Failed (0-10)	0.02	<1%

FIGURE 4 | SIDEWALK CONDITION INDEX



TRENDS IMPACTING SYSTEM MAINTENANCE AND PRESERVATION NOW AND IN THE FUTURE

Impacts of Heavier Vehicles

As the level of transit service increases in Redmond, so too do the impacts of heavy buses on pavement condition. These impacts are most pronounced at bus stops where buses decelerate and accelerate, applying additional forces on the underlying pavement structure. Asphalt pavement, which comprises the majority of Redmond's arterial street network, is particularly susceptible to the impacts of heavy buses.

Heavier passenger vehicles also negatively impact pavement conditions. The average weight of a passenger vehicle in the U.S. has been trending upward since the early 1980s. The average weight across all passenger vehicle types is just over 4,000 pounds. As the number of heavier passenger vehicles increases, street pavement will deteriorate more quickly, requiring more frequent maintenance.

Changing the city's arterial street standard to be concrete instead of asphalt is a strategy that can extend pavement life, but concrete is more costly. Applying a concrete standard along frequent transit routes, at intersections, or at bus stops may be another more cost-effective strategy to reduce long-term maintenance costs. The use of asphalt and concrete both comes with environmental benefits and drawbacks; the use of these materials can be evaluated for alignment with the priorities of the Environmental Sustainability Action Plan (ESAP).

FIGURE 5 | CONCRETE BUS PADS REDUCE IMPACTS OF HEAVY BUSES ON PAVEMENT



Multimodal Streets Require a Different Maintenance Approach

As Redmond streets are redesigned to better accommodate walking, biking, transit, and auto traffic the methods and equipment that are used to maintain streets must also change. For example, the TMP Bicycle Strategy calls for a network of high comfort bikeways, many of which will be separated bike lanes. Separated bike lanes typically can't be swept with conventional street sweepers, so they require smaller specialized sweepers or other equipment, and additional staff resources since the sweeping would be a separate activity from sweeping the adjacent street. Similarly, snow removal for separated bike lanes requires special equipment and additional staff resources. Table 3 compares maintenance costs of conventional bike lanes (i.e., no vertical elements between the bike and vehicle lanes) and separated bike lanes.

Multimodal streets also may incorporate features such as pavement markings, signage, vertical delineators, etc. which require maintenance. Each of these features has a life cycle and needs to be replaced on a routine basis. Further, multimodal streets that divide available street space create more constrained conditions to conduct maintenance.

TABLE 3 | MAINTENANCE COST COMPARISON BETWEEN CONVENTIONAL AND SEPARATED BIKE LANES

Category	Open Bike Lanes (per mile/year)	Separated Bike Lanes (per mile/year)
Sweeping & Debris Removal	$500-$2,000	$2,000–$5,000
Snow Removal (where applicable)	$1,000–$3,000	$2,500–$6,000 (May require dedicated staff or closing facility until conditions improve)
Markings & Signage Maintenance	$200–$700	$300–$1,000
Barrier/Planter/Bollard Maintenance	N/A	$500–$2,000
Equipment Depreciation (Annual Share)	Minimal (shared sweeper fleet)	Moderate–High (dedicated sweeper fleet)
Total Annual Maintenance (Estimate)	$1,700–$5,700	$5,300–$14,000

More People Walking, Biking, and Rolling Requires a Higher Level of Maintenance

Redmond's transportation policies and planning efforts are focused on encouraging more people to walk, bike, and roll. These human-powered modes of travel are more susceptible to injurious crashes resulting from poorly maintained infrastructure – whether it's a crack in the pavement, or ice on a sidewalk. To maintain a safe system, it is important to establish a higher maintenance standard for sidewalks, bike lanes, and multiuse trails.

Reducing Environmental Impacts

Redmond's Environmental Sustainability Action Plan (ESAP) calls for increasing City-led tree planting on public properties (including public rights-of-way) and increasing the use of pervious pavement. Both actions have maintenance implications. More trees result in the need for more vegetation management (e.g., pruning, clearing tree litter). Over time, trees can also impact sidewalks and streets; however, better planting techniques and proper tree species selection can minimize these impacts. Pervious pavement, which is more appropriate for low volume parking lots, maintenance access roads, and sidewalks, requires different maintenance practices than more traditional pavements to prevent these pavements from being clogged by dirt, moss, etc., which compromise their pervious function.

As Redmond continues to grow and prioritize sustainability, transitioning the maintenance fleet toward electric-powered vehicles is a key strategy to reduce environmental impacts, enhance operational efficiency, and align with climate goals. By converting an increasing share of its vehicle inventory to electric models, Redmond can lower greenhouse gas emissions, decrease dependency on fossil fuels, and potentially realize long-term cost savings through reduced fuel consumption and simplified routine maintenance.



Electric maintenance vehicle

However, electrifying the fleet also introduces new operational considerations. Maintenance personnel may require specialized training to safely handle high-voltage equipment and address the diagnostic needs of electric drivetrains. Infrastructure investments, such as installing charging stations at municipal facilities, represent up-front costs that must be integrated into the City's capital planning. Additionally, thoughtful scheduling and route planning will be necessary to account for charging times and vehicle ranges, ensuring that critical maintenance tasks remain on track.

Over time, these costs can be offset by savings from less frequent vehicle servicing and reduced fuel expenditures. Grants, rebates, and other funding opportunities may further streamline this transition. By systematically evaluating vehicle types, developing a phased replacement schedule, and monitoring performance, Redmond can maintain a strong and reliable maintenance program while embodying the City's commitment to a cleaner, more sustainable future.

STRATEGIES AND ACTIONS

Strategies in the System Maintenance and Preservation section support the following Redmond 2050 policies:

- **TR-14:** Strategies in the System Maintenance and Preservation section support the following Redmond 2050 policies:
- **TR-17:** Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

Strategy 1: Establish a Maintenance Level of Service Standard for Infrastructure Assets

For sidewalks, federal laws and guidelines such as the Americans with Disabilities Act (ADA) and the Public Right of Way Accessibility Guidelines (PROWAG), establish accessibility standards that dictate when assets such as sidewalks and curb ramps need to be maintained for accessibility. For other assets, a level of service standard - both for seasonal maintenance and longer-term system maintenance - is established by the City. A level of service standard may be tied to safety, longevity, aesthetics, user comfort, and other factors. This standard, in turn, dictates the frequency and level of maintenance performed.



Seasonal Maintenance

Recommended Actions

Action 1A	Establish asset management plans that include a level of service maintenance standard for all transportation system assets and incorporate them into the City's asset management system. (Public Works)
Action 1B	Modify seasonal maintenance practices, staffing, and budget to meet the established level of service standard. (Public Works)

Strategy 2: Plan for and adequately fund maintenance and preservation of Redmond's transportation system.

Ensuring sidewalks, streets, and other transportation assets are well-maintained is critical to achieving a safe, multimodal network. Funding for ongoing maintenance and preservation in Redmond is drawn from various sources—the General Fund, the Transportation Benefit District (TBD), and grant programs—which can fluctuate in availability from year to year. As the city grows and travel demands increase, allocating sufficient, stable funding is essential to meet safety and mobility goals. Robust financial support for maintenance not only addresses immediate repair needs but also helps avoid more costly overhauls in the future.

Capital Projects

For new capital projects, long-term maintenance costs are calculated, and sufficient budgets are set aside during the capital improvement program (CIP) project scoping phase to ensure there is sustainable funding for the maintenance requirements. Maintenance costs should account for all aspects of life-cycle asset management and replacement.

Transportation Benefit District

Redmond's Transportation Benefit District (TBD) was formed in 2023 to fund maintenance and improvements to city streets, public transportation, strategies aimed at maximizing safety and traveling choices, and other transportation projects designed to reduce congestion. The TBD is funded through a sales tax of 1/10th of one percent. In its first year, Redmond's TBD generated approximately $5 million and is expected to generate a similar amount each year. TBD funds have been used to improve the City's capabilities to build and repair sidewalks, curb ramps, and other transportation features typically constructed of concrete, and augmenting paving projects with additional resources to expand existing scope.

Grants

The City has received federal funding for pavement preservation projects via the Puget Sound Regional Council (PSRC) grant competitions, which occur in even years. Grant amounts are generally in the range of $1.3 and $1.5 million, and typically include separate design and construction phases. Pavement Condition Index for the road segment is the biggest factor in scoring for these grants, with a PCI of 50-59 receiving the highest points. Roads must be functionally classified (i.e., part of the arterial network) to be eligible, with higher functional classes receiving higher points. Freight routes and bus service can also contribute to higher scores.

Project Piggybacking

As Redmond's stormwater, sewer, and water utilities age, there is a need to replace underground infrastructure that is placed within the street right-of-way. These utility projects offer opportunities to resurface streets, fix sidewalks, and conduct other maintenance activities. Asset management planning efforts will allow the City to better align priority infrastructure projects and identify opportunities to achieve cost savings by piggybacking different types of infrastructure projects occurring within the same corridor. The City should also continue to coordinate with private development projects and Puget Sound Energy (PSE) projects to find opportunities for project piggybacking.

Recommended Actions

Action 2A	Incorporate, as standard practice, the cost of annual maintenance into all operational budgets. Update existing cost-estimation tools and CIP processes to ensure accurate maintenance costs are identified early and long-term funding is appropriately allocated as part of the biennial budget process. (Public Works)
Action 2B	Establish a Project Transportation Maintenance Fund to ensure sustained financial support for maintaining Redmond's transportation system, preventing deferred maintenance and unexpected funding shortfalls. (Public Works)
Action 2C	Create an asset management dashboard that more easily allows identification of opportunities to combine infrastructure maintenance/replacement projects across functional areas and coordinate with non-City utility providers and private development. The dashboard may also be used to report on capital project and programmatic efforts. (Public Works)

Redmond's Concrete Crew Improves Pedestrian Access While Saving the City Money

Redmond's newly formed Concrete Crew is already demonstrating the value of relying on internal resources to address the City's infrastructure needs. Their recent work at the 90th Street and Woodinville-Redmond Road intersection illustrates both the flexibility and cost-effectiveness this approach can offer. After a car accident damaged a traffic signal pole, the crew quickly removed the old foundation, prepared a new one, and took the opportunity to remove and replace the curb and gutter at the corner. They also upgraded two ADA-compliant wheelchair ramps and repaired sections of sidewalk to restore safe and accessible conditions for all users.

Without this in-house capability, these repairs would have required a lengthier contracting process and higher overall costs, likely delaying completion and inconveniencing residents. In addition to saving time and money, the project showcased strong coordination between the Concrete Crew and the Traffic Operations and Safety Engineering Division, reflecting the benefits of enhanced collaboration within the City's maintenance operations. By investing in a dedicated crew, Redmond can respond more rapidly to unanticipated infrastructure needs, maintain higher quality standards, and reduce reliance on outside contractors, ultimately supporting a more resilient and efficient transportation system.



Strategy 3: Explore alternative approaches to addressing bikeway, sidewalk, and shared-use path maintenance needs

Community-driven maintenance initiatives

As the City continues to build out its active transportation network and encourages year-round walking and biking, the maintenance needs for sidewalks, paths, and bikeways will continue to grow. This is particularly true for seasonal maintenance such as the clearing of leaves or other tree litter, and snow and ice removal from sidewalks and bikeways to maintain safe and accessible facilities. City maintenance crews may not always be able to address these seasonal maintenance needs in a timely manner. In some communities across the US community organizations have formed to address certain maintenance needs such as trimming vegetation and clearing debris from sidewalks and bike lanes. Examples include StreetFixers in Seattle, which organizes groups of people to sweep, rake, trim vegetation, etc. to make sidewalks and bikeways more passable.

Another approach to community-driven maintenance initiatives is to establish an "Adopt-a-Neighbor" program, which pairs neighbors who are unable to rake or shovel their sidewalk with volunteers who are willing to help.

City-subsidized sidewalk maintenance

The Revised Code of Washington 35.70.020 establishes that it's the responsibility of the abutting property owner to bear the burden and expense of constructing or repairing existing sidewalks along the side of any street or public place. This approach to sidewalk maintenance can lead to inequitable outcomes and often results in maintenance being deferred or not happening at all unless there are complaints from the public or a compliance program in place. In Redmond, adjacent property owners are responsible for maintaining the sidewalk in front of their homes, but historically there has been little enforcement or formal procedure in place to address degrading conditions. The City remains ultimately responsible for ensuring the sidewalks are safe for all users, and it typically responds to customer requests on a case-by-case basis to provide temporary or interim fixes.

To ensure an accessible sidewalk network the City should enforce the city ordinance requiring adjacent property owners to address sidewalk conditions that are impacting accessibility. Property owners can choose to hire a contractor or request the City to make the repair and be billed for the work. In some cases, repairing or replacing a sidewalk can be a financial burden to lower-income households. Income-qualifying households could have a portion, or all of the costs covered by the City using funds from the Transportation Benefit District.

Recommended Actions

Action 3A	Assess the viability of establishing volunteer programs such as "Adopt-a-Neighbor" for seasonal sidewalk maintenance or "Adopt-a-Bike-Lane" program where organized groups commit to performing seasonal maintenance activities such as leaf clearing within defined segments. (Planning, Public Works)
Action 3B	Develop a policy and guidelines to facilitate community-driven maintenance initiatives and ensure that such initiatives are safe for participants and meet defined level of service maintenance standards. (Planning, Public Works)
Action 3C	Increase compliance efforts for inaccessible sidewalks and establish a program to assist property owners in addressing sidewalk maintenance needs, which could include providing a list of contractors, having City crews conduct the maintenance activity and bill the property owner, and establishing an income-qualifying sidewalk maintenance subsidy program. (Public Works)

Prioritizing Transportation Infrastructure Maintenance

Redmond's transportation system should serve everyone equitably, ensuring that no person or neighborhood is left behind due to historical underinvestment or physical barriers. Older residential areas can sometimes lack the infrastructure and maintenance levels found in newer developments, resulting in uneven conditions for sidewalks, streets, and transit access. Redmond's approach to equity in transportation maintenance focuses on identifying and prioritizing high-need locations to ensure a consistent and reliable level of service throughout the city.

To achieve this, the City considers demographic data, infrastructure conditions, and community input to guide where resources are most urgently required. Areas with a greater proportion of older adults, people with disabilities, or households without access to a personal vehicle may receive additional attention for sidewalk repairs, curb ramp upgrades, and street resurfacing. Beyond physical improvements, Redmond will continue to refine how it engages with these neighborhoods—whether by holding workshops in multiple languages, meeting people where they are, or partnering with local organizations to identify and address maintenance concerns. By applying an equity lens to all aspects of maintenance and preservation, the City seeks to create a transportation network that works for every resident, regardless of age, ability, or income.

Strategy 4: Coordinate Regional Shared Use Path Maintenance

Redmond is fortunate to have several regional shared use paths that serve both a recreation and transportation function. These include the SR 520 Trail, West Lake Sammamish Trail, and East Lake Sammamish Trail, and Pipeline Trail. These trails are owned and maintained by other entities, including WSDOT, King County, and PSE, respectively. The condition of trails can impact the safety and comfort of users, as well as people's willingness to use them. The City of Redmond has a role to play in advocating for consistent trail maintenance that meets its level of service standard and potentially partner with the agencies who own and operate regional trails to help expedite maintenance activities.

FIGURE 6 | MANY SHARED USE PATHS IN REDMOND ARE MAINTAINED BY OTHER AGENCIES



Recommended Actions

Action 4A	Document maintenance needs on regional shared use path facilities. (Parks)
Action 4B	Coordinate with agencies to understand their maintenance schedules for regional trail facilities, and to potentially enter into maintenance agreements that would allow the City of Redmond (or its contractors) to perform maintenance and be compensated by the trail owner. (Parks, Public Works)

Strategy 5: Assess Feasibility of Shifting Major Maintenance Activities to Off-Peak Hours

As Redmond transitions from a suburb to a city, the activity and demands on its streets will continue to increase, adding to the complexity of performing maintenance and resulting in greater disruptions to traffic from maintenance activities. Shifting maintenance activities that require street or lane closures or other significant modifications to traffic flow to off-peak hours is a strategy to mitigate traffic impacts, but doing so would be a fundamental shift for Redmond's maintenance crews.

If the City were to pursue off-peak maintenance, several considerations would need to be evaluated. Such a shift may necessitate redefining roles to oversee night or weekend work, as well as engaging in discussions with labor unions regarding contract terms and work schedules. Pilot programs could be conducted to determine whether scheduling certain maintenance activities outside of peak hours effectively reduces congestion, remains cost-effective, and is operationally feasible. Coordination with other agencies would also be needed to minimize noise or other disturbances to businesses and residents. In addition, the City would need to ensure adequate budgeting for any specialized equipment, training, and ongoing performance monitoring. Although not a preferred approach, implementing off-peak maintenance could be further examined as the demands on Redmond's transportation system continue to grow.

Recommended Actions

Action 5A	Establish criteria that would help determine when off-peak maintenance may be justified. Such criteria may relate to the scale and duration of the maintenance activity, anticipated impacts on traffic, emergency response times, businesses, and whether there are viable detour routes. (Public Works)
Action 5B	Investigate and document the resources needed to stand up a night maintenance crew on an as-needed basis. (Public Works)



CURBSPACE AND PARKING MANAGEMENT

Transportation Master Plan

INTRODUCTION

With the growth of transportation network companies (TNCs) and associated curbside pickups and drop-offs, online shopping and associated package deliveries, as well as transit, accessibility, and vehicle storage, there is high demand for curb space. Curb space is the part of the street that marks the transition from the space where people and vehicles travel to the space where people walk on the sidewalk and adjacent land uses. Curb space is also the place where both movement and access may conflict, but where both movement and access are needed to serve convenience and commerce.

Curb space management seeks to inventory, optimize, allocate, and manage curb space to maximize mobility, safety, and access for the wide variety of curb demands. By comparison, parking management focuses on the use of the curb for parking purposes but also addresses off-street parking (i.e., parking lots and garages). When managed together, effective curb and parking management optimizes parking utilization, decreases time spent searching for parking, and reduces congestion.

To meet the needs of its curb space, the City of Redmond is developing a curbside management plan for Redmond's three urban centers—Downtown Redmond, Marymoor Village and Overlake Village. This system will balance the needs of various curbside uses, including ridesharing, loading, and unloading zones, outdoor dining, City maintenance, commercial garbage collection, fire access, Americans with Disabilities Act compliant (ADA) parking spaces, deliveries, vendors, planned bikeways, and time-limited parking for visitors.



ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Resilience, Equity and Inclusion, and Sustainability. The Curb Space and Parking Management strategies identified in this section support these principles, as shown below.

RESILIENCE

- Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption. (See Redmond 2050 FW-TR-33)
- Strategies supporting the Guiding Principle of Resilience include: Strategies 5, 7, and 9.

SUSTAINABILITY

- Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. (See Redmond 2050 FW-TR-35)
- Strategies supporting the Guiding Principle of Sustainability include: Strategies 1, 2, and 8.

EQUITY & INCLUSION

- Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities . (See Redmond 2050 TR-17)
- Strategies supporting the Guiding Principle of Equity include: Strategies 3, 4, and 6.

Existing Conditions

Redmond is a growing city with a vision for future growth in employment and housing primarily occurring in the City's three urban centers in Downtown Redmond, Marymoor Village, and Overlake Village. Curb space is a key piece of Redmond's transportation infrastructure and will help support Redmond's future growth and provide access to everyday needs and important destinations for residents, customers, visitors, and employees. Management of the city's curb space and parking resources can help contribute to transportation goals for equitable mobility, improving access to transportation choices, and building a more sustainable transportation system.

Early in 2025, the City completed an inventory to document existing parking conditions in its three urban centers—Downtown Redmond, Overlake Village, and Marymoor Village. The report provides a foundation for updating the City's parking management strategies and policies, aligning them with the recently adopted Redmond 2050 Comprehensive Plan.

Downtown Redmond and Overlake Village have higher population densities than Marymoor Village, which has a smaller population owing to the presence of Marymoor Park. Out of the three, Overlake Village is the largest neighborhood with 7,000 residents and more than 45,000 jobs, followed by Downtown Redmond with 6,000 residents and 10,000 jobs.

The 2023 American Community Survey states that the primary commuting travel choice of Redmond residents, employees, and visitors is the single occupancy vehicle, with 53% of all trips. Approximately 25% of Redmond community members work from home one or more days per week. Transit usage follows next at 10%. However, these figures likely do not reflect the ebb and flow of traffic and parking in the city throughout the day. This is because Redmond has various commercial office spaces, especially in Overlake Village and Downtown Redmond, attracting commuters from outside the city who are not captured in travel surveys.

As of April 2025, Redmond has four fully operational Sound Transit Link light rail Line 2 stations, serving this segment of Link Light Rail. It is anticipated that the Lake Washington segment of Line 2, which will be operational in spring 2026, will provide important connections to Seattle and cities north and south, which will change the Redmond parking system dynamics for years to come.

Downtown Redmond
On-Street Parking:

The Downtown Redmond urban center has a total of 12,800 parking spaces 1,130 of which are on-street spaces. In 2024, peak on-street parking occupancy for the entire area occurred at 12 PM when 70% of spaces were occupied, while the least number of spaces were occupied at 4 PM with half the spaces empty. This is up from 2019 when on-street parking in downtown peaked at 62.5% occupancy. Taken together, the overall occupancy remained within the 50-70% band in the hours surveyed. That is well below the 85% industry threshold.[1]

TABLE 1 | ON-STREET PARKING INVENTORY BY TYPE – DOWNTOWN REDMOND

Parking Space Type	Parking Space Type	Percent of Total
Unrestricted Parking	410	36.3%
Time Limited	625	55.3%
Loading Zones	55	4.9%
Other (ADA, Business only, Motorcycle Only, Future resident)	34	3.0%
Total Spaces	1,130	100.0%

[3] 85% parking threshold: This level of occupancy in a parking zone is an industry-wide standard for optimum occupancy to balance parking demand and supply. At this level of occupancy, the supply of parking is efficiently used while also providing some parking availability.

In Downtown Redmond there are ten times as many off-street parking spaces compared to on-street locations. These 11,429 public and private parking spaces are spread among 164 facilities, with their capacities ranging from 5 to 851 spaces.

Like on-street parking occupancy, off-street occupancy peaks late in the morning to early afternoon and then trends down during the rest of the day. While occupancy varies among parking facilities the occupancy of all off-street facilities together is just over 50% during peak times.

The City has had a parking permit program since November 2009. This program offers monthly permits for on-street parking without time limits in certain areas of downtown. Permits are issued on a first come-first serve basis. There are currently no programs specifically for residential parking permit or employee permit programs.

Parking revenue is collected from the on-street parking permit program and at the City-owned Redmond Central Connector lot.

Marymoor Village

Marymoor Village is the smallest of the three urban centers and consequently also has the least parking capacity, with a total of 3,028 parking spaces distributed between on street and off-street locations.

On-Street Parking:

Marymoor Village has 216 on-street parking spaces. Table shows that all 180 open spaces have no time limitations. At the time of the survey in early 2025, thirty-six spaces were unavailable for parking due to construction-related activities and therefore were not included in the occupancy analysis.

TABLE 2 | ON-STREET PARKING INVENTORY BY TYPE - MARYMOOR VILLAGE

Parking Space Type	Number of Spaces	Percent of Total
Unrestricted Parking	180	83%
Under Construction	36	17%
Total Inventory	216	100.0%

The average occupancy across all on-street spaces during the survey period from 9 AM to 8 PM peaked at 50% at 11 AM, and then reaching sparse occupancy after 3 PM, hovering around 15% for the remainder of the period. It is expected that as new development occurs in Marymoor Village demand for parking and other curb uses will increase.

Off-Street Parking:

Like the other urban centers, most parking availability in Marymoor Village is in off-street facilities — 2,812 spaces. Similarly, the ownership of most of these spaces is private, with only 77, or less than 3% of the spaces, are being provided by public agencies. While the Marymoor Village Station Parking Garage wasn't open at the time of the inventory, it opened in early May 2025. It contains 1,400 parking stalls. Occupancy at off-street facilities is like that at on-street spaces in that the levels are low and go down further as the day progresses. They peak at 50% at 11 AM and reduce to 28% by 7 PM.

Overlake Village

On-Street Parking:

Overlake Village is a subarea within the southernmost portion of the Overlake Metro Center. Within this area there are 134 on-street spaces. The land use of this area is currently dominated by lower density office commercial and car-oriented retail (with surface parking) but is rapidly transitioning to mixed-use residential. Of the on-street parking spaces,129 of 134 spaces are unrestricted parking, three are loading zones, and two are for emergency vehicles only. In contrast to Downtown, there are zero restricted, ADA-only, and permit spaces in Overlake Village.

TABLE 3 | ON-STREET PARKING INVENTORY BY TYPE - OVERLAKE VILLAGE

Parking Space Type	Number of Spaces	Percent of Total
Unrestricted parking	129	95.8%
30-minute Loading Zone	3	2.5%
Emergency Vehicle Only	2	1.7%
Total Spaces	134	100.0%

Parking occupancy reaches its peak in the evening at 7 PM at 83%. This is well after the commute-related peak hours and nearly reaches the 85% occupancy threshold Parking demand is associated with residents choosing not to park within the buildings in which they live. The lowest occupancy is observed at 3 PM with 65% of all the spaces occupied.

Off-Street Parking:

There are 6,635 off-street spaces . More than 90% of these off-street lots are privately-owned, while less than 10% are present in publicly owned facilities, these being the King County Metro Overlake Park-and-Ride lot and the Sound Transit Redmond Technology Station Parking Garage.

Unlike the late evening peak occupancy observed for on-street spaces, the off-street facilities follow a more expected peak hour trend during the day. However, overall occupancy itself is low, reaching a high of 37% around 11 AM and down to 24% at 7 PM.

GOALS FOR PARKING MANAGEMENT

As described below, Redmond has five goals for managing the City's parking supply while supporting other City goals related to Redmond's urban centers and a sustainable and equitable transportation system. The Strategies and Action steps defined below will provide implementation steps to help achieve Redmond's curb space and parking management goals.

1. Effectively manage parking to facilitate access to businesses, services, and residences in Redmond's urban centers.
2. Support safe and comfortable multimodal access to, from, and around on- and off-street parking facilities.
3. Manage curb space in Redmond equitably with consideration of community benefits and multiple transportation modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.
4. Manage and design Redmond's future parking system to support the land use and transportation vision and goals for a sustainable community.
5. Use innovative parking management strategies and technologies to manage Redmond's future parking system.

Effectively manage parking to facilitate access to businesses, services, and residences in Redmond's urban centers.

Redmond will take a coordinated approach to parking via land use and zoning code strategies to "right size" parking requirements for new development. The City will also work to implement proactive parking management that optimizes the value of Redmond's limited public parking inventory. As Redmond's urban centers continue to grow around transit, there will be more demand for parking near destinations, such as retail and light rail stations. The Downtown Parking Management Strategic Plan found that, overall, there is an adequate supply of parking in Downtown Redmond and recommended parking management strategies to more efficiently utilize available parking. Managing parking facilities so that the most convenient spaces are available to priority users, such as customers or freight deliveries, will help support local businesses in urban centers. Parking management strategies, such as paid parking and time limits that are consistent between the city's urban centers, will allow Redmond to target a specific curbside parking occupancy rate that balances utilization and availability. Easily understandable restrictions, enforcement, and parking availability could help improve perceptions of parking convenience and availability in high-demand areas.

Support safe and comfortable multimodal access to, from, and around on- and off-street parking facilities.

Parking access interacts with other travel modes, in particular, people walking, rolling, and biking. Parking should be incorporated into street design to maximize roadway safety and should be designed around pedestrian and bicycle facilities to help minimize conflicts with vehicles. Public parking on Redmond's streets is subject to City standards defined in the Redmond Zoning Code (see Section 21.52 and Appendix 2).

Driveway access to off-street parking facilities can create conflicts with pedestrians and cyclists where access points mix with vehicular modes. The vehicular access locations for new development are regulated by the development standards in the Redmond Zoning Code. This includes design standards that regulate distance from other driveways and intersections, turning radii, and design aspects that affect how driveways interact with multiple modes of transportation. The standards should align closely with Redmond's transportation goals and priorities to minimize conflicts.

Manage curb space in Redmond equitably with consideration of community benefits and other modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.

Curb space is a limited public asset that serves many functions in Redmond's transportation system. Redmond will strive to allocate curb space equitably and in a way that considers community needs and benefits from potential uses based on the local neighborhood context. Because there are competing demands for curb space in Redmond's urban centers, the City will work to manage a finite inventory of curbside parking and loading spaces to consider diverse community needs.

Management of Redmond's parking system should promote equitable outcomes in the community. Effective management of the city's parking inventory can help ensure more uniform utilization of public parking in Redmond's urban centers. In areas with high parking demand, targeted strategies can improve access to transit, public spaces, and other destinations from parking areas. A curb space management strategy that allocates curb space equitably, manages Redmond's finite supply of on-street parking effectively, and leaves space for multiple transportation modes and curb space uses can better respond to community needs.

Manage and design Redmond's future parking system to support the land use and transportation vision and goals for a sustainable community.

Implementing a coordinated approach to parking that decreases new off-street parking in Redmond reduces potential impacts on the local community and natural environment and supports the City's environmental sustainability goals. The vision for the future of Redmond's transportation system is a sustainable multimodal network, with growth focused on light rail and frequent transit.
With Redmond 2050, minimum parking requirements have been eliminated within urban centers. Integrating parking into streetscape standards that include space for landscaping, green stormwater infrastructure, and other sustainable travel modes such as walking and biking would help the City create a more sustainable transportation system.

Use innovative parking management strategies and technologies to manage Redmond's future parking system.

Innovations in technology are changing the way parking is managed. This includes methods for collecting and monitoring data on parking, communicating with people trying to access parking, and integrating parking with other elements of intelligent transportation systems. Novel practices have been implemented by other Washington cities in the past two decades that allow for dynamic pricing based on fluctuations in parking demand throughout the day, flexible parking payment systems, and integration with a variety of platforms. Redmond will consider emerging best practices for managing parking using technologies that can support broader curb space management strategies and the City's transportation goals.

STRATEGIES AND ACTIONS

Strategy 1: Develop a comprehensive curbside management plan for Redmond's three urban centers that prioritizes on-street curb space functions based on land use context, access and mobility needs, placemaking, and other functions.

Curb space is in high demand in Redmond, and parking is only one potential use of the City's limited curb space resources. Different neighborhood contexts in Redmond have competing priorities for curb space; Redmond's urban centers have the most competing needs for curb space.

As shown in Table 4 below, curb space priorities are presented by land use. The different curb space uses are categorized broadly on the overall intent and function of the curb space and do not correlate with a particular mode of travel. Planning Priorities, while not a specific use, include public infrastructure and capital projects that are defined priorities of investment for both the City and partner agencies.

1. **City Planning Priorities:** Investments in public facilities included in plans from the City and partner agencies regardless of curb use. City Planning Priorities include investments by the City and other partner agencies, such as green stormwater infrastructure; bus facilities, lanes, and layover; and bike lanes or other improvements specifically included in plans by the City or partner agencies.
2. **Safety:** Daylighting for intersection safety and pedestrian crossings and pedestrian and bicycle safety improvements.
3. **Parking:** Time-limited, paid, or unrestricted on-street parking.
4. **Access:** Bus stops, passenger loading, bike parking, bike or scooter share, emergency and service vehicle access.
5. **Goods Movement:** Commercial loading areas or package or food deliveries.
6. **Activation:** Parklets, dining areas, public art, street furniture, or other pedestrian amenities.

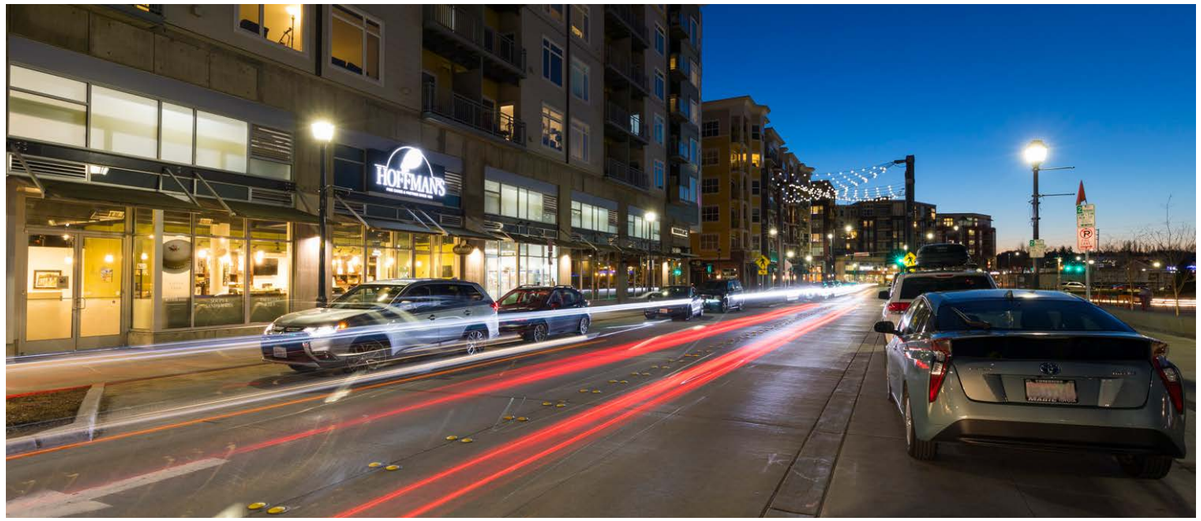


TABLE 2 | CURB SPACE PRIORITIES

Priority	Residential*	Mixed- Use	Main Street	Office and Commercial	Industrial
1	City Planning Priorities				
2	Safety				
3	Access	Access	Access	Access	Goods Movement
4	Parking	Activation	Activation	Goods Movement	Access
5	Goods Movement	Goods Movement	Goods Movement	Activation	Parking
6	Activation	Parking	Parking	Parking	Activation

*Land Use Definitions:

Residential: Predominantly residential uses, including detached and attached single-family housing and multifamily apartment buildings with limited retail or other nonresidential uses (excluding parking) at street level.

Mixed Use: Mixed-use neighborhood streets with a combination of residential, retail, office uses at street level, with lower pedestrian traffic or at lower densities than Main Street contexts (defined in 3).

Main Streets: Mixed-use areas with predominantly retail and commercial services at ground level and heavy pedestrian traffic.

Office and Commercial: Areas with predominantly retail and office functions regardless of density, including shopping centers and office campuses.

Industrial: Areas with predominantly light industrial, warehousing, distribution and logistics, or businesses that include small-scale manufacturing or fabrication on site.

A Curbside Management Plan is currently under development and will consider how to balance the many needs of curbside uses, including ridesharing, loading, and unloading zones, outdoor dining, City maintenance, commercial garbage collection, fire access, ADA parking needs, deliveries, planned bikeways, and time-limited parking for visitors. Another emerging curb use is electric vehicle (EV) charging, which should generally be excluded from areas with higher curb use demand. The Environmental Sustainability Action Plan and Section 12, E-Mobility, discuss EV charging in more detail.

The five goals for the future of Redmond's parking system described earlier in this document are intended to balance the community's parking needs with Redmond's urban centers and the future of the City's transportation system. Redmond 2050 envisions the City's urban centers as hubs of residential, commercial, and cultural activity. Downtown is and will remain the civic heart of Redmond; Overlake has begun to transform into a regional hub for technology, research, and development; and Marymoor Village is developing into a transit-oriented and inclusive community.

Strategy 1 supports the following Redmond 2050 policies:

- **TR-34:** Implement comprehensive on-street parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

Recommended Actions

Action 1A	Develop a comprehensive urban center curbside management plan based on the curb space priorities established in the TMP. (Public Works, Planning)
Action 1B	Implement programs and strategies identified in urban center curbside management plan and other planning documents, including the TMP, that impact curb space. (Public Works, Planning)

Strategy 2: Manage on-street parking in Redmond to optimize utilization of the City's limited on-street parking inventory.

Redmond should pursue parking management strategies that balance systemwide consistency and sensitivity to the local context in the City's three urban centers of Downtown Redmond, Marymoor Village, and Overlake. Both on-street and off-street parking facilities seek to ensure that the available parking supply is optimized and used efficiently, and that the overall parking system is functioning well for users. When compared to the inventory of private, off-street lots and garages, Redmond has a limited supply of on-street parking. On-street parking is generally targeted to those who need immediate short-term access to nearby businesses. Off-street parking facilities can offer customers, employees, and residents more time to park their car, larger capacity to accommodate more vehicles.

Redmond will continue to manage on-street parking as a valuable public resource through existing City programs and new efforts to increase parking efficiency. The City's goal in implementing these parking management strategies should be to keep parking in high-demand areas within the optimal range of parking occupancy rates between 70% and 85%. The following actions will help the City manage its parking system.

Strategy 2 supports the following Redmond 2050 policies:

- **TR-34:** Implement comprehensive on-street parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

Recommended Actions

Action 2A	Revise parking permit program to better meet parking needs and reflect market pricing. (Police, Planning)
Action 2B	Implement a paid parking system in high-demand parking areas of Redmond's urban centers with metering and mobile payment options to ensure parking turnover, which benefits businesses, and generate revenue for a parking enterprise fund to make the parking program self-sustaining rather than supporting the program from the City's General Fund. (Police, Public Works, Planning)
Action 2C	Expand the Downtown Redmond Time-Limited Enforcement Zone to include on-street parking in the Anderson Park area of downtown. (Police)
Action 2D	Create parking management and enforcement areas in Marymoor Village and Overlake Village that include time-limited parking and paid parking. (Police)

Strategy 3: Implement a parking system that is user-friendly and easy to navigate.

To be successful, the overall parking system should be easy to use and understand for people who live, work in, or visit Redmond. Through a review of the current system, it has been determined that the development and implementation of a wayfinding system that is easy to identify, navigate, and understand should be considered. A wayfinding system for parking could be integrated with other wayfinding and signage in Redmond designed for motor vehicles. Attributes of successful parking signage and wayfinding systems include user friendly designs, clear messaging, simple icons to ensure drivers can understand the information quickly. An effective wayfinding system directs drivers efficiently to parking facility entrances, exits and available spaces, saving time and reducing unnecessary circling and resultant congestion and emissions.

Parking location information should also be readily available online on the City's website and could also be made available through an easy-to-use application or popular mapping applications.

Parking restrictions that are consistent and easy to understand will also help the public understand parking management and enforcement in Redmond's urban centers. The following actions will make Redmond's parking system more user-friendly and understandable as parking management efforts expand outside of downtown.

Strategy 3 supports the following Redmond 2050 policies:

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

Recommended Actions

Action 3A	Develop a legible wayfinding system that directs drivers to off-street public parking and potentially includes real-time availability information. (Planning, Public Works)
Action 3B	Create uniform parking restrictions and regulations throughout the city as parking management programs expand to new areas. (Police)
Action 3C	Encourage development and integration of local parking system information for web-based map apps. (Police, Planning)

Strategy 4: Enforce clear and understandable parking restrictions in Redmond's urban centers.

Enforcement is critical for the effective implementation of parking management strategies. Expansions of time-limited parking and the implementation of paid parking will require enforcement. The goal of parking enforcement is to ensure that the parking management systems and programs are operating as intended.

The Redmond Police Department enforces parking restrictions, including fire lanes, loading zones, disabled parking and will be increasing parking enforcement efforts with the growth of the parking management program in all urban centers and the implementation of paid parking in specific areas within urban centers. The Police Department also manages contracts for enforcement of City-owned off-street parking facilities.

The following actions will help the City enforce clear and understandable parking regulations in Redmond's urban centers.

Strategy 4 supports the following Redmond 2050 policies:

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

Recommended Actions

Action 4A	Ensure parking signage and restrictions are consistent and easy to understand throughout the city so that time limits, restrictions, and enforcement are clear to users. (Police)
Action 4B	Implement a paid parking system in areas of high parking demand that tracks vehicle information for consistent enforcement of time limits and parking rates. (Police)

Strategy 5: Further align parking regulations with goals for affordable, people-centered urban centers.

Right-sizing the amount of available parking and effectively managing parking are critical for achieving Redmond's transportation and land use vision. The design of on-and-off street public parking on Redmond's streets is regulated by street and access standards in the Redmond Zoning Code (Section 21.52 and Appendix 2). Standard design specifications for streets, including on-street parking, are applied to different street types. Parking design and location should also reflect other goals of the City's transportation system, including complete pedestrian and bicycle networks and high-quality transit.

Dedicated structured parking is expensive to construct and increases the cost development, which is passed on to tenants. As an acknowledgement of this cost and to promote more affordable housing, Redmond 2050 code updates adopted in December 2024 eliminated parking minimum requirements for new residential developments in urban centers. Despite the elimination of parking minimums, new development may still build parking to meet what is understood to be the current market demand for parking. Often this results in the overbuilding of parking, perpetuating the increased costs associated with parking. Many communities are also establishing parking maximums, or an upper limit for the number of spaces allowed for specific uses. Parking maximums ensure that new development right-sizes parking facilities to support more affordable housing, reduce vehicle miles traveled, and generally, support the creation of more people-centered communities. Consideration should be given to eliminating parking minimums and establishing parking maximums citywide.

Other strategies that could be effective in managing parking supply include:

- Regulating and Pricing: Implement pricing strategies that increase the costs for longer parking durations to reduce demand and congestion.
- Data Analytics: Utilizing data to analyze parking trends and optimize pricing and demand management strategies.

Strategy 5 supports the following Redmond 2050 policies:

- **TR-25:** Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address modal plans; context sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; curb lane use; utilities placement; parking for cars, bicycles, buses, and other vehicles; and the comfort and safety of all users.

Recommended Actions

Action 5A	Continue to regularly evaluate parking requirements, including parking maximums, elimination of citywide parking minimums, time-based pricing strategies, and other policies to more effectively manage parking supply and align with City goals and priorities for the transportation system and affordable, people-centered development. (Planning)
Action 5B	Use data analytics to understand parking demand and optimize pricing. (Planning)

Strategy 6: Designate accessible parking spaces to meet community needs.

Redmond's parking system includes some disabled parking stalls, but the City does not have a standard or policy for providing designated disabled parking spaces as part of public on-street parking. To meet U.S. Access Board Public Right-of-Way Accessibility standards, the City will need to establish a standard ratio of designated disabled parking spaces. Access to nearby pedestrian crossings and entrances to major destinations should also be considered when locating designated disabled parking stalls.

All streets with public on-street parking should have designated disabled parking spaces on the same block perimeter. The City should prioritize implementation of disabled parking standards in Redmond's urban centers. The following actions will help Redmond address existing community needs for accessible on-street parking.

Strategy 6 supports the following Redmond 2050 policies:

- **TR-35:** Establish off-street parking requirements that meet the U.S. Access Board Public Right of Way standards, which prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

Recommended Actions

Action 6A	Through the Curbside Management Plan, evaluate where there are deficiencies in designated disabled parking spaces and identify where additional spaces should be in Downtown Redmond, Marymoor Village, and Overlake Village. (Public Works)
Action 6B	Design designated disabled parking spaces so as to minimize distance to pedestrian crosswalks and other access points, and to minimize conflicts with bicyclists and micromobility users if adjacent to a bikeway. (Public Works)

Strategy 7: Work with community, transit agency, and local business partners in the development and execution of parking plans in station areas that foster equitable, inclusive, sustainable and resilient transit-oriented communities.

Redmond currently has partnerships with community organizations and employers in Redmond. The City should continue to build and strengthen relationships with its current partners and work with other agencies to help manage the parking system. Sound Transit manages the parking facility at the Redmond Technology Station, which contains spaces for 300 cars and 44 spaces for bicycles. King County manages parking at Marymoor Park, and Sound Transit manages parking at a 1,400-stall parking structure at the Marymoor Village light rail station. Partnerships with both agencies are important to Redmond's parking management initiatives in Marymoor Village. Partnerships with other major employers like Microsoft and organizations could help achieve the transportation goals in Marymoor Village and Overlake.

City partnerships with community members, local organizations, and employers are important to the success of the parking management program. Redmond should continue to strengthen relationships with local organizations and other agencies and enhance collaboration among different City departments through the actions described below.

Strategy 7 supports the following Redmond 2050 policies:

- **TR-33:** Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.

Recommended Actions

Action 7A	Partner with King County and Sound Transit to manage parking near Marymoor Park and the Marymoor Village light rail station, and coordinate on Transportation Demand Management efforts to encourage access by non-SOV modes. (Planning, Police)
Action 7B	Continue to engage with community organizations, King County, and employers in Redmond's urban centers to develop parking management programs that will effectively serve the Marymoor Village and Overlake communities. (Planning)

Strategy 8: Support a shared parking program for off-street parking areas in Redmond with public parking components or parking areas that are shared between neighboring land uses and/or development.

Shared parking allows a single parking resource to be shared between different adjacent land uses to take advantage of different periods of peak parking demand. Shared parking reduces the total amount of parking necessary to accommodate demand by balancing the peaks in demand within an area. This can take the form of a single private lot shared between two or more nearby uses or a central parking area for a neighborhood or district.

Shared parking is currently allowed in the Redmond Zoning Code and can be used by developers to reduce the overall amount of parking provided within a single development. For shared parking arrangements to be successful, the peaks in parking demand for different uses should be balanced and should not happen concurrently. For example, shared parking between office and retail uses is often successful because the demands for the two uses occur at different times.

Some developments in Redmond's urban centers currently have shared parking arrangements or a public parking component. These may be shared between uses in the same development or between neighboring developments through arrangements between property owners and managers or lease agreements with individual tenants.

The City will be implementing a shared parking pilot program to optimize the use of existing parking facilities and reduce congestion. Funded by a 2026 Washington State Regional Mobility Grant, the pilot will test connecting underused parking in the evening hours with those in need of parking, offering a reliable parking solution while supporting small businesses and improving access to downtown businesses and light rail transit.

Strategy 8 supports the following Redmond 2050 policies:

- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

Recommended Actions

Action 8A	Work with property managers and developers to understand opportunities for shared parking as part of existing and incoming development. (Planning)
Action 8B	In the near-term develop a shared parking pilot program in downtown, where developers can make underutilized parking available to the public or other nearby uses. (Planning)
Action 8C	Support an expanded shared parking program in all urban centers by facilitating connection between demand and supply, providing information to interested parties, and promoting shared public parking facilities through wayfinding, mapping, and other channels. (Planning)

Strategy 9: Monitor parking occupancy and utilization in Redmond's urban centers and the performance of the City's parking and curb space management programs.

The evolution of development in Redmond's urban centers will change the way people use parking. Regular monitoring of the program will help the City understand shifts in parking utilization and the effectiveness of parking management programs.

The following actions will help the Redmond achieve its objectives for parking management efforts in its urban centers.

Strategy 9 supports the following Redmond 2050 policies:

- **TR-25:** Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address modal plans; context sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; curb lane use; utilities placement; parking for cars, bicycles, buses, and other vehicles; and the comfort and safety of all users.

- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

Recommended Actions

Action 9A	Monitor the effectiveness of parking management strategies in urban centers and adjust parking programs based on observed patterns in peak demand and response to implementation of paid parking and time limits in the future. (Planning)
Action 9B	Conduct a parking study for Marymoor Village and Overlake Village after the Sound Transit Link 2 Line light rail service to Seattle begins in early 2026 to establish a baseline inventory and occupancy and utilization rates with light rail service. (Planning)

TRANSPORTATION DEMAND MANAGEMENT

Transportation Master Plan



WHAT IS TRANSPORTATION DEMAND MANAGEMENT?

Transportation Demand Management (TDM) is a general term for strategies that result in a more efficient and sustainable use of transportation resources. Many programs and projects within TDM aim to provide more competitive transportation options than driving alone in order to reduce trips and improve traffic congestion. Traditionally, TDM has been seen as a tool to manage and mitigate peak period congestion with an emphasis on impacting commuters. Over time, TDM has expanded to apply more broadly to policies and programs designed to support and incentivize healthier, more environmentally sustainable transportation behaviors.

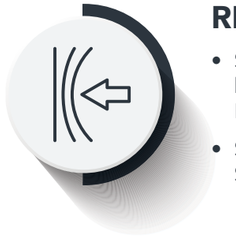
The Covid-19 pandemic resulted in a drastic shift to telework and hybrid work schedules. Between 2019 and 2022, state Commute Trip Reduction (CTR) surveys found that the percent of telework grew from 5% to 41%. While telework is still prominent and likely to remain in many sectors, many companies and organizations have shifted back to a higher expectation of in-office time, and some are beginning to require all employees to be back in office full time. Redmond has also grown significantly, with a population that has increased to over 80,000 residents bringing about an increase in traffic. TDM is a strategy to reduce all vehicle traffic within the city, not just single occupancy vehicle commuters who are going to and from work.

CITY OF REDMOND TRANSPORTATION DEMAND MANAGEMENT EFFORTS

Redmond's TDM team engages residents and employers through existing programs like Commute Trip Reduction (CTR), Mobility Management Program (MMP), and SchoolPool, and is always looking for new ways to encourage community members to travel using more sustainable modes than driving. A major focus of the City's TDM efforts is getting community members to and from Redmond's four light rail stations in Downtown, Marymoor, and Overlake urban centers. These stations connect Redmond community members to surrounding cities and regional destinations without the need for a car. TDM strategies for getting people to light rail include building out safe and comfortable networks for people to get around by foot, bicycle, and micromobility, and for community members for whom walking, biking or scooting are not options, making riding transit easy by providing route information and transit passes while also advocating for more frequent and comprehensive bus service and first- last-mile solutions. Other TDM and first-last-mile strategies the City is pursuing include promoting e-bikes through rebate programs and lending libraries or subscriptions, secure bike parking and e-bike charging, clear wayfinding to help people navigate the transportation network, flexible microstransit, and establishing mobility hubs where multiple travel modes converge with convenient and comfortable amenities. GoRedmond is the City of Redmond's go-to site for community members and employers to find the most current information on getting around Redmond using a variety of travel modes.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Equity and Inclusion, Sustainability, and Resilience. The Transportation Demand Management Section identifies strategies that support these principles, as shown below.



RESILIENCE

- Shifting trip modes in Redmond and working with private sector partners to establish behavior change reduces congestion as the city grows (see Redmond 2050 FW-TR-3, FW-TR-)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5



SUSTAINABILITY

- Decreasing drive-alone rates in Redmond decreases overall greenhouse gas emissions by shifting vehicle trips to transit, walking, and biking. (See Redmond 2050 FW-TR-21, FW-TR-31)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 1, Strategy 2, Strategy 4, and Strategy 5



EQUITY & INCLUSION

- A variety of transportation options and sufficient education and advertisement of them allows for all Redmond residents and visitors to get around the community, regardless of personal circumstances. (See Redmond 2050 TR-10, FW-TR-13)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

STRATEGIES

Strategy 1: Reduce the number of trips starting and ending in Redmond that utilize drive-alone methods and shift trip method choice to transit, carpooling, biking (or other micromobility), and walking through education and incentives.

As the Redmond population and job market grows, the increase of trips in, out, and through Redmond will outpace the vehicle capacity of Redmond streets. Balancing all modes of transportation, including driving, public transit, biking and other micromobility will be key to ensuring that all Redmond community members are able to reach their destinations efficiently and safely.

Redmond's transportation demand management efforts can reduce the number of drive-alone trips by creating opportunities for people to learn more about what travel options are available and how they could use these options for a variety of trip purposes. Redmond's transportation demand management programs also provide incentives to encourage people use other modes of travel.

Recommended Actions

Action 1A	Manage and update the City of Redmond transportation demand management website (GoRedmond) and program to educate and inform community members about their options for getting to light rail and other destinations using a variety of travel options, including transit, micromobility, biking, carshare, microtransit, etc. Ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers. (Planning)
Action 1B	Support small businesses not impacted by Washington State Commute Trip Reduction requirements in providing commute alternatives and benefits for their employees. This includes things such as creating grants for bike racks or other infrastructure on site, assistance with navigating transit pass options for employees, support efforts to facilitate carpooling or other ride sharing, and other creative options for small businesses. (Planning)
Action 1C	Educate and establish an older adult mobility program through the Redmond Senior programs to assist with transit education and encouragement and develop programming to assist older adults in using a variety of transportation methods other than private vehicles. This program could include transportation options for traveling to medical appointments, shopping, and other activities. (Planning)

Strategy 1 supports the following Redmond 2050 policies:

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- **TR-31:** Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.
- **TR-36:** Implement transportation programs, projects, and services to achieve a 71 percent reduction in greenhouse gas emissions from the transportation sector from 2011 to 2050.

Strategy 2: Develop regulations within the City to support and redevelop Mobility Management Plans and meet statewide requirements.

Mobility Management Plans (MMP's) are a tool in Redmond where new developments are required to create plans and tools for their residents and employees to reduce drive-alone rates, effectively improving traffic, reducing parking demand, reducing the environmental impact of driving, and supporting Redmond community members in their efforts to utilize transit and non-driving methods of transportation. MMPs have been a central part of transportation demand management work in Redmond but historically have lacked attention beyond initial completion. As building use and commute patterns have shifted over time, many MMP's have become less effective than originally written, and readdressing the MMP could benefit those who are working and visiting the location as well as the greater Redmond community around it. Revisiting MMP requirements and taking a more firm, yet supportive, approach to compliance will help ensure the MMP's are effectively meeting their targets and contributing to the City's overarching goals around reducing vehicle miles traveled and greenhouse gas emissions while also encouraging new development. Regulations can also be used to support the City in meeting the statewide Commute Trip Reduction Act requirements and supporting businesses beholden to them within city limits.

Recommended Actions

Action 2A	Support the implementation of Mobility Management Plans for new development in Redmond, taking a flexible approach that aligns with Redmond's goals around affordable housing, better parking management, environmental preservation, and promoting more sustainable transportation options. (Planning)
Action 2B	Redevelop Mobility Management Plan requirements to allow for greater flexibility depending on site type. Allow for differing requirements depending on whether building will be commercial, mixed-use, residential, or other types to best fit the needs of the residents and surrounding neighborhood. Develop renewal time frame and requirements to ensure existing and future structures have MMP's relevant to their uses throughout their lifetime as building occupants and the surrounding neighborhood change. (Planning)
Action 2C	Maintain and implement the Redmond Commute Trip Reduction Plan to assist with reaching state mandated CTR targets among Redmond's largest employers. (Planning)

Strategy 2 supports the following Redmond 2050 policies:

- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- **TR-31:** Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.
- **TR-38:** Implement transportation programs, projects, and services to meet air quality standards established in state and federal clean air laws, including the Commute Trip Reduction Law (RCW 70.94.521), and requirements of Section 173-420 Washington Administrative Code (WAC): "Conformity of Transportation Activities to Air Quality Implementation Plans."



Strategy 3: Incorporate transportation demand management strategies into neighborhood plans.

With the completion of the Redmond 2050 Comprehensive Plan, planning efforts within Redmond will shift to neighborhood plans to ensure that the non-urban center neighborhoods in the city are also effectively prepared to grow. Priorities for neighborhoods in Redmond are often different, as some are more residential in character and others are commercial and employment hubs within the city. Redmond neighborhoods are going to see growth and an increase in travel demand, and maintaining acceptable travel times and expanding travel options is an important quality of life factor for Redmond residents and visitors. Many of these plans will center around the corridors connecting different neighborhoods and communities in Redmond, and TDM can play a key role in ensuring that plans focus on making these corridor connections safe and accessible for a wide variety of travel modes.

The Redmond 2050 plan also emphasizes and supports complete neighborhoods, where there are shops, services, and other places to meet your basic needs within a short walk or bicycle ride from residences. Supporting this type of neighborhood development supports TDM goals by allowing individuals in the community to meet their needs without needing to get in a car and drive to a store or other location.

Recommended Actions

Action 3A	Ensure that transportation demand management strategies are incorporated into individual neighborhood plans. (Planning)
Action 3B	Emphasize complete neighborhood design to support transportation demand management and reduce personal vehicle use in neighborhood hubs. (Planning)
Action 3C	Continue to support transit use and access in urban centers and ensure that parking management strategies match the needs of the community and businesses. (Planning)

Strategy 3 supports the following Redmond 2050 policies:

- **TR-18:** Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.
- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.
- **TR-23:** Adopt and implement a street plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. Require that all streets be complete streets, built to accommodate travel modes as defined in the Transportation Master Plan, and be no wider than necessary.
- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- **TR-31:** Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.

Strategy 4: Support parking changes that encourage individuals to consider non-drive-alone transportation options.

One factor that many people consider when deciding to drive somewhere is what the parking situation at their destination will be. While applying parking time limit restrictions, metered parking, and other management strategies can be a frustrating experience for some, it is an important transportation demand management tool for shifting individual behavior to non-vehicle modes, such as transit or bicycle. While most strategies pertaining to parking are addressed in the curb space management section, it is important to recognize the influence that parking and transportation demand management have on each other and highlight strategies pertaining to transportation demand management that can support parking efforts in Redmond.

Recommended Actions

Action 4A	Prioritize parking for non-drive-alone vehicles, such as registered carpools and vanpools in key locations, such as workplaces, entertainment hubs, and regional transit centers. (Planning, Public Works)
Action 4B	Implement more restrictive on-street parking management strategies in Redmond within urban centers to encourage less long term on-street vehicle storage. (Police, Planning)

Strategy 4 supports the following Redmond 2050 policies:

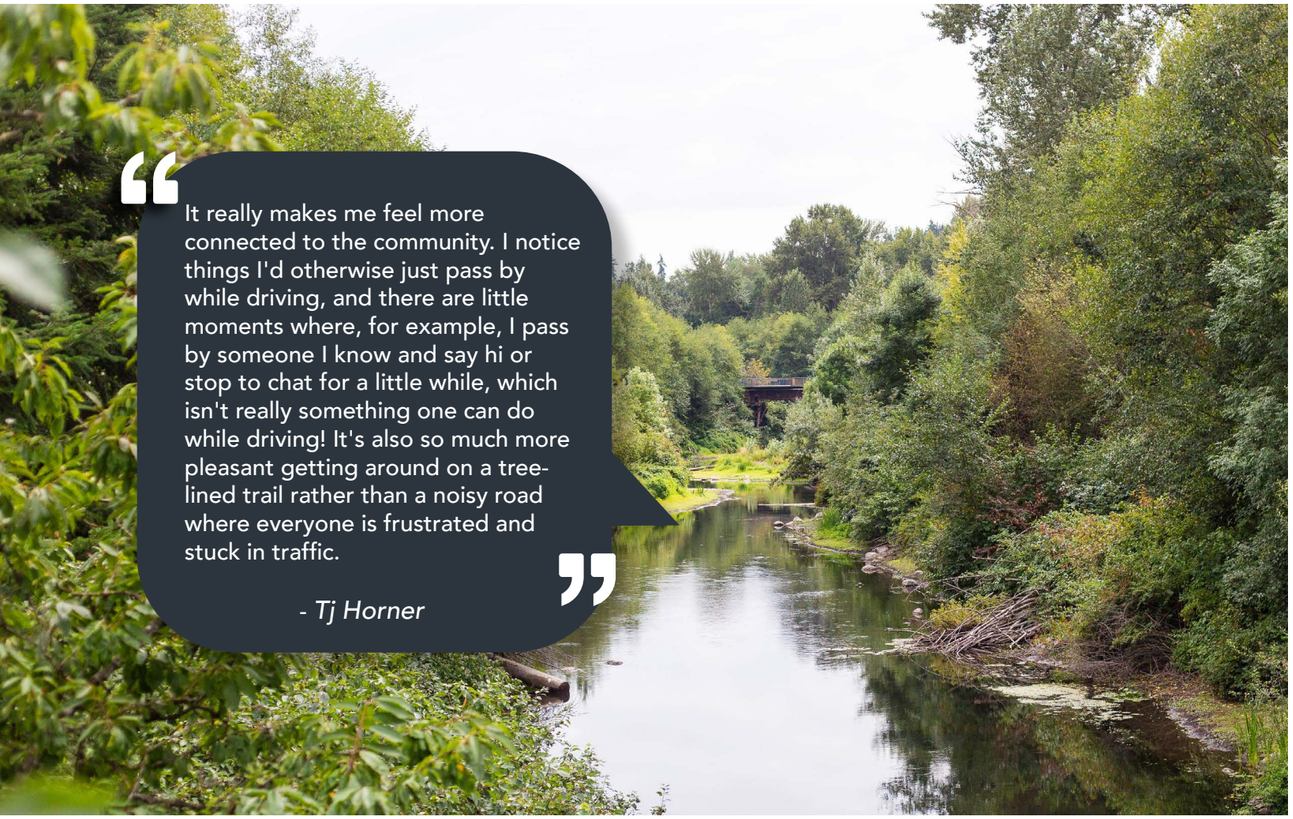
- **TR-33:** Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.
- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, way finding, and l localized parking imbalances. Manage parking demand using strategies like time limits and pricing.
- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking rations above or below required ratios.

Strategy 5: Emphasize transportation demand management strategies to combat traffic congestion and safety concerns in school zones throughout Redmond.

The safety and accessibility of students within Redmond is especially important as the city grows. Traffic around school drop-off and pick-up times is often high and can cause significant back-ups within neighborhoods. It can also impact the safety of students who choose to walk or bike to school. As Redmond grows, an emphasis on shifting school traffic away from private vehicles to buses, walking, and biking will contribute to safer and happier journeys through school zones.

Safe Routes to School is a national campaign to provide safe routes for active travel for children to get to and from school, via walking, biking, or other forms of rolling. Washington state and King County support these efforts and offer a variety of funding opportunities for local jurisdictions to implement programs and projects to encourage active transportation. Within Redmond, the SchoolPool program works to encourage students to walk, bike, bus, or carpool to school in an effort to support our student's safety on their commute.

"HOW DOES CHOOSING TO BIKE, WALK, OR TAKE TRANSIT MAKE YOUR DAY BETTER?"



Recommended Actions

Action 5A	Strengthen relationships and partner with the Lake Washington School District to work collaboratively on effective strategies to increase student safety during transportation to and from school. (Planning)
Action 5B	Develop and/or update Redmond municipal codes to include traffic mitigation plans for individual schools and school zones within Redmond, including compliance procedures. (Planning)
Action 5C	Continue to manage and promote the Redmond SchoolPool program through partnerships with King County Metro. (Planning)
Action 5D	Develop a Safe Routes to School plan in conjunction with King County Metro's SchoolPool funding. (Planning)
Action 5E	Apply for WSDOT Safe Routes to School grants to enact projects and pilot programs to enhance student safety near schools and encourage a greater number of students (and their families) to walk and bike to school. (Planning, Public Works)
Action 5F	Continue to utilize Parent Teacher Student Association (PTSA) and school support for existing programs and to develop opportunities for student and/or youth lead leadership of Safe Routes efforts. (Planning)
Action 5G	Coordinate with CIP efforts to ensure that school safety related projects are sufficiently prioritized in the project matrix. (Planning, Public Works)
Action 5H	Network and develop working relationships with other organizations such as Safe Routes to School or Partnership and nearby jurisdictions that have experience with similar programs to apply lessons learned and increase efficacy of safe routes to school efforts. (Planning)
Action 5I	Establish a bicycle education curriculum in Redmond schools that is in alignment with Washington State's Statewide School-Based Bicycle Education Program and addresses e-bike safety and regulations. (Planning)

Strategy 5 supports the following Redmond 2050 policies:

- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.

E-MOBILITY STRATEGY

Transportation Master Plan

E-MOBILITY STRATEGY

INTRODUCTION

The City is committed to creating an accessible, safe, and low-carbon transportation system. At the heart of this strategy is the development of walkable, bikeable neighborhoods and connecting community members to transit, as outlined in Redmond 2050 and other sections of the Transportation Master Plan.

While reducing vehicle trips is at the core of the City's strategy, we also recognize that vehicles will continue to play a role in Redmond's transportation system. To achieve the community goal of net zero greenhouse gas emissions by 2050, Redmond must electrify vehicle and micromobility trips and transition away from carbon-based fossil fuels. Similarly, Redmond already has a higher EV adoption rate than much of the state, and the City must ensure EV infrastructure keeps pace to accommodate upcoming state mandates that require all new light duty vehicle sales to be electric starting in 2035.

The E-Mobility Strategy outlines Redmond's goals for advancing electric-mobility and EV infrastructure, while also acknowledging the need to reduce vehicle trips overall. The City's E-Mobility Strategy builds upon the work established in the City's Environmental Sustainability Action Plan (ESAP), the City's roadmap to reduce greenhouse gas emissions to net zero by 2050. The ESAP identifies actions to reduce emissions across multiple sectors, including the transportation system, which is the second largest source of emissions in Redmond.

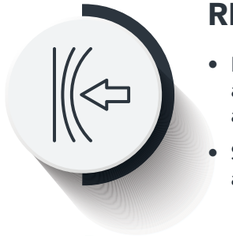
The City's approach to E-Mobility policy development has included data analysis, research of other cities, community questionnaires, and roundtable discussions with community members, all aimed at identifying challenges, opportunities, and potential solutions for the future of E-Mobility in Redmond. Special emphasis is placed on reaching historically marginalized and underserved communities, ensuring their perspectives are central to the city's long-term mobility planning. While early adopters—primarily single-family homeowners—have had the advantage of home charging, many residents, particularly those in multifamily housing or underserved communities, face significant barriers to EV ownership and charging access. As demand for EVs grows, ensuring a comprehensive and equitable charging network is essential for meeting climate goals and supporting Redmond's evolving transportation needs.

The E-Mobility Strategy will help Redmond prioritize programming and investments in EV infrastructure, pursue partnerships and funding opportunities, and establish policies that remove barriers to adoption. To ensure that these policies reflect the needs of the community, the City has implemented an engagement-driven approach by gathering input from key stakeholders, including residents, businesses, advisory councils, property owners, and community-based organizations.

A thoughtful E-Mobility Strategy represents a crucial step toward addressing critical transportation needs, reducing transportation emissions, expanding clean mobility options, and ensuring that Redmond remains at the forefront of sustainable urban development.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Resilience, Equity and Inclusion, and Sustainability. The E-Mobility Section identifies strategies that support these principles, as shown below.



RESILIENCE

- Electricfication reduces greehouse gas emissions that contribute to climate change and associated negative impacts on environment, infrastructure, and community. (FW-TR-2 and CR-28)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 3



SUSTAINABILITY

- Increasing E-Mobility infrastructure contributes to reduced GHGs and forwards Redmond's sustainability and climate goals. (FW-CR-3 and CR-28)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4, Strategy 5, and Strategy 6



EQUITY & INCLUSION

- Access to EVs, e-bikes, micromobility, and charging infrastrucutre should be available to all Redmond community members regardless of socioeconomic status. (FW-CR-1 and CR-2)
- Strategies supporting the Guiding Principle of Equity include: Strategy 1 and Strategy 6

REDMOND'S E-MOBILITY INFRASTRUCTURE LANDSCAPE

Redmond continues to make progress to increase use of e-mobility options, as outlined in the City's Environmental Sustainability Action Plan (ESAP). This E-Mobility Strategy is intended to complement the work the ESAP is undertaking, specifically in the transportation realm with the goal to reduce transportation emissions and enhance community mobility.

E-mobility is growing in Redmond – from high EV adoption rates, growing EV infrastructure, and micromobility solutions that rely on clean electricity. Key e-mobility existing conditions are outlined below.

EV Infrastructure

Redmond is a leader in EV adoption. The City has prioritized EV adoption within its own operations, while also advancing multiple policies to increase access for community members. Key accomplishments include:

- A commitment to transition the municipal vehicle fleet to clean vehicles. As of late 2025 the City's fleet includes 16 EVs, 5 plug in hybrid EVs, 18 hybrids, and the state's first electric fire apparatus.
- Expanding fleet charging infrastructure, which now includes 25 fleet chargers. The City reduced its fleet's carbon footprint 14% since 2011 while saving thousands of dollars in fuel expenses.
- Updating the Redmond Zoning Code to require 100% EV ready parking in multifamily developments.
- Offering 12 public chargers to support community charging.

Micromobility

Micromobility refers to a range of small, lightweight devices operating at speeds typically below 15 mph. Micromobility can include both human-powered and electric scooters, bicycles, skateboards, one-wheels, hoverboards, cargo bikes, trikes and other similar devices. These devices offer flexible mobility and can provide efficient first-last mile connections to transit, and thus, are an important component of Redmond's transportation system. A first-last mile connection or transportation option refers to the mode of travel chosen for the first mile and/or last mile of one's journey.

After launching in summer 2019 as a pilot, the City's Shared Micromobility program has been a successful first-last mile mobility option for Redmond community members from 2019 through 2024. In 2024, City staff identified a primary vendor to manage the permanent program. The permanent program began on January 1, 2025, with Lime as the City's sole vendor.

Since 2019, the Shared Micromobility program has served over 300,000 riders, with a median trip length of 0.8 miles, confirming that micromobility is a viable first-last mile trip mode in Redmond. On average, 136 micromobility vehicles (e-scooters and e-bikes) are deployed each day (approximately 10-15% of which are e-bikes).

The City of Redmond currently has no designated charging infrastructure for e-bikes or personal micromobility devices. In partnership with Lime and Sound Transit, designated shared micromobility parking areas are established at all of Redmond's light rail stations; however, these areas do not include charging.

More information about the City's micromobility and bicycle strategy can be found in Section 5 – Bicycle Plan.

City Review and Summary of Trends

As cities across the U.S. adapt to increasing EV adoption, many have developed policies and infrastructure plans to support transportation electrification. This section reviews EV strategies implemented by cities similar in size, urban structure, and mobility needs to Redmond. The review highlights best practices, policy trends, and implementation strategy, offering a roadmap for potential actions.

This high-level review found that cities leading in EV adoption typically have:

- Clear EV readiness policies integrated into broader climate and transportation plans.
- Stakeholder partnerships with utilities, transit agencies, and private developers.
- A strong emphasis on financial incentives and grant awards.

A detailed review of five cities provides insights into how communities are planning for EV adoption, infrastructure deployment, and policy development. Table 1 summarizes the outcomes of the city analysis.

TABLE 1 | COMPARATIVE ANALYSIS OF MUNICIPAL EV INFRASTRUCTURE (2024)

City	Population	Approx % Existing Single Family Land Use	Light-Duty Vehicles	EVs	EV %	L2 Ports	DC Fast Ports	Chargers/ 100 EVs
Redmond, WA	82,380	46%	54,000[1]	**5,700[1]**	**11%**	**92**	**19**	**2**
Culver City, CA	41,000	29%	34,850	**8,792**	**25%**	**209**	**54**	**3**
Centennial, CO	106,883	58%	85,100	**4,954**	**6%**	**87**	**20**	**2**
Dublin, OH	49,000	16%	41,393	**1,348**	**3%**	**83**	**6**	**7**
Newton, MA	88,000	61%	57,919	**4,484**	**8%**	**90**	**10**	**2**
Seattle, WA	760,000	62%[2]	460,000	**34,000**	**7%**	**1,514**	**102**	**6**

Notes: It should be noted that WA, CA, CO, and MA have mandates requiring EV adoption by a stated date.
[1] Data based on data.wa.gov "Electric Vehicle Population Map" and estimate of light duty vehicles based on city average.
[2] Includes both Neighborhood Residential and Residential Small Lot zoned areas

Trends shared by the five cities include:

- **Strong Focus on Infrastructure Deployments and Public Engagement:** All five cities prioritized investments in **EV charging infrastructure deployments and public outreach, engagement and education** programs that make EV charging easy to find and use, supporting increased adoption. In suburban communities, investments in public charging stations often support residential and commuter EV users. Cities also developed campaigns to inform the public about EV benefits and incentives, ensuring equitable access and widespread adoption.
- **Widespread Adoption of Foundational Policies:** Four out of five cities have enacted policies that support systemic change and long-term impact. Cities are updating zoning rules to ensure new buildings include EV charging, simplifying permitting to speed up installations, and setting goals to transition city-owned vehicles to electric. Specific policies include **Municipal Fleet Electrification Goals and Initiatives, Streamlined EV Infrastructure Permitting Process, EV Readiness Ordinances** (requiring new developments to include EV charging infrastructure), and Zoning and Code Updates (ensuring future land uses and developments can accommodate EV infrastructure). **Grant Application Strategies** are also widely used to secure federal and state funding for EV strategy implementation. These steps help cities stay ahead of growing demand and make EV adoption a natural part of the City's transportation system.
- **Moderate Use of Incentives and Adoption Targets:** Only three out of the five cities use targets or incentives to support adoption. Strong policies lay the groundwork for an EV-friendly city, but financial incentives and outcome-based goals may help speed up adoption. **Local Electrification Incentives,** such as rebates for home chargers or discounted charging make EVs more affordable. **Motorist EV adoption targets** help cities measure and focus on what matters most, making progress toward higher EV penetration. Not all cities use these tools, likely due to limited funds or concerns about being held accountable for measures they can only influence, not directly control.
- **Limited Focus on Long-Term Climate Action and Workforce Development Initiatives:** Only two cities **Incorporated EV Strategies into their Climate Action Plans** explicitly detailing EV-related GHG reduction goals and **Developed EV Charging Station Guidelines.** And only one city addressed **Workforce Development Initiatives.** This could point towards cities not yet fully connecting EV strategies to climate, accessibility or training and economic development outcomes, leaving room for future growth.
- **Other Considerations:** Cities tend to focus on priorities suited to their unique needs, resources and community demands. Most cities are seeking scalable, adaptable growth in city-led E-Mobility efforts, offering tailored pathways to expand EV accessibility and sustainability. Cities are also seeking public-private partnerships to expand charging infrastructure for homeowners and residents. These partnerships can come from Puget Sound Energy (PSE) or other private sector entities. Public-private partnerships will be important in expanding charging infrastructure.

Community Feedback

Feedback from the Redmond community has been a key piece of developing the E-Mobility Strategy. Community feedback was solicited through a series of focused roundtable discussions in Fall 2024. Participants were recruited through an application process advertised via City communication channels. Each session, facilitated by a third-party and supported by City staff, targeted specific groups: EV owners and enthusiasts from underserved communities, multifamily building residents, commuters, and property managers. These sessions, held at the Redmond Senior and Community Center and City Hall, aimed to ensure diverse community representation and gather valuable insights for the City's future E-mobility initiatives.

During the E-mobility roundtable sessions, Redmond community members engaged in facilitated discussions, sharing their experiences and ideas. Their insightful feedback highlighted the benefits and challenges they face as EV owners or enthusiasts residing in or traveling to Redmond. Additionally, they proposed solutions to enhance Redmond's E-mobility, providing valuable input for the City's future strategies.

Benefits of E-mobility noted by the participants include:

- EVs offer significant cost savings, including lower operating costs, less frequent fill-ups, and reduced maintenance expenses, with government incentives further encouraging ownership.
- Environmentally, EVs contribute to a reduced carbon footprint and lower greenhouse gas emissions, supporting climate action.
- Charging at home, work, or public charging sites provides convenience.
- The variety of stylish and high-performing EVs catering to different budgets and needs continues to grow.

Challenges in E-mobility noted by the participants include:

- Limited availability of public chargers, long wait times, high public charging costs, and maintenance issues that affect infrastructure accessibility.
- Multifamily residential areas often lack adequate charging infrastructure, and communication barriers with property management and utility companies complicate installations.
- High installation costs, financial barriers, and permitting and regulatory restrictions for property owners and HOAs cause significant obstacles to EV ownership.

STRATEGIES

Strategy 1: Apply an equity lens when considering E-mobility infrastructure and focus on equitable access.

The City must center E-Mobility policies and investments on equity, which is a priority for the community, and a gap in the market. In the context of EV adoption and charging infrastructure, it is important for the community that investments are targeted to support those whose needs are greatest, such as people with limited means to purchase higher priced EVs and infrastructure, people who have difficulty navigating information related to EV ownership, and residents of multifamily housing whose barriers are greatest when accessing or installing charging infrastructure. This recommendation aligns with actions other cities are taking and addresses community roundtable participants' suggestion to ensure equitable access to EV charging infrastructure.

Strategy 1 supports the following Redmond 2050 policies:

- **FW-CR-1:** Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.

  CR-2: Prioritize equitable City investments, policies, programs, and projects so vulnerable and underserved communities lead the clean energy transition and are resilient to climate change.

- **CR-6:** Partner with regional organizations and underserved communities to equitably advance programs and policies to achieve net zero greenhouse gas emissions and resilient communities.

  CR-8: Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.

- **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 1A	Ensure the needs of low-income and presently disadvantaged communities are prioritized within City E-Mobility actions, even for programs with broad community benefits.
Action 1B	Continue to engage populations of interest to understand their needs and perspectives, including young people and low-income people.
Action 1C	Track the potential development of and look for opportunities to participate in a regional "Mobility Wallet" program where individuals can use funds for transportation needs, including EV charging.
Action 1D	Continue to track grant funding opportunities, including the Washington State Climate Commitment Act to expand infrastructure and access to E-mobility opportunities.

Strategy 2: Assess policy opportunities to support electric vehicles

Many community members described specific areas where the City can take direct action to support EV drivers and property owners to simplify the regulatory landscape. The City can help simplify the permitting process and update local zoning and city codes to improve access to charging infrastructure. This recommendation aligns with actions other cities are taking and addresses community roundtable participants' suggestions to support property owners and HOAs, update zoning, permitting, and building codes, and develop and support regulatory strategies.

Strategy 2 supports the following Redmond 2050 policies:

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-37:** Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.

Recommended Actions

Action 2A	Engage stakeholders to evaluate and inform e-mobility policy benefits and tradeoffs.
Action 2B	Support the installation of e-mobility infrastructure by providing clear informational resources and exploring opportunities to streamline permitting process.
Action 2C	Partner with Washington State legislators to align state EV regulatory framework with the priorities of Redmond communities (i.e. increased charging access at regional job centers, improved codes and standards to allow flexibility and effective outcomes on EV readiness for new developments, etc.).
Action 2D	Advocate for state and regional policies that ensure electric infrastructure and grid capacity can keep pace with anticipated EV demand. Partner with policymakers to address barriers, such as insufficient electrical capacity or slow infrastructure upgrades, that could limit the pace of EV adoption.
Action 2E	Promote and support shared-use and alternative access models for electric vehicles, such as EV car-share programs, subscription services, and charging-as-a-service, to expand mobility options without requiring personal vehicle ownership.
Action 2F	Provide resources to the Redmond community educating about the safety risks associated with EVs, including their weight, acceleration, and relative quietness, especially compared to gas vehicles. These resources can be provided via the Go Redmond program, the City's sustainability program, and City communication efforts.

Strategy 3: Explore and expand e-mobility infrastructure

Expanding access to charging infrastructure is a critical community priority. The City can explore partnerships with private sector businesses, utilities, and other local and regional public agencies to support E-Mobility infrastructure, such as charging facilities or micromobility and e-bike secured parking. This recommendation aligns with actions other cities are taking and addresses community feedback.

Strategy 3 supports the following Redmond 2050 policies:

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-37:** Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.
- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

Recommended Actions

Action 3A	Explore partnerships with car share programs to offer EV car share sites in Redmond.
Action 3B	Assess opportunities to increase charging infrastructure deployments at sites identified as priority locations.
Action 3C	Work with businesses, property owners, and utilities to expand charging station access on private properties.
Action 3D	Encourage local employers to offer workplace charging incentives to their employees.
Action 3E	Explore public-private financing models that allow businesses to offset charger installation costs through tax incentives and grants.
Action 3G	Develop an implementation roadmap to align funding with EV charging program priorities and leverage public-private partnerships for cost-sharing opportunities.
Action 3H	Develop a comprehensive set of policies to effectively manage City owned charging infrastructure to support the ongoing maintenance, management, and expansion of infrastructure and programming.

Strategy 4: Adopt innovative strategies to reduce emissions and expand the application of clean technologies to freight movement that maintain consistency with City freight and delivery priorities.

As discussed in Section 7 – Freight and Goods Delivery, the adoption of EV charging infrastructure extends to facilities that can benefit delivery vehicles and reduce last-mile emissions. By establishing zero-emission delivery zones and encouraging the use of electric delivery vehicles, Redmond can further advance GHG reduction goals across a variety of transportation networks.

Strategy 4 supports the following Redmond 2050 policies:

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-29:** Monitor freight and service delivery patterns and adjust transportation system operations if warranted.
- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

Recommended Actions

Action 4A	Support expansion of EV charging infrastructure and explore establishing zero-emission delivery zones inside Urban Centers to promote zero emission last-mile freight and goods delivery (for more information, see Section 7 Strategy 4.3).
Action 4B	Promote the use of light-urban delivery vehicles including e-cargo bikes, trikes, and quadracycles through sensible regulation and bikeway, pathway, and sidewalk design that accommodates such vehicles. Redmond may look to national or state efforts to create policy and definitions for low-impact urban logistics including potentially charging fees for operators not using such vehicles for local deliveries (for more information, see Section 7 Strategy 4.3).

Strategy 5: Explore e-bike charging opportunities.

As discussed in Section 5 – Bicycle Network Strategy, e-bikes, e-scooters, and other personal micromobility devices have grown in popularity due to their ability to overcome challenging terrain and cover longer distances. These devices have become a viable alternative to motor vehicles and have the potential to reduce VMT and GHGs and contribute toward Redmond's sustainability goals. Offering e-bike and other personal micromobility users convenient public charging opportunities would further promote their use.

Strategy 5 supports the following Redmond 2050 policies:

- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.
- **CR-30:** Promote dense, mixed-use, and transit-oriented developments (TOD) through incentives or requirements for transportation demand management (TDM) measures, including minimizing parking structures in favor of transit, rideshare, walking, and biking.
- **CR-31:** Implement and enforce commute trip reduction programs and partner with transit agencies to expand, maintain, and enhance multimodal transit services and related facilities, including better first mile/last mile access to transit. Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (such as bike share, scooter share, or car share) and maintain affordability of services.
- **TR-22:** Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments. Consider opportunities for public arts and culture amenities in these areas.

Recommended Actions

Action 5A	Explore providing e-bike charging with secure bicycle parking.
Action 5B	Explore adding e-bike charging infrastructure to publicly managed EV charging facilities.
Action 5C	Include e-mobility charging infrastructure in the development of neighborhood Mobility Hubs (see Section 6 Strategy 3)
Action 5D	Explore partnerships with transit agencies to establish e-mobility charging at transit centers and light rail stations where applicable (see Section 6 Strategy 3).



EMERGING TRENDS AND TECHNOLOGY

Transportation Master Plan

INTRODUCTION

The Redmond 2050 Comprehensive Plan states that in 2050 Redmond's transportation system is resilient, sustainable, equitable and inclusive. The convergence of transportation technological innovations in data analysis and management, automation and electrification has the potential to make the City's transportation system not only more efficient, but also greener, safer and more inclusive. In Redmond, technology will be supporting many of the strategies defined in the City's Safer Streets Action Plan by reducing vehicle speeds, helping transportation system designers understand crash risk through data obtained from advanced cameras and software systems, and will make vehicles and interactions between vehicles and people outside of vehicles safer. Data collection and analysis using new technologies will allow planners and engineers to better monitor traffic operations; manage maintenance; and identify network deficiencies that need to be fixed. Technology will also support individuals as they plan their routes and best mode of travel, find parking, and get real-time information to help them navigate a multimodal transportation system to move throughout Redmond and connect to regional systems.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Resilience, Equity and Inclusion, and Sustainability. The Emerging Trends and Technology Section identifies strategies that support these principles, as shown below.

RESILIENCE

- Technology can support a resilient transportation system and safe access for all users as travel demand and patterns change over time and during major disruptions caused by natural disasters or other events. (See Redmond 2050 FW-TR-2)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

SUSTAINABILITY

- New technologies can be used to reduce vehicle trips, optimize traffic, and manage transportation assets, resulting in reduced greenhouse gas emissions and environmental impacts, and more efficient use of resources. (See Redmond 2050 FW-TR-4)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4

EQUITY & INCLUSION

- As new technologies are deployed in Redmond, it's essential to address the safety and accessibility of all (See Redmond 2050 TR-10).
- Strategies supporting the Guiding Principle of Equity include: Strategy 1, Strategy 3, and Strategy 6

EMERGING TRENDS IN TRANSPORTATION TECHNOLOGY

Technology is driving many of the emerging trends in transportation systems and service delivery. From autonomous vehicles to shared micromobility to artificial intelligence, new technologies are providing both opportunities and challenges for cities. In most cases, cities like Redmond have the authority to manage new technologies and ensure that technological advancements translate into safer, more equitable and more resilient and sustainable transportation systems. However, it remains to be seen how much authority local agencies will have over where and how some technologies such as autonomous vehicles may be deployed. Technology has and will continue to offer new capabilities and approaches to transportation planning and system management in Redmond.

Current Transportation Technology Systems at the City of Redmond

The following transportation technology systems at the City of Redmond are used to manage and deliver transportation services.

Asset Management and Condition Monitoring

Technology can help Redmond manage and monitor the condition of transportation-related assets such as sidewalks, street trees, signals, and streetlights. These systems aim to optimize asset utilization, ensure proper maintenance, and track work performed in Public Works, Parks, and Facilities. Asset management plans include elements for the state of local infrastructure (inventory, valuation, age, and condition) systems levels of service, asset management strategy) practices, procedures, tools, demand supportability, and lifecycle management and risk, financing strategy, and guidance for the continued improvement and monitoring of the plan. More information on asset management can be found in Section 13 – Monitoring Progress.

Client Relationship Management

Client Relationship Management systems manage and enhance communication, engagement, and interactions with the public. The City uses QAlert to manage all citizen requests and inquiries – including those that are transportation-related. Requests are catalogued by the City and are then dispatched to the appropriate department depending on their context.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) offer a data-driven approach to improving the safety, efficiency, and sustainability of transportation networks. By integrating advanced technologies such as sensors, communication networks, data analytics, and real-time monitoring, ITS enable smarter management of transportation infrastructure and vehicles. These systems aim to optimize traffic flow, reduce congestion, enhance safety, and improve overall user experience for both drivers and pedestrians.

The City of Redmond has used ITS for several years to great success, though enhancements can help to make the transportation system more efficient and effective and improving the safety and performance of the multimodal transportation system. Areas that should be considered for future investments include continued advancements in traffic signal systems, flashing crosswalk beacon and school zone technology and strategies to make the fiber optic infrastructure more efficient and effective to support traffic operations and safety systems operated by the City.

Traffic Data Management and Analysis

Traffic Analysis systems comprise analytical tools and methodologies to assess and understand traffic pattern, behaviors, and characteristics. Traffic simulation models can predict development impact on traffic and analyze signal timings at intersections. Other software can report on and analyze traffic-related statistics in Redmond, such as traffic collision data to assist in planning efforts. The City of Redmond uses a variety of these technologies to support traffic monitoring and reporting, travel demand modeling and safety analysis, among other activities.

FIGURE 1 | CITY OF REDMOND TRAFFIC OPERATIONS CENTER



City of Redmond Traffic Operations Center

The City's Traffic Operations Safety and Engineering Division staff monitor traffic conditions throughout the City from the Traffic Management Center (TMC). The TMC operates during City Hall business hours and monitors traffic and activity on public streets using traffic cameras at many of the City's traffic signal locations. Interested parties can get on-line access to still photo images from Redmond's traffic cameras at roughly 70 intersections across the City (as of December 2024), showing traffic conditions on City streets in real-time. The TMC also provides information to the traveling public via its network of overhead electronic message signs.

Transportation Modeling and Forecasting

Transportation modeling and forecasting involves the use of mathematical models and data analysis techniques to simulate and predict current and future year transportation patterns, demand, and outcomes. Models and forecasts provide insight into traffic flows, congestion, transit ridership, travel behavior, and future transportation needs.

For many years, the City of Redmond has used the Bellevue-Kirkland-Redmond travel demand forecasting model, referred to as the BKRCast model, to conduct multimodal transportation planning studies such as Sound Transit's Sound Move plan, GMA planning requirements and other efforts. Derived from the Puget Sound Regional Council's SoundCast model, the BKR model is an activity-based travel demand model configured to depict travel behaviors that depend on the built environment and demand from other users.

While the City of Redmond has been a partner with Bellevue and Kirkland, it has wrestled with the challenge of providing staff to operate and use the model outputs to meet its planning needs. As the City moves forward to work to fulfill the planning needs called for in Redmond 2050, it will need to address these challenges to make full use of this unique and effective planning tool.

Emerging Technology Trends

Artificial Intelligence

Artificial intelligence (AI) has the potential to enhance the efficiency of transportation systems and improve data-driven decision making in transportation planning. AI can be used to analyze large amounts of data from various sources.

AI-powered algorithms will play a more prominent role in optimizing traffic flows, improving safety in the public right-of-way, predicting transportation demand, and even personalizing mobility experiences for users. Cities will increasingly deploy AI to support management of truck fleet operations, ensuring they're in the right place at the right time. Expect AI to also enhance real-time curb management, reducing congestion and enabling seamless deliveries in busy urban areas.

Big Data

Large datasets from various sources like traffic sensors, GPS tracking, and mobile phone data provide opportunities to gain insights into traffic patterns, trip length and purpose, identify congestion, optimize routes, predict future traffic conditions, and inform infrastructure development decisions. Leveraging big data may lead to more efficient and effective transportation systems.

Goods Delivery Reservations

Technology that can leverage surveillance tools, historical trends on utilization rates, dynamic pricing information and curbside reservations can support more efficient deliveries, optimize access to businesses and smooth the flow of traffic.

Dynamic Pricing

Dynamic pricing is a technology that would allow the City to adjust prices for parking, tolls, and other transportation systems in real-time based on market conditions and demand. It can help optimize capacity of the transportation system.

Drones

Drones can be used to complement or replace traditional traffic sensors, such as cameras, loops, or radars. Drone-based imaging can also be used in combination with artificial intelligence and machine learning to analyze video data and create optimal, cost-effective solutions that would support the work of transportation planners. Drones are also being used for goods delivery, especially in last mile delivery. Within the City of Redmond, the Police Department is already using drones as part of their emergency response.

Autonomous Vehicles

In research conducted by the American Planning Association, autonomous vehicles (AVs) could have a large impact on the automobile/small truck markets in the US. It is estimated that approximately 50% of cars will be AVs by the year 2040. This could cause a reduction in privately owned vehicles of over 43%. One shared AV could replace up to 9-to-11 private vehicles. This reduction in privately owned vehicles could have substantial benefits, including cost savings for households and allowing for the reallocation of space currently dedicated to parking and larger volumes of vehicle traffic to other uses such as greenspace and housing.

With the efforts into deploying and testing the viability of AVs in major cities around the U.S. underway, there is interest in developing policies to manage this new technology to ensure it aligns with local values and priorities around traffic safety, emergency response, and equity. The cities of Bellevue and Seattle have collaborated in the creation of an automated vehicle technology vision to address shared regional values and goals. From this vision a joint strategic policy and technical document has been prepared and multi-agency discussions about extending the vision and policies to more jurisdictions, including the City of Redmond, are underway. More information on autonomous drones and personal delivery devices can be found in Section 7 – Freight and Goods Delivery.

Vehicles Connected to Everything (V2X)

Vehicles connected to everything (V2X) is technology that enables vehicles and wireless devices to communicate with each other, roadside infrastructure, and even nearby pedestrians and cyclists. These technologies have the potential to make a more safe, secure, and efficient transportation system. Examples of recent deployments using V2X technology include:

- A pedestrian crossing warning system for bus operators (Cleveland OH)
- Cloud-based digital advanced hazard warning alerting system for motorists (Connecticut)
- School bus signal priority (V2I) application that detects the approaching vehicles and extends green light signal phase (Fulton Co. Georgia)
- Reduced speed school zone warning application (Columbus OH)

Redmond Data Governance Strategy Project

The City of Redmond is undertaking a Data Governance and Strategy project to build a citywide framework for managing data as a strategic asset. This initiative will enhance how data is collected, classified, accessed, and used, with a strong focus on accuracy, security, and accessibility. The Data Governance Strategy Project will implement and emphasize strong data privacy standards.

By establishing a Data Governance Committee, implementing data classification policies, and defining clear access protocols, the City aims to reduce inefficiencies, ensure compliance with legal and privacy standards, and improve decision-making across departments.

As the Transportation Master Plan is developed and implemented, this parallel effort in data governance will help ensure that transportation decisions and investments are guided by accurate, well-managed information.

The USDOT has recently released its national plan to accelerate the deployment of V2X technology. The Plan is focused on road safety, mobility, and efficiency through technology that enables vehicles and wireless devices to communicate with each other and with roadside infrastructure. These technologies can enable a more safe, secure, and efficient transportation system while maintaining privacy and consumer protection. The Plan will contribute to the Safe System Approach adopted by the USDOT's National Roadway Safety Strategy, which is also the foundation for Redmond's Safer Streets Action Plan. More engagement with the community and technology partners would be needed before any V2X deployment occurs in Redmond.

Mobility as a Service

Mobility as a Service (MaaS) is a type of service that enables users to plan, book, and pay for multiple types of mobility services through an integrated platform. Transportation services from public and private providers are combined through a unified gateway, usually via an app or website, that creates and manages the trip and payments, including subscriptions, with a single account. The key concept behind MaaS is to offer travelers flexible mobility solutions based on their travel needs, thus "mobility as a service" also refers to the broader concept of a shift away from personally owned modes of transportation and towards mobility provided as a service.

Telematics

Telematics is a method of monitoring cars, trucks, equipment and their assets using GPS technology and on-board diagnostics to plot the asset movements on a computerized map. The City is using telematics to report on duration of City fleet vehicle use and diagnose technical issues for vehicle servicing needs. Telematics may also be used to monitor driver behavior (e.g., hard braking, speed, rapid acceleration, etc.) to focus City efforts around promoting driver safety.

Other Trends

Road User Charging

Road usage charging (RUC) applies fees to motorists based on the distance traveled or travel within specific corridors or zones. It is an alternative to a fuel tax from which revenues have steadily declined due to improved fuel efficiency and growth in the EV market. RUC can be used to fund road maintenance and construction as well as alternatives to driving alone. RUC can also be an effective tool for disincentivizing driving during certain times of day or within specific areas or corridors. Dynamic road usage charging opens new possibilities for managing automated vehicles by adjusting charges in real-time based on traffic conditions and vehicle occupancy.

STRATEGIES AND ACTIONS

Strategy 1: Employ technology in service of citywide goals, ensuring newly adopted technologies support priorities of safety, maintenance, and multimodal travel choices for pedestrians, cyclists, and motorists.

Thriving communities rely on the effective movement of people and goods. The Redmond transportation system is evolving to meet the transportation needs of those who walk, roll, ride a bike, drive a car or truck, or take transit.

Strategy 1 supports the following Redmond 2050 policies:

- **FW-TR-1:** Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
    - **TR-3:** Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption.

Recommended Actions

Action 1A	Develop a citywide Intelligent Transportation System plan to build upon existing ITS systems and strategically apply advanced technology to improve mobility, reduce collisions, and enhance sustainability. (Public Works)
Action 1B	Prepare a report that evaluates V2X technology and provides an assessment of the potential benefits and costs of the technology if implemented in Redmond. (Planning)

Strategy 2: Explore new and varied data sources to support strategic decision making and improve transportation system operations.

A variety of new data sources continue to be made available to public agencies that can be used to more effectively plan and manage transportation systems. For example, "Big Data", or large and comprehensive data sets may be analyzed computationally to reveal patterns, trends, and associations, especially relating to human behavior and interactions. Such data provides transportation planners with new capabilities to make more informed decisions on how to optimize the transportation system for different users and travel demands, which can reduce congestion and emissions and improve safety for all users.

Redmond 2050 Policies that support strategy 2:

- **FW-TR-6:** Identify level-of-service standards for transportation infrastructure and fund maintenance, repair, and replacement costs to meet them. Proactively manage and maintain transportation assets in a way that minimizes lifecycle costs and results in replacement or renovation in advance of need.

Recommended Actions

Action 2A	Support evidence-based decision making by using "big data" analytics to better understand travel patterns and demand and optimize the transportation network. (Planning, TIS)

Strategy 3: Develop staff skills and knowledge of advanced analytical tools and evaluation techniques that will advance transportation options, safety, and efficiency.

The City of Redmond uses the Bellevue-Kirkland-Redmond (BKR) model to help estimate future transportation vehicle and person demand on the local city and transit highway networks. Over the years, the model has been used to evaluate the impacts of population and job growth, identify auto, transit and carpool demand, plus calculate traffic impact fees for new developments. The model has been instrumental in evaluating the impacts of a future (and now operating) Sound Transit Link light rail service on the Eastside of Lake Washington. The City will continue to use the model to forecast system performance and provide data that planners can use to target new multimodal transportation investments in areas of high growth.

Strategy 3 supports the following Redmond 2050 policies:

- **TR-26:** Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.
- **TR-11:** Maintain a traffic control program based on the fundamentals of education, enforcement and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

Recommended Actions

Action 3A	Leverage the use of the Bellevue-Kirkland-Redmond regional travel demand model to support transportation planning analysis needs. Evaluate the usefulness of the model to address the planning needs of the city and make recommendations on the role and function of the model for future use, including how it may be supported or supplanted by big data. (Planning)
Action 3B	Promote the sharing of transportation-related data through an open data portal and APIs to allow third-party developers to create useful transportation apps and services. (TIS, Planning)

Strategy 4: Formulate public-private partnerships to implement innovative, ambitious, and scalable pilots that utilize new technologies and help meet the goals of the City of Redmond around transportation safety, efficiency, travel choices, or further citywide sustainability efforts.

Public/private partnerships traditionally have proven to be a good tool to test new strategies for local governments. These partnerships can provide several benefits such as:

- Provide access to private capital, innovation, and efficiency of technology for governments.
- Provide investment opportunities for the private partner with public sector guarantees for private companies.
- Help to increase mobility, economic growth, jobs, safety, equity and environmental protection as public goals.
- Provide a reasonable return on investment, critical infrastructure, and economic growth as private goals.
- Provide access to additional capital and technical expertise for governments.

Despite the above benefits, there could be some challenges to consider before entering a public-private partnership (PPP). These may include:

- Misalignment of interests. While public entities prioritize social welfare, private firms are profit-driven, which can lead to conflicts. Transparent contracts and regulatory oversight are essential to maintain balance.
- Another significant challenge is risk distribution. If risks are not shared equitably, either party can suffer setbacks.
- Additionally, PPPs may involve complex regulatory and legal landscapes, which can delay projects. Navigating these complexities requires robust governance frameworks, clear legislative guidelines, and efficient dispute resolution mechanisms.

Strategy 4 supports the following Redmond 2050 policies:

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-12:** Implement transportation programs, projects, and services that prevent and mitigate the displacement of communities that have been disproportionately harmed by past transportation siting decisions, as well as those at high risk of displacement.

Recommended Actions

Action 4A	Form partnerships with emerging mobility services, technology services, platforms, and neighboring jurisdictions to advance safety and mobility. (Planning, Public Works, TIS)

Strategy 5: Leverage technological advancements in support of multimodal travel strategies.

The advance of technology has given travelers many opportunities to make the best choices about how to use the transportation system. However, the simple question of "How do I get from point A to point B in the shortest amount of time?" is not so simple to answer. As shown in the graphic below, people who live, work and recreate in Redmond have many things to consider when determining their best transportation choices. Tools such as Google Maps, ORCA cards, and OneBusAway, a real-time bus tracker application have made using the public bus system simple and responsive. Integrating traveler information through Mobility as a Service (MaaS) technology to support travel on other modes is still relatively new and while they will continue to get better, local governments can support these efforts by providing a regulatory regime that is flexible and making public generated data accessible to the greatest extent possible.

Strategy 5 supports the following Redmond 2050 policies:

- **TR-26:** Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.

Recommended Actions

Action 5A	Work with partners and vendors to implement integrated Mobility as a Service (MaaS) platforms that combine public transit, ridesharing, bike-sharing, and car-sharing services to promote multimodal transportation and reduce dependency on private vehicles. Work to ensure that these platforms align with the City's goals and guidelines for safety and equity. (Planning)

Strategy 6: Adopt regulations for the use of new technologies that support transportation safety, equity, and efficiency.

As new technologies emerge it is critical that the City evaluate them to determine how they can advance Redmond's transportation vision and what new regulations may need to be put in place to ensure these technologies offer a net benefit to the Redmond community and any potential negative impacts to people, property or City operations are mitigated. One such case is the advent of managing the use of autonomous vehicles (AVs) in the City, which can include personal delivery devices and drones. Other technologies such as automated traffic enforcement and road usage charges could improve street safety and transit reliability, and create long-term sustainable transportation funding sources as gas tax revenue continues to decline, respectively.

Strategy 6 supports the following Redmond 2050 policies:

- **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 6A	Evaluate new technologies to understand potential positive and negative impacts on Redmond's transportation system, safety, equity, and overall community livability and develop regulations in support of community goals. Join state and national efforts to advocate for local control and regulation of AVs, drones, and other technologies that may adversely impact transportation infrastructure, safety, and community livability. (Planning)
Action 6B	Investigate and consider adoption of the Seattle/Bellevue Automated Vehicle Strategic Vision Plan to better prepare for the introduction of automated vehicles. (Planning)
Action 6C	Support efforts to expand the use of automated enforcement to improve safety and transit reliability. (Police, Planning)
Action 6D	Keep apprised of and support efforts at the State and County levels to explore road usage charges. (Planning)



MONITORING PROGRESS

Transportation Master Plan

INTRODUCTION

Performance monitoring and reporting is the regular measurement, analysis, and reporting of the results of projects, programs, and policies. It is an integral part of the City of Redmond's approach to delivering the Transportation Master Plan (TMP), and offers several benefits for the City and stakeholders:

Direction: Performance measurement reveals whether City activities are achieving the strategies and citywide principles set forth in the TMP. If they are not, the process gives decision makers the information they need to change course.

Accountability: Community members can judge how well the City of Redmond is delivering public services and whether those services are creating value for the public. Additionally, the City can use performance measurement data to improve efficiency within departments.

Motivation: Seeing progress toward goals can energize staff, decision makers, and the public. Communication: The results of a performance measurement system can form the basis of a discussion among community stakeholders, and elected officials about the progress toward achieving the community's vision for Redmond.

Funding: Performance measurement reveals relative return on investment for the efforts the City makes to improve its transportation system and where the City may want to adjust its level of investment.

DASHBOARD MEASURES

The strategies and actions identified in the TMP are all aimed at achieving a more resilient, equitable, and sustainable transportation system. Seven performance measures have been identified to track progress towards these aims. These are referred to as the "dashboard" measures:

1. Network Completion
2. Mode Share
3. Vehicle Ownership Rates
4. Vehicle Miles Traveled (VMT)
5. Transit Ridership
6. Safety
7. Street and Sidewalk Condition

These seven measures are central to the evaluation of the progress of the TMP and will be highlighted in the City's data dashboard.

Other transportation- and land use-related performance measures that will help track progress toward reductions in greenhouse gas emissions identified in the Environmental Sustainability Action Plan, including electric vehicle ownership, commute distance, and jobs:housing ratio.

NETWORK COMPLETION

The TMP identifies bicycle and pedestrian networks that highlight active transportation routes that connect major local and regional destinations. The networks also help the City allocate limited street space, and in some cases, they establish design standards and service levels to ensure adequate mobility for active modes.

Progress toward the completion of these two networks is an indication that the City is successfully delivering the Transportation Facilities Plan (TFP – see Section 14) and implementing a multimodal transportation system. The network completion measures reflect policies in Redmond 2050 that call for prioritizing walking, biking, and taking transit and TMP strategies focused on improving access to transit and Urban Centers and enhancing safety, particularly for active modes. It also indicates progress toward implementing the City's Complete Streets policy, which requires that projects accommodate active transportation users.

PERFORMANCE MEASURES

- Bicycle network completion is defined as percent of planned low stress bicycle network completed in (i) spine, and (ii) neighborhood networks.
- Two measures are included in the pedestrian network completion, (i) percent of arterials that have sidewalks on both sides, and (ii) number of planned low-stress crossings complete.

MODE SHARE

Redmond's street network can be considered a limited resource as it is constrained by development and environmental features, and the amount of financial resources the City is willing or able to dedicate to its expansion. Today, the single occupancy vehicle (SOV) is the most common form of travel in Redmond. While drive-alone trips can be convenient, they are an inefficient way to use this limited resource, and they contribute disproportionately to congestion. The City of Redmond seeks to provide a range of transportation options so that residents, employees, and visitors can choose alternatives to the SOV when this makes sense and, in doing so, can prevent congestion and its many negative impacts.

Mode share is an indicator of how well the City and other agencies have provided attractive transportation choices for the public, and whether Redmond's urban centers are successfully accommodating the increase in travel demand that accompanies growth. But, like transit ridership, non-SOV mode share is influenced by external factors, and the City's influence on this measure is limited.

PERFORMANCE MEASURES

- Mode share is defined as the percentage of daily trips made by each travel mode (i.e., walking, bicycling, transit, driving alone, and carpooling) within the city. Two measures are monitored, including all trips and commute-only trips.

VEHICLE OWNERSHIP RATE

Vehicle ownership rate can be an indicator of household income as well as the accessibility and viability of other modes of travel such as walking, biking, and transit. The easier and cheaper (in terms of time and money) it is for people to walk, bike, or take transit, the more households may choose to own fewer or no vehicles. This measure directs the City to improve air quality, reduce traffic congestion, and build a more sustainable and resilient urban environment.

PERFORMANCE MEASURES

- Vehicle ownership rate is defined as the number of vehicles registered per capita during previous calendar year.

VEHICLE MILES TRAVELED (VMT)

Tracking VMT helps the City assess the efforts to reduce car dependency and prioritize investments in public transit and active transportation. Reducing VMT in Redmond is necessary to make progress on the goals related to greenhouse gas reduction, safety, and sustainability.

PERFORMANCE MEASURES

- VMT is a unit to measure the total number of miles made by all motor vehicles in the City on an average weekday. To capture the increase in the population, VMT per capita is reported annually.

TRANSIT RIDERSHIP

Increasing transit ridership has multiple benefits for the City of Redmond and the region and is a critical component of the City's growth strategy, which directs most additional housing and employment to the Downtown, Marymoor, and Overlake urban centers. With proper design and service level standards, transit systems can move large numbers of people quickly and comfortably.

A trend of increasing transit ridership can demonstrate the success of transit access and speed and reliability improvements, direct service purchases by the City, and education and encouragement efforts by the City and its partners. It also helps the City monitor transit demand considering changes in service levels and system capacity.

PERFORMANCE MEASURES

- Transit ridership is measured as average weekday boardings for all (i) bus and (ii) light rail stops within the Redmond city limits, respectively. Vanpools, carpools, and other forms of paratransit are not included. Data is provided by King County Metro and Sound Transit annually.

SAFETY

Ensuring the safety of all people is a fundamental goal for the City as it builds and maintains the transportation system. Traffic-related injuries and deaths have a variety of causes, including how transportation infrastructure is designed, operated and maintained, as well as the behaviors of the people using the transportation system. The City can create a transportation system that minimizes the risk of crashes occurring and the severity of crashes if and when they do occur. Examples of things the City can do to enhance safety include providing sidewalks and crossing facilities where they are needed, reducing vehicles speed limits and installing traffic calming treatments, and reconfiguring streets and intersections with known safety issues. Safety data will be used to determine whether the City of Redmond is maintaining its strong safety record, particularly among more vulnerable road users such as people walking, biking, and taking transit even while it encourages more people to use these modes of travel.

PERFORMANCE MEASURES

- Safety considers two measures, (i) the number of total crashes, and (ii) the number of serious injuries and fatalities by mode. The data is collected from WSDOT and Redmond Police Department and is reported annually.

STREET AND SIDEWALK CONDITION

The transportation system requires constant maintenance to function effectively. The City conducts a wide range of activities to preserve the physical and information technology components of this system, the most costly of which is the preservation of roadway and sidewalk pavement. Deferred pavement maintenance can lead to far more costly repairs once road surfaces become degraded.

Adequate pavement condition is essential to the proper functioning of the roadway network for private travel and for freight operations.

PERFORMANCE MEASURES

- Street and sidewalk condition is presented as the percent of streets/sidewalks in poor (need immediate maintenance), fair (need maintenance but the segments are still safe to use), and good (no maintenance needed) conditions. Street pavement condition is updated every other year, while sidewalk condition is updated every 3 to 5 years.

TRANSPORTATION FACILITIES PLAN

Transportation Master Plan



INTRODUCTION

The Transportation Facilities Plan (TFP) is a long-range financially-constrained plan for capital investments that have been identified to provide a complete and well-maintained transportation system. It is the foundation for Redmond's concurrency program which ensures that public facilities and services are adequate to support new development without decreasing locally-established levels of service. Concurrency is a key goal of the Washington State Growth Management Act (GMA). Each project listed in the TFP has been prioritized into near-, medium-, and longer-term based on how well it supports Redmond 2050.

REVENUE SOURCES AND FORECAST

Investments in Redmond's transportation system are made using a variety of revenue sources. Each revenue source has been forecasted through 2050. The forecast makes assumptions about basic considerations, such as the state of the economy, whether the City would continue to devote that revenue source to transportation, new revenue sources, and rate changes. The first five years of the TFP revenue forecast are derived from the revenue projections in the 2026-2030 Capital Investment Program (CIP) approved through the Budgeting by Priorities process in 2024. The remaining years (2031-2050) are calculated based on a flat rate (does not include inflation) to match revenue projections to moderate growth in revenues that reflect a conservatively growing economy and do not include any increases to rates or new sources of revenue.

OVERVIEW OF REVENUE SOURCES AND ASSUMPTIONS

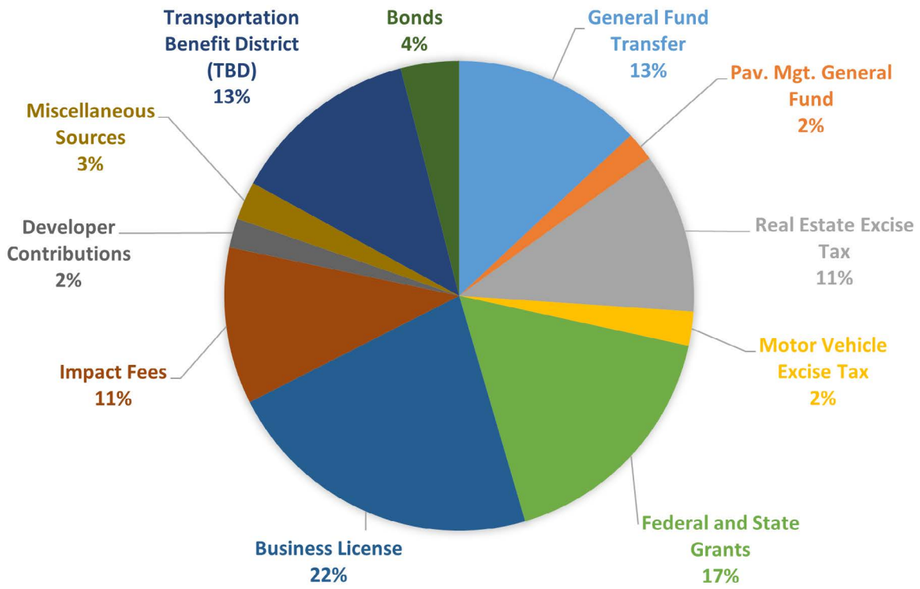
The City's transportation investments are supported by a variety of revenue sources (Table 1) that include:

- 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.
- 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

TABLE 1 | TFP REVENUE FORECAST (2026-2050)

Revenue Source	Forecast ($M) 2026-2050	Percent	Description of Source
General Fund Transfer	63.1	14%	Council appropriation from City general fund
Pav. Mgt. General Fund	7.5	2%	Council appropriation from City general fund
Real Estate Excise Tax	49.4	11%	Tax on property sales in Redmond
Motor Vehicle Excise Tax	10.6	2%	State transportation funds to Redmond
Other Jurisdictions	0.0	0%	Cost participation by other agencies in Redmond projects
Federal and State Grants	81.4	18%	Cost participation grants for specific projects
Business License	101.4	22%	Employment based tax - Redmond employers
Impact Fees	49.5	11%	Transportation impact fee cash payments by developers; or construction value by developers
Developer Contributions	8.5	2%	Value of developer payments or construction for specific projects; not impact fee credited
Miscellaneous Sources	12.8	3%	Interest earnings, rent, surplus property, revenue for completed projects for concurrency
Transportation Benefit District (TBD)	63.0	14%	Council approve 1/10th of 1% sales tax earmarked for transportation projects
Bonds	17.4	4%	Issuance of debt to finance transportation projects
	464.4	**100%**	

FIGURE 1 | FORECASTED TFP REVENUE SOURCES (2026-2050)



Individual revenue sources are described in more detail below:

- **General Fund:** This revenue source is comprised of sales tax, property tax, utility tax, and other licenses and fees. Transportation currently receives approximately 40 percent of the 5 percent General Fund revenues that are transferred to the CIP functional areas (minus development revenues and significant one-time collections). However, one-time monies can be received to support specific transportation capital projects. Forecast Assumption: assumes continuation of City Council appropriation at 40 percent of the 5 percent General Fund transfer to Transportation.
- **Transportation Benefit District (TBD):** Comprised of one tenth of one percent of sale tax collections, used exclusively for funding maintenance and improvements to city streets, public transportation, strategies to maximize safety and traveling choices, parking facilities, and other transportation projects designed to reduced congestion. Forecast Assumptions: assumes a steady increase in sale tax collections over time, while factoring in the rising cost of operational costs covered by the TBD.
- **Pavement Management General Fund Transfer:** By policy, $300,000 per year is transferred from the General Fund to the Pavement Management Program for the preservation of roadway asphalt. Forecast Assumption: assumes General Fund transfer will continue at historical level of $300,000 per year.
- **Real Estate Excise Tax (REET):** REET is a tax on all sales of real estate at a rate of 0.5 percent of the selling price of a property within Redmond city limits. King County collects REET funds for the City and distributes them to the City. REET is restricted to expenditures on capital projects. Transportation currently receives approximately 25 percent of the REET tax. Forecast Assumption: assumes transportation will continue to receive 25 percent of REET collected in the city.

- **Motor Vehicle Fuel Tax (Gas Tax):** In Washington State, cities receive a portion of the state-collected gasoline tax. Gas tax is imposed as a fixed amount per gallon of gas purchased and is dedicated to transportation capital improvements. Forecast Assumption: assumes continuation.
- **Transfers from Other Jurisdictions:** Cost participation from other agencies in Redmond projects. Forecast Assumption: based on historical collections.
- **Business License Fees:** Currently, a $153 fee is assessed per employee to businesses operating in Redmond to support transportation and transportation demand management projects. Forecast based on estimated growth in employment. Business license fees are instrumental in leveraging grants. Forecast Assumption: assumes continuation at rate of $153/FTE (full-time equivalent) and is projected to grow by approximately 1.2 percent per year, commensurate with projected employment growth in the city.
- **Impact Fees:** The City collects impact fees from developers for their impact on the transportation system. Impact fees are dedicated to transportation capital improvements that provide new capacity. The fees cannot pay for existing deficiencies in level of service for the public facilities or normal maintenance and repairs. Impact fee revenue is subject to credits for developer-constructed improvements for capacity projects within the TFP. Impact fee revenue is a blend of developer constructed improvements (credits to impact fees) and cash payments based on land use. Impact fees are instrumental in leveraging grants. Forecast Assumption: assumes a consistent rate of collections; fees per unit could increase over time, but the diminishing availability of land for new developments would negate any potential increases in the forecast.
- **Developer Contributions:** Comprised of cash payments towards specific projects or the value of developer constructed improvements that exceed impact fee credits. Forecast assumption: based on existing developer agreements or known contributions to specific projects. Forecast does not speculate contributions into the future beyond known agreements.
- **Federal and State Grants:** Contributions by a federal or state government to support a particular transportation improvement. Each grant has specific rules and guidelines about what type of projects they will fund. Grants generally require a funding match that the City must contribute towards the cost of the project. If a project uses federal funds the level of analysis, documentation, outreach, and commitment is generally more detailed or stringent. Forecast assumption: grants that have been awarded are included in the first six years. Future grant revenue forecast is conservative at 18 percent of revenue vs. a historical level closer to 25 percent.
- **Bonds:** Comprised of long-term debt instruments issued to raise funds for building or improving infrastructure. Forecast Assumptions: assumes sporadic use in the issuance of bonds to fund major transportation projects.
- **Miscellaneous Sources:** Comprised of interest earnings on cash balances in the transportation fund, rental income, surplus property sales, other miscellaneous sources, and carryforward fund balances associated with projects initiated in prior years. Forecast Assumptions: assumes a consistent rate of sources. Miscellaneous sources are hard to predict and demonstrate limited growth over time.

OVERVIEW OF FORECAST AND GROWTH ASSUMPTIONS – 2026-2050

Forecast Assumptions

- Forecasts flat to moderate growth in revenues that reflect a conservatively growing economy.
- The forecast does not include any increases to rates or new sources of revenue.
- Revenues and project costs also include the portion of CIP-funded projects that have occurred prior to 2026 and are continuing into the 2026-2050 timeframe.
- Ensures debt obligations are paid from existing revenues.

DEVELOPMENT OF THE TRANSPORTATION FACILITIES PLAN

The TFP 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 in the most efficient manner possible.

The prioritization of specific transportation projects includes those expected to make meaningful progress towards advancing the City vision for transportation. Individually, all capital improvements in the TFP are closely aligned with Redmond 2050's five overarching strategies: Organize around light rail, maintain transportation infrastructure, improve travel choices and mobility, create a safe transportation system, enhance freight and service mobility.

The TFP is balanced across travel modes. Figure 1 indicates that the City of Redmond continues to focus on multimodal improvements to provide travel choices and mobility while making significant strides to complete infrastructure for pedestrians and bicyclists. Vehicular capacity improvements at critical locations are included to relieve congestion and support freight mobility. While the City does not control transit service it can enhance street design and operations to improve transit speed and reliability, which represents 2% of the TFP. The TFP is also balanced across urban centers and neighborhoods. Approximately 13% of all TFP projects are located in neighborhoods outside of urban centers (Figure 2).

FIGURE 1 | INVESTMENT BY MODE

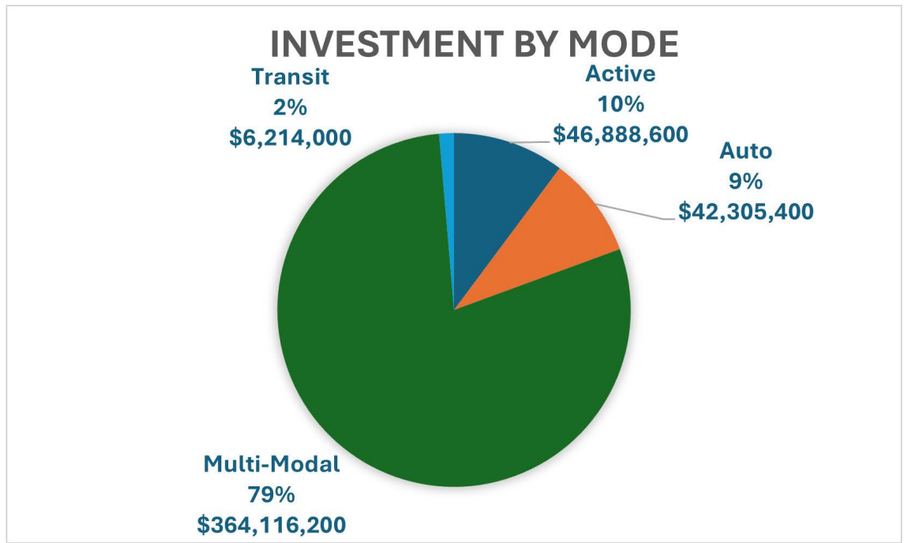


FIGURE 2 | INVESTMENT BY NEIGHBORHOOD

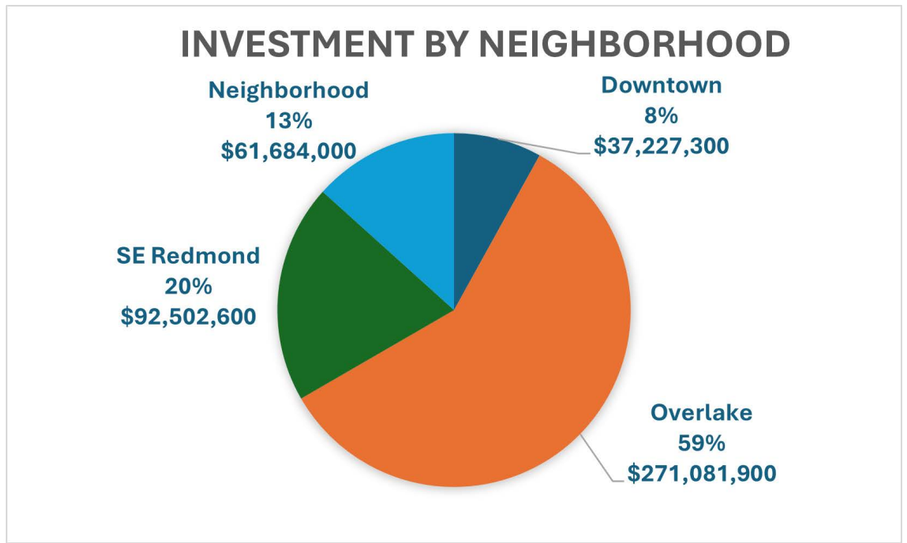


TABLE 2 | DOWNTOWN

ID	Name	From	To	Description	Estimate	Neighbor-hood	Expected Timeframe	Source	Significant Support for These Strategies	
119	Avondale Way Extension	Redmond Way	NE 76th St	Construct an extension of Avondale Way south of Redmond Way to provide access to parking associated with new development. Extend pedestrian, bicycle and fire access only to NE 76th St. Incorporate utilities, street lights, trees, signs, and stormwater treatments.	$12,445,300	Downtown	Near Term	Transportation Master Plan	1	3
371	Redmond Way Widening	168th Ave NE	168th 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	$13,240,000	Downtown	Medium Term	Downtown East-West Corridor Study		3	5
170	158th Ave NE Extension	Redmond Way	NE 83rd St	Construct new 158th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, transit stop amenities, storm drainage, right-of-way and easements.	$13,240,000	Downtown	Long Term	Transportation Master Plan		3	5
					$37,227,300.00					

1. Organizing Around Light Rail
2. Maintain Transportation Infrastructure
3. Improve Travel Choices and Mobility
4. Building A Safer Transportation System
5. Enhancing Freight and Service Mobility

TABLE 3 | OVERLAKE

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies
310	Lumiere - NE 24th to NE 26th	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.	$13,338,000	Medium Term	Overlake Master Plan	1 3 4 5
311	DaVinci - NE 27th to NE 28th	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.	$9,776,000	Medium Term	Overlake Master Plan	1 3 4 5
312	DaVinci - NE 24th to NE 26th	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.	$22,484,000	Medium Term	Overlake Master Plan	1 3 4 5
313	Hopper Street	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.	$19,742,000	Near Term	Overlake Master Plan	1 3 4 5
314	Turing Street	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.	$34,830,000	Medium Term	Overlake Master Plan	1 3 4 5
315	Shen Street	Hopper St	152nd Ave NE	Construct new street: Shen Street from Hooper Street to 152nd Avenue NE.	$10,750,000	Medium Term	Overlake Master Plan	1 3 4 5
502	24th St Multimodal Imp from 148 to Bel-Red	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.	$9,560,000	Medium Term	Transportation Master Plan	1 3 4
288	151st Ave NE South-Da-Vinci	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.	$9,923,000	Medium Term	Overlake Village South Infrastructure Planning Report	1 3 4 5
289	NE 22nd St, West	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.	$20,950,000	Medium Term	Overlake Village South Infrastructure Planning Report	1 3 4 5
290	NE 22nd St, East	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.	$8,270,000	Medium Term	Overlake Village South Infrastructure Planning Report	1 3 4 5
1150	Lumiere Ave	NE 20th St	NE 24th St	Lumiere Ave from NE 20th St to NE 24th St	$31,425,000	Medium Term	Overlake Village South Infrastructure Planning Report	1 3 4 5
56.01	NE 40th St Shared Use Path - West	148th Ave NE	SR 520	Shared use path on the south side of 40th Street from 148th Avenue to the 520 Trail	$9,483,500	Near Term	Transportation Master Plan	1 3 4 5
47.01	152nd Ave NE Main Stree-et North	2600 Crossing	NE 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. New traffic signal at 152nd Ave and Davinci Ave. New frontage improvements and intersecti-on approach on the east side.	$12,846,042	Near Term	Overlake Master Plan	1 3 4
62.01	NE 40th St Improvements	163rd Ave NE	WLSP	Add paved trail on south side of 40th Street from 163rd Avenue to West Lake Samma-mish Parkway	$7,107,000	Near Term	Overlake Master Plan	1 3 4
49	152nd Ave NE Main Street South of 24th	NE 24th	NE 20th St	Implement a multi-modal pedestrian cor-ridor concept on 152nd Avenue NE from NE 20th Street to NE 24st Street to create a lively and active signature street in the Overlake Village consistent with the Over-lake 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, utilities and signalized intersection at DaVinci and 152nd Ave NE.	$11,005,300	Medium Term	Overlake Master Plan	1 3 4
51.01	156th Ave NE Shared Use Path	NE 40th St	NE 51st St	Construct shared use path on the east side of 156th Avenue from 40th Street to 51st Street	$9,306,100	Near Term	Transportation Master Plan	1 3 4 5
1151	NE Koll Drive	152nd Ave NE	DaVinci	NE Koll Drive (2100 block) from Da Vinci Ave to 152nd Ave - private street but publicly accessible	$3,521,000	Near Term	Overlake Village South Infrastructure Planning Report	1 3 4
66.01	51st St Shared Use Path	148th Ave	SR 520	Provide multi-use trail on north side of NE 51st St between 148th Ave NE and SR 520.	$3,015,000	Medium Term	Transportation Master Plan	3 4
389	West Lake Sammamish Parkway Roundabout	West Lake Sammamish Parkway		Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road	$8,720,800	Near Term	Overlake Residential Area Neighborhood Plan	4
172	150th Ave NE Bicycle Lane Completion	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 road-way to west and build retaining walls.	$2,972,000	Near Term	Transportation Master Plan	3 4

265

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies
10	SR 520 Trail Grade Separation at NE 51st St	520 Trail		Grade separate the 520 Trail at NE 51st Street.	$8,417,000	Long Term	Overlake Residential Area Neighborhood Plan	3 4
31	148th Ave NE and NE 51st St Right Turn Lanes	520 Trail	148th Ave NE	Add a second right turn lane from westbound NE 51st Street to Northbound 148th Avenue NE.	$2,883,000	Long Term	Overlake Master Plan	5
46	150th Ave NE & NE 51st St Signal	NE 51st St		Add north leg to intersection of 150th Ave and 51st St and signalize this intersection.	$2,696,000	Long Term	Overlake Master Plan	
					$273,020,742			

1. Organizing Around Light Rail
2. Maintain Transportation Infrastructure
3. Improve Travel Choices and Mobility
4. Building A Safer Transportation System
5. Enhancing Freight and Service Mobility

TABLE 4 | SE REDMOND & MARYMOOR

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies
378	173rd Ave NE Connection	NE 67th St	NE 70th St	Construct collector arterial (see RZC Appendix 8AA).	$6,243,900	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
392	NE 70th St Retrofit	173rd Ave NE	Redmond Way	Construct collector arterial street (see RZC Appendix 8A). North half of street to be completed as part of DRLE	$6,580,000	Near Term	Greater SE Redmond Area Transportation Study	1 3 4
360	NE 70th Street Extension Phase 2 Construction	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, consider transit only street.	$4,800,000	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
382	176th Ave NE Retrofit-LW Tech Segment	6600 BLK	NE 65th St	Widen Roadway Per Appendix 8A	$2,159,200	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
384	NE 65th St Retrofit	Marymoor Park boundary	East Lake Sammamish Parkway	Retrofit collector arterial (see RZC Appendix 8A)	$18,731,700	Long Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
386	NE 67th St Retrofit	173rd Ave NE	176th Ave NE	Retrofit collector arterial (see RZC Appendix 8A)	$12,487,800	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
404	176th Ave NE Retrofit-67th Segment	6600 BLK	NE 67th St	Widen Roadway Per Appendix 8A	$1,079,600	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
405	176th Ave NE Retrofit-Middle Segment	NE 67th Ct	NE 69th Ct	Widen Roadway Per Appendix 8A	$3,160,400	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
406	176th Ave NE Retrofit- North Segment	NE 69th Ct	NE 70th St	Widen Roadway Per Appendix 8A	$2,750,700	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
90	NE 76th St Widening 178th to 185th	178th Pl 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. Coordinate with 91.	$3,473,000	Long Term	NE 76th St Corridor Study	4 5
88	NE 76th St Widening 520 to 178th Pl	EB 520 Ramp	178th Pl 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.	$6,145,000	Long Term	NE 76th St Corridor Study	4 5

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies
	188th Multi-modal Path	Union Hill Road	NE 70th St	Construct a multi-modal path way on the east side of 188th Ave from Union Hill Road to NE 70th Street	$3,270,000	Near Term	Transportation Master Plan	1 3 4
	NE 77th Street	188th Ave NE		Construct new street with curb/ gutter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE	$4,214,000	Near Term	Transportation Master Plan	3 5
	NE 72nd Street	188th Ave NE		Construct new street with curb/gut-ter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE	$2,107,000	Near Term	Transportation Master Plan	3 5
	188th Ave Intersection Improvements	NE 70th St	NE 77th St	Intersection improvements as necessary due to traffic volumes. May include roundabouts or signals	$6,198,100	Near Term	Transportation Master Plan	3 4 5
	187th Ave Widening	Redmond Way	East Lake Sam-mamish Parkway	Widen 187th Ave NE from Redmond Way to East Lake Sammamish Park-way. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, streetlights, and storm drainage.	$1,897,200	Medium Term	Transportation Master Plan	1 3 4
					$92,502,600			

1. Organizing Around Light Rail
2. Maintain Transportation Infrastructure
3. Improve Travel Choices and Mobility
4. Building A Safer Transportation System
5. Enhancing Freight and Service Mobility

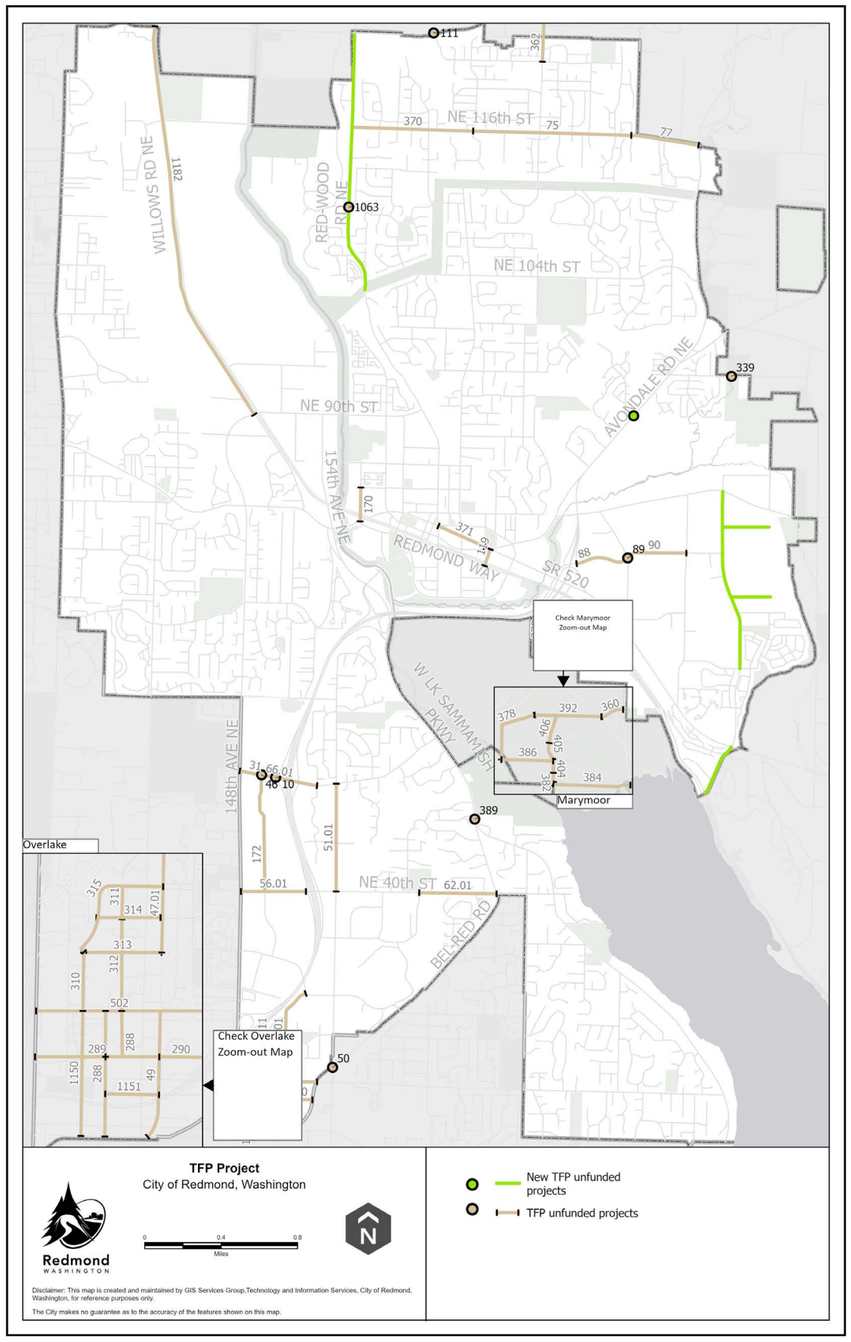
TABLE 5 | NEIGHBORHOOD

ID	Name	From	To	Description	Estimate	Neighbor-hood	Expected Timeframe	Source	Significant Support for These Strategies
339	NE 95 St. Bridge Replace-ment	NE 95th St		NE 95th Street Bridge Replacement. Consider bridge only for walking and biking.	$884,000	Bear Creek	Near Term	Bear Creek Neighborhood Plan	3 4
	Avondale Road and 180th Ave Reconfi-guration	Avondale Road	183rd Ave	Intersection reconfiguration to add eastern fourth leg serving new subdivision and south leg crosswalk. Intersection also allows for north and south U-turns. Includes 1200' of new street connection to 183rd Court NE.	$4,681,500	Bear Creek	Long Term	Transportation Master Plan	3 4
1063	Red-Wood Rd and NE 109th St Improve-ments	Red-Wood Rd		North-Souths Corridors Study: This project would reconfigure the eastbound and westbound approaches to provide a dedicated left-turn lane and a shared through/ right-lane. This would be paired with removal of the split phasing at the intersection and extension of the westbound bicycle lane through the intersection.	$1,456,000	Education Hill	Medium Term	North-South Corridor Study	3 4
75	NE 116th St Widening Segment II	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, street lights, storm drainage, underground power, right-of-way and easement acquisition.	$10,665,000	North Redmond	Long Term	North Redmond Neigborhood Plan	3 4
77	NE 116th St Segment III	179th PL	Avon-dale 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, street lights, storm drainage, underground power, right-of-way and easement acquisition.	$22,825,000	North Redmond	Long Term	North Redmond Neigborhood Plan	3 4
370	NE 116th St Widening Segment I, Phase II	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, street lights, 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. Phase I is project ID # 76.	$6,856,000	North Redmond	Long Term	North Redmond Neigborhood Plan	3 4

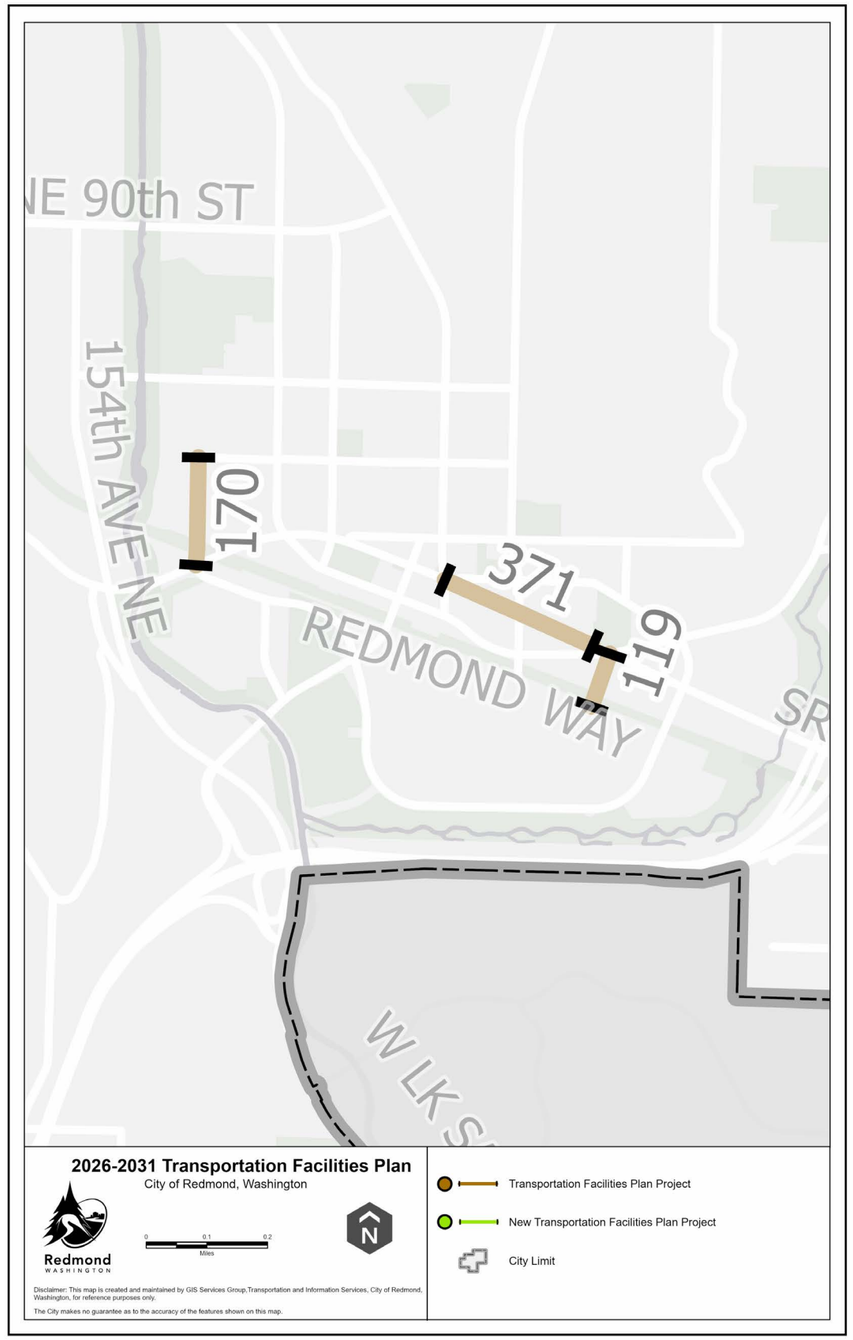
ID	Name	From	To	Description	Estimate	Neighbor-hood	Expected Timeframe	Source		Significant Support for These Strategies
111	124th St and 162nd Pl Inter-section Improve-ments	162nd Pl NE		Construct a new traffic signal at 124th Ave NE and 162nd Pl NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd Pl for sight distance. Expected to meet signal warrant with pending development, Alternatively, build roundabout. Just outside City limits.	$4,950,000	North Redmond	Medium Term	North-South Corridor Study		3 4
362	172nd Ave NE Extension	NE 124th St	NE 128th St	172nd Ave NE gate opening at NE 124th St and associated improvements (#122)	$1,450,000	North Redmond	Medium Term	North-South Corridor Study		4
	Redmond Woodin-ville Road Widening	Powerline Trail	NE 124th St	Widen Red-Wood Road from PSE Powerline Trail to NE 124th Street. Improvements include 1 through lane in each direction, left turn lanes at specific intersections, access management, separated bike lanes, curb, gutter, sidewalks, streetlights, storm drainage, and utility undergrounding.	$6,502,900	North Redmond	Long Term	North-South Corridor Study	1	3 4
1182	Willows North Bus Lane	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.	$1,414,000	Willows-Rose Hill	Near Term	North-South Corridor Study	1	3 4
					$61,684,400					

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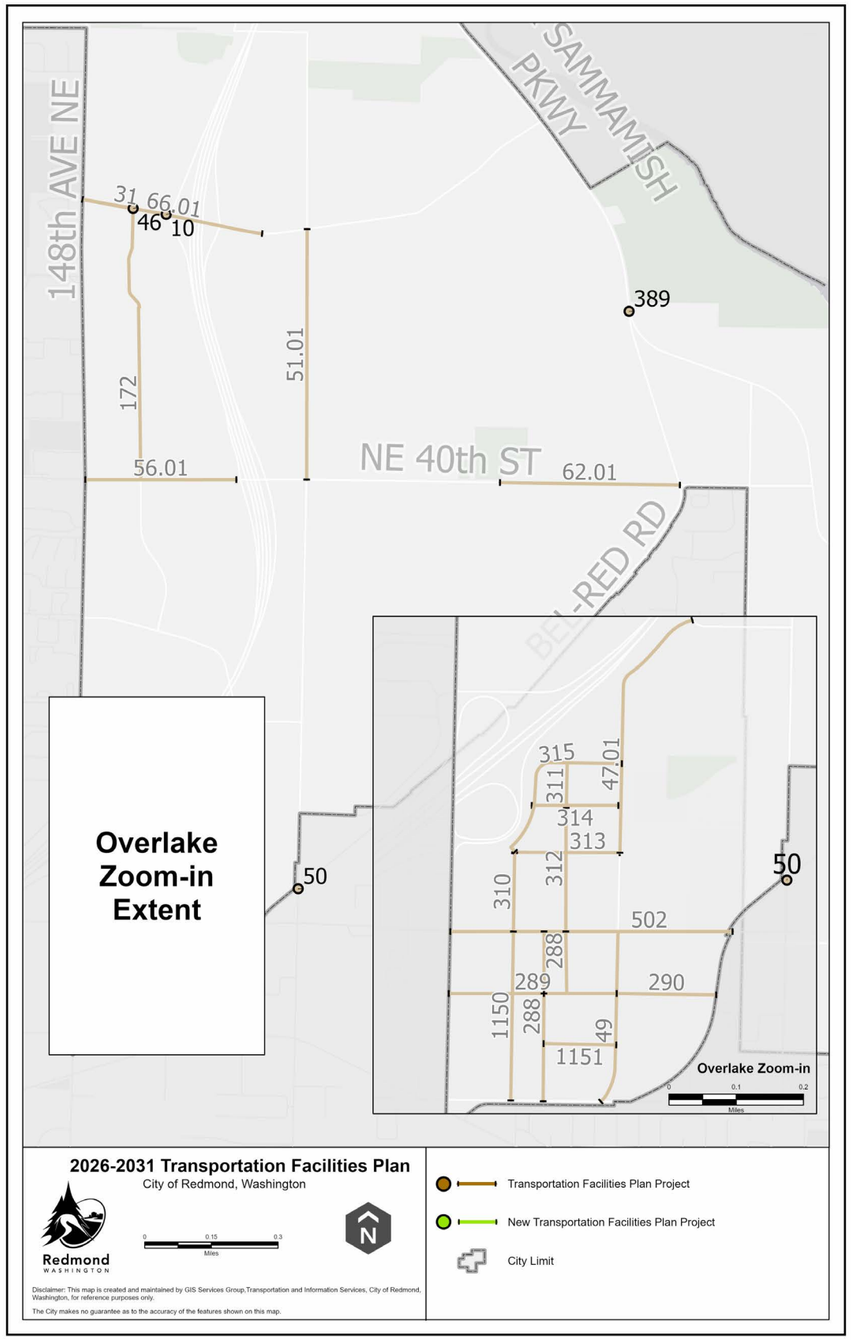
MAP 1 | 2026-2031 TFP PROJECTS CITYWIDE



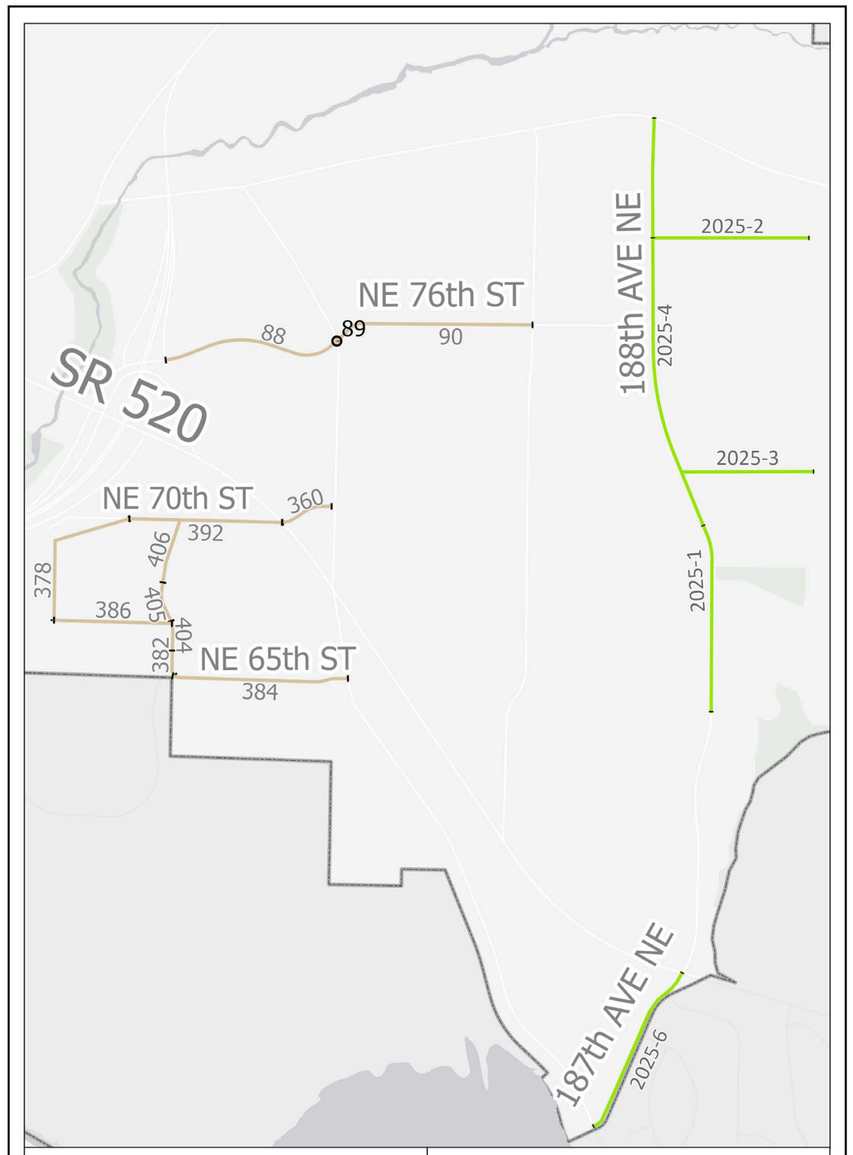
MAP 2 | 2026-2031 TFP PROJECTS - DOWNTOWN



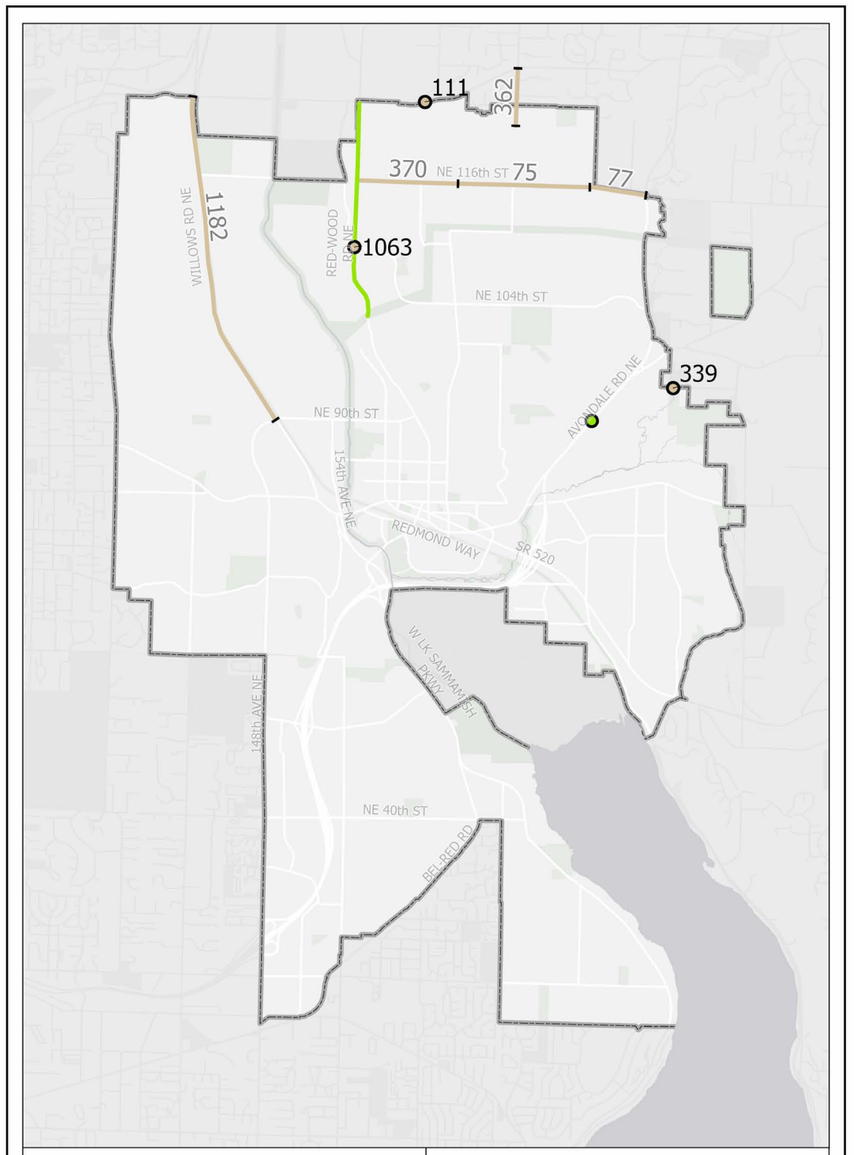
MAP 3 | 2026-2031 TFP PROJECTS - OVERLAKE



MAP 4 | 2026-2031 TFP PROJECTS - SE REDMOND/MARYMOOR



MAP 5 | 2026-2031 TFP PROJECTS - NEIGHBORHOODS



APPENDICES

Transportation Master Plan

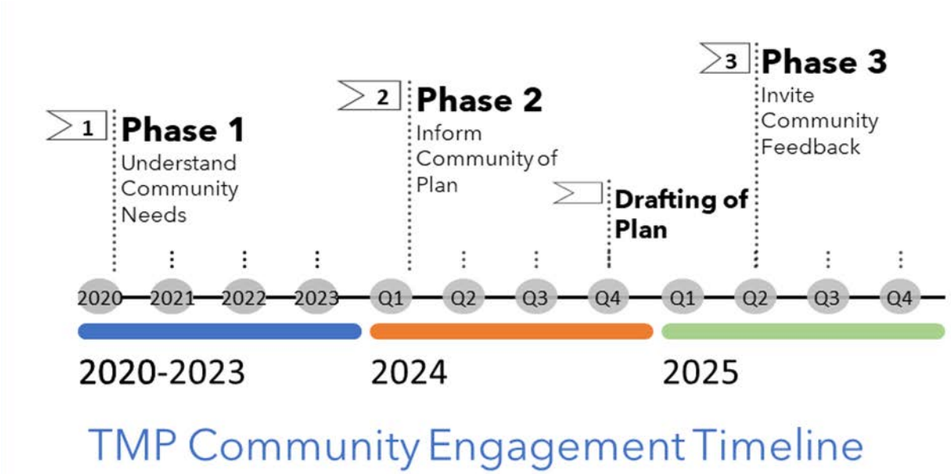
COMMUNITY ENGAGEMENT SUMMARY

The City of Redmond's Transportation Master Plan (TMP) identifies strategies and actions for implementing the transportation vision and policies in Redmond 2050. It shapes the way the City plans and invests in the transportation system and how people get around Redmond.

COMMUNITY ENGAGEMENT GOAL

The City engaged the Redmond community throughout the TMP development process to accurately understand community needs and desires and ensure these are reflected in strategies and modal networkrecommendations. This includes talking with community members to better understand their needs, explaining the TMP creation process, and allowing for community feedback prior to adoption of the plan.

TIMELINE FOR COMMUNITY ENGAGEMENT



TMP Community Engagement Timeline

Phase 1: Understand Community Needs

The first phase of community engagement took place from 2020-2023 and was focused on understanding the needs of the community regarding transportation in Redmond. This engagement took place through a variety of methods, including the Redmond 2050 plan outreach. The Redmond 2050 engagement process resulted in hundreds of interactions with community members. Specific to transportation questions were asked about community members' mobility needs and what they would like to see more of to improve their daily transportation experience. This feedback resulted in the formulation of the transportation vision and policies in the Transportation Element of the Redmond 2050 Comprehensive Plan. The Transportation Element of Redmond 2050 serves as the foundation for the TMP. TMP specific engagement also took place through the Capital Projects Ideas mapping activity (Spring 2020), Routes to Rails project (Spring 2023), and Derby Days questionnaire (2023). More information about these projects can be found at Transportation Master Plan Engagement | Redmond, WA

Phase 1 Engagement Activities

- **Spring 2020: Capital Projects Mapping Activity**
  - Understand community transportation needs as part of Redmond 2050 outreach. The City provided an interactive online map to solicit community ideas for where the City can improve transportation and mobility.
  - Approximately 107 community interactions
- **Spring 2023: Routes to Rails Engagement**
  - Gather feedback via an online questionnaire to develop transportation safety improvements, including wayfinding signage at the Heron Rookery Trail and traffic calming measures at the 161st Avenue NE/Bear Creek Parkway intersection, as well as implementing an additional pedestrian crossing at the 166th Avenue NE/NE 79th Street intersection.
  - Approximately 108 community interactions
- **July 15, 2023: 2023 Derby Days**
  - Gather feedback on challenging locations for transportation and multimodal access.
  - Approximately 500 community interactions
- **August 26, 2023: 2023 Open Streets Festival**
  - Understand community transportation needs and multimodal access challenges at future light rail station locations
  - Approximately 300 community interactions

Phase 2: Inform Community of Plan and Gather Feedback

The second phase of community engagement took place from April 2024 – August 2024 and is focused on informing the community about the TMP creation process and how they can stay involved. This includes staff being present at a variety of community events with materials to inform the community that TMP development is still underway and ensuring them that transportation is a priority for the City. This also includes sharing how the community can stay involved during the TMP development process, including through attending City Council and Planning Commission meetings, as well as participating in the Redmond Pedestrian and Bicycle Advisory Committee. This phase may also include a small degree of seeking feedback on specific strategies to be included in the TMP.

Phase 2 Engagement Activities

- **March 11, 2024 – April 26, 2024: City of Redmond Parking Questionnaire**
  - Understand the impact of current parking restrictions on residents and visitors of Redmond's Downtown, Overlake, and Southeast Redmond neighborhoods.
  - Approximately 140 community interactions
- **April 17, 2024: Microsoft Transportation Open House**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP writing process.
  - Approximately 85 community interactions
- **April 27, 2024: Sound Transit 2 Line Opening**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP writing process.
  - Over 1,000 community interactions
- **May 11, 2024: Community Road Safety Assessment**
  - Get community feedback regarding safety of pedestrians in Redmond neighborhoods to influence the strategies within the Active Transportation sections of the TMP (and Safety Action Plan).
  - Approximately 35 community interactions
- **May 13, 2024: Redmond Pedestrian and Bicycle Advisory Committee Transit Open House**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process, strengthen community accessibility to Move Redmond, Sound Transit, Metro, and Hopelink.
  - Approximately 30 community interactions
- **May 15, 2024: City of Redmond Staff Sustainability Fair**
  - Share resources for accessing bicycle facilities, transit facilities, and multimodal transportation resources.
  - Approximately 100 community interactions
- **May 17, 2024: Bike Everywhere Day**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 100 community interactions
- **May 22, 2024 and June 5, 2024: Road Safety Assessment**
  - Get staff feedback regarding safety of pedestrians in Redmond neighborhoods to influence the strategies within the Active Transportation sections of the TMP and Safer Streets Action Plan.
  - Approximately 20 community interactions
- **June 22, 2024: Open Streets Festival (Overlake)**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 130 community interactions

- **July 13, 2024: 2024 Derby Days Festival**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 754 community interactions
- **August 17, 2024: Open Streets Festival (Downtown)**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 300 community interactions
- **Fall 2024: City of Redmond Parking Questionnaire**
  - Gather feedback to understanding opportunities and challenges for implementing parking management strategies in Redmond's urban centers.
  - Approximately 100 community interactions
- **November 2024: Fall 2024 Redmond Schools Parent/Guardian Transportation Questionnaire**
  - Gather community feedback from Redmond families to understand how students travel to and from schools and support transportation safety improvements.
  - Approximately 133 community interactions
- **December 2024: Electric Vehicle Ready Community Questionnaire**
  - Gather feedback to understand what Redmond residents and visitors need for electric vehicles and charging resources.
  - Approximately 149 community interactions
- **December 2024: Pedestrian and Bicycle Advisory Committee Meeting**
  - Gather feedback and share initial ideas for the Bicycle Strategy of the Transportation Master Plan.
  - Approximately 10 community interactions
- **December 2024: E-Mobility Roundtable Sessions**
  - Gather targeted feedback from electric vehicle user groups via four roundtable sessions to inform the E-Mobility Strategy of the Transportation Master Plan.
  - Approximately 24 community interactions

Phase 3: Invite Community Feedback and Share Results

The third and final phase of community engagement for the Redmond TMP took place from May-July 2025 and focused on sharing the draft TMP with the community and getting their feedback. This was a chance for staff to share with community members what types of strategies and actions were being proposed and how they relate to the feedback and needs identified in the initial two phases of engagement. Activities during this phase of engagement focused on informing people how to access and review the TMP and demonstrating how strategies will help achieve transportation targets set by the City. Engagement also included education for the community regarding how the TMP funnels into other plans and City initiatives.

Phase 3 Engagement Activities

- **January 13, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Transportation Demand Management (TDM) and Transit sections of the TMP.
  - Approximately 10 community interactions
- **December 2024: E-Mobility Roundtable Sessions**
  - Gather targeted feedback from electric vehicle user groups via four roundtable sessions to inform the E-Mobility Strategy of the Transportation Master Plan.
  - Approximately 24 community interactions
- **March 10, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Freight & Goods Delivery section of the TMP.
  - Approximately 10 community interactions
- **April 8, 2025: Eastside for All Focus Group #1**
  - Gather input and hold strategy development discussion with Community Based Organizations.
  - Approximately 12 community interactions
- **April 14, 2025: Transit Open House**
  - Share progress on the TMP and provide TDM resources through the GoRedmond program and in partnership with Move Redmond and Hopelink.
  - Approximately 30 community interactions
- **April 22, 2025: Eastside for All Focus Group #2**
  - Gather input and hold strategy development discussion with Community Based Organizations.
  - Approximately 12 community interactions
- **April 29, 2025: Eastside for All Focus Group #3**
  - Gather input and hold strategy development discussion with Community Based Organizations.
  - Approximately 12 community interactions
- **May 6, 2025: Eastside for All Focus Group #4**
  - Gather input and hold strategy development discussion with Community Based Organizations.
  - Approximately 12 community interactions
- **May 10, 2025: Downtown Redmond Link Extension Station Opening Event**
  - Share progress on the TMP and provide TDM resources through the GoRedmond program.
  - Approximately 500 community interactions
- **June 9, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Streets Plan and Transit Plan sections of the TMP.
  - Approximately 10 community interactions
- **July 14, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Pedestrian Network section of the TMP.
  - Approximately 10 community interactions

- **September 8, 2025: Eastside for All Transportation Master Plan Open House**
  - In partnership with Eastside for All, share TMP progress and results from Spring 2025 Focus Groups with Community Business Organizations.
  - Approximately 55 community interactions
- **September 29, 2025: Community-wide Transportation Master Plan Open House**
  - Share TMP progress and gather feedback from the community.
  - Approximately 17 community interactions

Key Findings

Throughout outreach and engagement for Redmond 2050 and the Transportation Master Plan, several key themes stood out from a variety of community members. The following represent a summary of the ideas and feedback heard from community members throughout the process:

- More reliable transit is needed in Redmond, especially in residential neighborhoods outside of urban centers.
- More high comfort separated bicycle facilities are needed in Redmond.
- Protected bicycle lanes help bicyclists and drivers feel safer.
- Create or promote intentional transportation education opportunities for specific groups and the community at-large.
- Increase opportunities for transportation information to be shared in multiple languages and in visual formats.
- Partnerships with other community resources, such as Hopelink or the King County Library, are important.
- Increased transit connections between eastside cities would be valuable and appreciated.
- Increased bicycle and pedestrian connections to existing transit networks would be valuable and appreciated.
- Emphasize safety and comfort at transit hubs through increased lighting, seating, and restroom access.
- Increase education of existing transit networks and provide easier access to transit resources.
- Many sidewalks can be broken or bumpy and provide navigation barriers for those with mobility challenges.
- Redmond needs better and safer sidewalk access through and/or around construction zones.
- Providing seating options along common pedestrian routes can make walking a much more pleasant option.
- Limiting right-turns on red for vehicles make intersections safer for pedestrians.
- Redmond needs more safe and secure bicycle storage.
- Clearer signage and more protection for bikes and pedestrians are needed in modal conflict zones such as shared use paths and bus stop facilities.
- Electric vehicle (EV) chargers can be expensive, and are often unavailable at multi-family housing locations.
- Current EV programs are directed towards high-income families. These programs need better access for people of all socioeconomic backgrounds.
- More education about Redmond's micromobility program is needed, including how to use shared e-bikes and e-scooters.
- Parking rules can be confusing, which can lead to increased ticketing.
- Parking restrictions and regulations should be clear and intuitive for all.
- Emergency response and access is an important consideration for all modes of transportation.

APPENDIX B

MULTIMODAL LEVEL-OF-SERVICE STANDARDS

The Growth Management Act (GMA) (RCW 36.70A) requires that communities establish a level of service (LOS) standard for all locally owned roads and locally or regionally operated transit routes. The GMA gives wide latitude to communities about how to go about establishing LOS standards and does not prescribe any specific methodology. The primary function of establishing an LOS standard is to ensure that the community builds new infrastructure in a way that keeps pace with growth. The GMA amended by HB 1181 in 2023 to ensure that communities adopt LOS standards that focus more on just vehicle travel—in other words, communities must adopt multimodal LOS or MMLOS standards.

In addition to GMA requirements, PSRC's multi-county planning policies also require that communities consider all modes when planning.

HOW LOS STANDARDS ARE USED

Before identifying MMLOS recommendations for Redmond, it is important to understand how LOS standards can be used by jurisdictions. There are two main ways that LOS standards are used:

- Transportation Concurrency – Transportation concurrency, often simply referred to as concurrency, is a fundamental element of the GMA. When LOS is referred to in the GMA, it is specifically related to transportation concurrency. At its core, the transportation concurrency LOS standard is established within the Transportation or Capital Facilities Element of the Comprehensive Plan to ensure that there is adequate transportation infrastructure in place to serve the planned growth identified in the Land Use Element. As noted earlier, the GMA does not prescribe a specific LOS standard, which is a recognition that communities may have differing expectations of how the transportation system functions and what constitutes a satisfactory LOS.
- Development Review and Permitting – Another area where LOS standards are frequently applied is for development review. In this case, the LOS standard is applied when preparing a transportation impact analysis or environmental impact statement. If the development causes the LOS standard not to be met or worsens an already substandard condition, mitigation can be identified to reduce or eliminate the conditions that caused the LOS standard violation. Permitting requirements can be set to require that LOS standards are met which can include frontage improvements, off-site mitigation, or a fee-in-lieu contribution.

  After the passage of the GMA in 1990, communities generally adopted vehicle LOS standards that were used for both transportation concurrency and development review and permitting. In other words, the same metric and standard were applied to both transportation concurrency and for a transportation impact analysis.

MMLOS IN REDMOND

Within the transportation planning community, Redmond has long been recognized as a leader in multimodal transportation planning. Specifically, Redmond adopted the first plan-based multimodal transportation concurrency LOS standard in 2008. This MMLOS standard is still in use today and many communities throughout Washington State have emulated Redmond's plan-based concurrency LOS standard.

Redmond's Transportation Concurrency LOS Standard

Redmond's LOS standard for transportation concurrency is rooted in the city's multimodal Transportation Facilities Plan (TFP). The TFP is prepared in conjunction with the Comprehensive Plan's Land Use Element and considers the growth in population and employment within Redmond and the neighboring jurisdictions. Unlike systems that focus on the performance of the vehicle network, Redmond's concurrency standard tracks implementation of the improvements identified in the TFP and requires that the city build new investments ahead of or at-pace with growth identified in the Comprehensive Plan.

A simple way to think of Redmond's transportation concurrency LOS standard is as follows:

- Redmond can accommodate 20 percent of planned growth so long as it has built or committed funding to build 20 percent of the transportation improvements defined in the TMP.

Since the TFP is fundamentally multimodal, Redmond's transportation concurrency LOS standard is also multimodal since it does not focus on building infrastructure solely for vehicles.

MMLOS ENHANCEMENTS FOR REDMOND

As part of Redmond 2050, Redmond is refining the way that transportation system supply and demand are calculated, shifting from a calculation based on person-miles traveled to a calculation based on person trips. This change is to simplify calculations and align with the proposed changes to Redmond's transportation impact fees, which are used, in part, to fund new transportation infrastructure using a one-time fee paid for by new development.

Of the other TMP performance measures that relate to MMLOS, they each have merit in evaluating the performance of the transportation system and identifying new projects.

- **Connectivity** – this performance measure can help to identify areas of Redmond that are physically proximate, but where the actual travel distance is long. The classic example is of a cul-de-sac neighborhood that might be a few hundred feet from a shopping area, but it might be more than a mile to get to that shopping area because there are no roads, paths, or sidewalks connecting the two. Connectivity is a key measure being explored by WSDOT as the agency looks to adopt MMLOS metrics and standards. This performance measure does not need to be recalculated frequently as it is complex to calculate and does not change unless a new connection is made.

›REDMOND 2050

- **Network Completion** – this is an important measure of how complete the street, active transportation, and transit networks are relative to an "ultimate" build-out condition.
- **Mode Share** – calculating the share of travel by means other than SOV travel is required for regional growth centers by the PSRC multi-county planning policies. This performance metric will be maintained to monitor progress on shifting how people travel through denser land uses and more multimodal connectivity.
- **Vehicular Congestion** – the current metric measured in average seconds of delay per mile is useful for a traffic engineer but may not be understandable to the layperson. This performance measure will be changed for how vehicular congestion is calculated using standard measures from the Highway Capacity Manual for intersection delay or roadway segment delay. Bellevue, for example uses both intersection volume/capacity ratios and HCM roadway segment delay to calculate vehicle delay. It is important to note that it is not recommend to adopt a vehicular congestion LOS standard, but measuring vehicle congestion as part of a multimodal approach to identifying transportation projects is an important aspect of multimodal transportation planning.
- **Transit Ridership** – given the level of investment in transit in Redmond and surrounding communities. The City's current approach of reporting data from King County Metro and Sound Transit will continue.
- **Safety, Environment, and Street Preservation** – these performance measures are important for the city to track but are less-related to MMLOS.

LEVEL OF TRAFFIC STRESS FOR MMLOS

One innovation that has occurred since the last TMP update is the idea of the Level of Traffic Stress, or LTS, as an MMLOS performance measure. LTS is similar to vehicle LOS in that it can consider various features of a sidewalk, roadway, bike lane, cycletrack, or trail and calculate how well it accommodates active modes (walking, biking, scooters, wheelchairs, etc.). However, unlike vehicle LOS and earlier active mode LOS calculations, it is not based on how crowded an active mode facility is, rather it is based on how comfortable people are using that facility.

The idea of LTS stems from research in the 1990s from the Mineta Transportation Institute at San Jose State University in California. Initially, the research focused on bicycling and found that many people were uncomfortable bicycling in a vehicle lane on busier streets with higher speeds. In fact, some people were uncomfortable enough to determine that bicycling was not a viable means of travel for them, even though it was permissible under the law. Similar findings were made for bicycle lanes—while they can work well on smaller, slower, lower-volume streets, most people do not feel comfortable bicycling in a bike lane on a high-speed arterial street. This lack of comfort pushes some people who might bike to drive instead. Since the initial work on bicycle LTS, the idea has also spread to pedestrian travel. Similarly, greater separation from fast, high-volume vehicle travel makes walking more comfortable and thus a more viable means of traveling between places. LTS is measured on a scale of 1 to 4, with 1 being the most comfortable and 4 being the least comfortable. Often LTS 1 is referred to as a facility where small children or the elderly would feel completely comfortable traveling and LTS 4 is where people will only travel out of absolute necessity. Keep in mind that it may not always be feasible to achieve LTS 1 when considering impacts to adjacent land uses, the cost to build a facility, or environmental issues. Therefore, cities that have adopted LTS tend to have a range of LTS targets, much like cities sometimes allow for poor vehicle operations in certain areas in consideration of other constraints.

BICYCLE LEVEL OF TRAFFIC STRESS

The Redmond Bicycle Design Manual provides guidance on bicycle facility selection by analyzing characteristics of the street to determine the appropriate bicycle facility type for that street. Bicycle Level of Traffic Stress (LTS) is a key component that aims to address the needs, skills, and desires of a wide range of bicyclists. Figure 1 shows different levels of comfort with bicycling and the surveyed percentage of the population that falls within them. The "Interested but Concerned" percentage of the population - those who would like to ride a bicycle more but have concerns about their personal safety - is the largest percentage of the population and so is the design user for the facilities and treatments as shown in the manual.

A bicyclist's perception of their personal safety riding on a given street is greatly influenced by their proximity to and interaction with motorized traffic. At low volumes and speeds of traffic, many people feel safe and comfortable sharing the street with traffic or crossing the street in unmarked crossings. As traffic speed and volumes increase, their perception of safety degrades significantly, resulting in a feeling of increased stress and discomfort.

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FIGURE 1 | BICYCLE FACILITY DESIGN USER PROFILES



Comfort Typology of Bicyclists

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of Population	31-37%	51-56%	5-9%	4-7%

Note: the percentages above reflect only adults who have stated an interest in bicycling.

A bicycle level of traffic stress (LTS) rating from 1 to 4 is used in Redmond's Bicycle Design Manual to classify streets based on how stressful they are for riding a bicycle, with LTS 1 being the least stressful and LTS 4 being the most stressful.

Table 1 shows the LTS rating system created for the City of Redmond's streets. The LTS ratings consider characteristics of the street including posted speed limit and the amount of motor vehicle traffic (Average Annual Daily Traffic, or AADT) as well as characteristics of the bicycle facility on the street.

TABLE 1 | BICYCLIST LEVEL OF TRAFFIC STRESS ON STREETS IN CITY OF REDMOND

Roadway Characteristics		Type of Bicycle Facility						
Posted Speed[1]	AADT	Mixed Traffic	Bicycle Boulevard	Bicycle Lane[2,3] (painted)	Buffered Bike Lane[2,3] (painted >/=2')	Buffered Bike Lane[4] (with vertical elements)	Separated Bike Lane[5] or Sidepath	Shared Use Path
< / = 20	<1500	1	1	1	1	1	1	1
	1501-3000	2	2	1	1	1	1	
	3001-6000	2	n/a	2	2	2	1	
25	<1500	1	2	1	1	1	1	
	1501-3000	2	2	2	1	1	1	
	3001-6000	3	n/a	2	2	2	2	
	6000+	3	n/a	3	2	2	2	
30	<1500	3	n/a	2	2	2	2	
	1501-3000	3	n/a	2	2	2	2	
	3001-6000	3	n/a	2	2	2	1	
	6000+	3	n/a	3	3	3	2	
35	<1500	4	n/a	4	3	2	1	
	1501-3000	4	n/a	4	3	2	1	
	3001-6000	4	n/a	4	3	3	1	
	6000+	4	n/a	4	3	3	2	
> / = 40	Any	4	n/a	4	3	3	2	

Notes:

1. Table assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
2. On-street parking adjacent to the bicycle facility increases the level of traffic stress.
3. Number of driveways and volume of turning motor vehicles increase the level of traffic stress.
4. Buffer includes intermittent vertical elements (precast curbs, flexible posts, etc).
5. Bike lane separated from motor vehicle traffic by a landscape strip, parking, or other robust vertical protection.

Table adapted from: Mekuria, Maaza C.; Furth, Peter G.; Nixon, Hilary (2012) *Low-stress bicycling and network connectivity:* Mineta Transportation Institute. *WSDOT Design Bulletin Designing for Level of Traffic Stress* (2022) and NACTO *Urban Bikeway Design Guide.* Bicycle facility types as defined in the City of Redmond Bicycle Design Manual (2023).

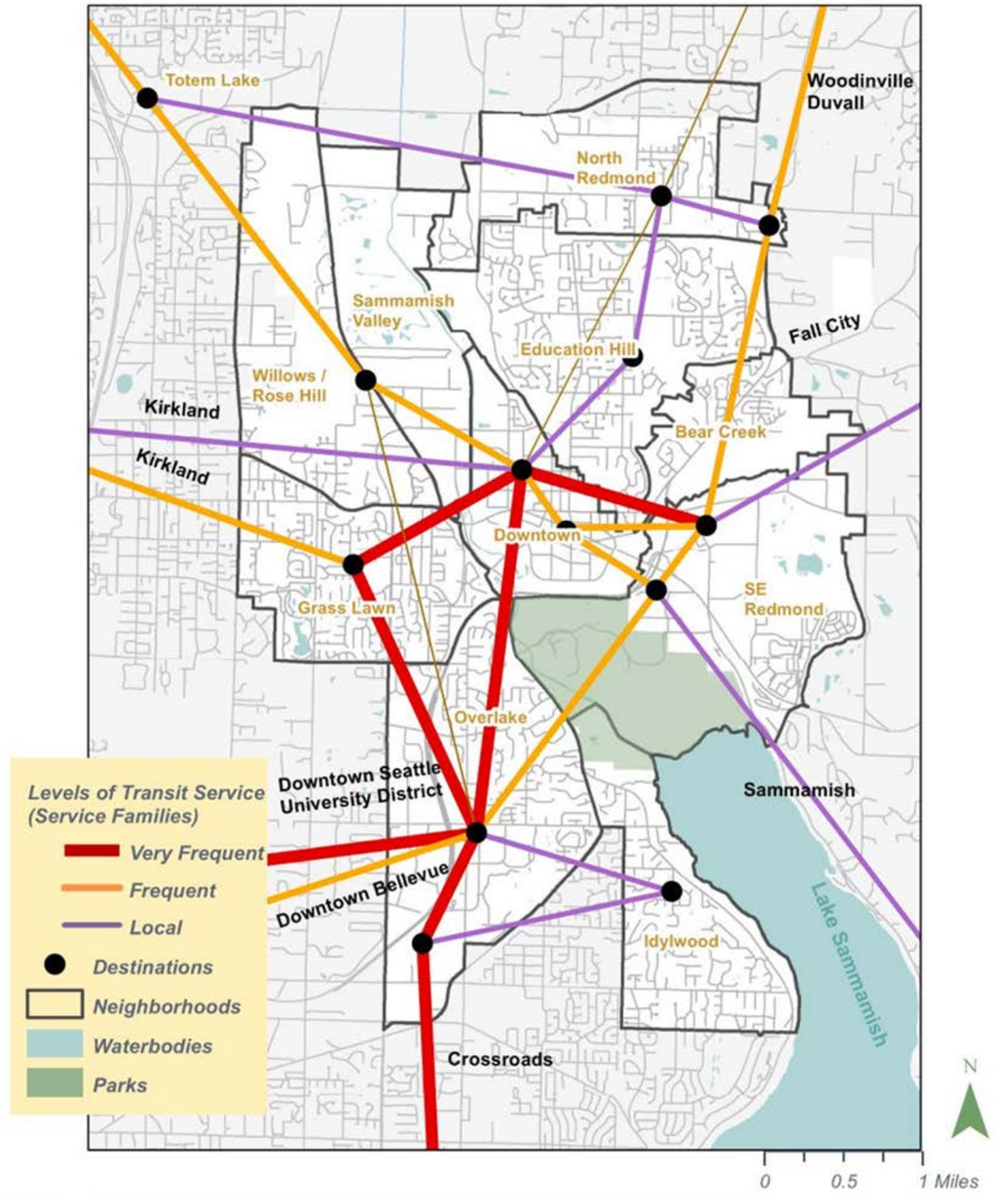
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TRANSIT LEVEL OF SERVICE STANDARDS AND PRIORITY CONNECTIONS

The priority connections and service standards in the following map identify the most important local and regional connections for Redmond and the levels-of-service needed to meet community needs. The following process was used to develop the priority connections and service standards:

- Identify priority connections between key destinations, including neighborhood centers and major regional destinations, based on travel needs and demand, and desired connections between transit services.
- Apply network design principles, focusing on providing frequent transit service that connects Redmond's centers to the region, and Redmond neighborhoods to centers and the regional transit spine. Each connection is designed to meet a wide variety of user groups and trip purposes, and meet the needs of multiple markets.
- Identify preferred travel paths that represent a balance between travel speed and coverage (access to transit) for Redmond's centers and neighborhoods.
- Set appropriate "Service Families" that define the desired level of service in terms of the frequency of service by time of day. These standards are established by identifying potential transit demand based on population and employment density measures (persons and jobs per acre), as well as overall travel demand measures (all-day person trips) along the corridor.

FIGURE 2



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VEHICLE MILES TRAVELED (VMT)

The HB 1181 (2023) amendments to the GMA require cities to identify actions that cities can take to reduce VMT as part of future Comprehensive Plan updates. In the Redmond 2050 EIS, an analysis was performed on VMT in Redmond. The results are shown in **Table 2.**

TABLE 2 | AVERAGE WEEKDAY VMT, TOTAL AND PER CAPITA

Existing Condition		2050 No Action		2050 Preferred Alternative	
VMT	VMT per Capita	VMT	VMT per Capita	VMT	VMT per Capita
540,500	8.7	695,200	6.9	766,490	6.6

Redmond has established a 50% per-capita VMT reduction target from 2017 levels by 2050. It is anticipated to remain steady at 7,300 miles per person per year without local action. This VMT reduction target is set in consideration of ongoing vehicle electrification strategies and policies at the state and federal and local levels. The VMT reduction targets may need to be revised once WSDOT or PSRC establish state and regional VMT targets in the coming years.

APPENDIX C

ESTIMATED MULTIMODAL LEVEL-OF-SERVICE IMPACTS TO STATE-OWNED FACILITIES

The Growth Management Act requires that jurisdictions evaluate the impact of planned land use and transportation network changes on state facilities. As part of the Environmental Impact Statement (EIS) for 2050 Redmond Comprehensive Plan update, the City of Redmond performed a multimodal transportation impact analysis across the entire city, including the two state routes that travel through Redmond: SR 202 and SR 520. This memorandum summarizes the findings of the multimodal LOS impacts on these two facilities.

CONTEXT

SR 202 travels through much of the city as either a Principal or Minor Arterial. It extends from the north city limit at NE 124th Street where it is also known as Redmond-Woodinville Road into Downtown Redmond where the road name changes to 164th Avenue NE. SR 202 then turns east and follows the alignment Redmond Way/Redmond-Fall City Road until it leaves the city just east of 188th Avenue NE.

SR 520 runs as a freeway from the city limit at 148th Avenue NE to its terminus at the intersection of Union Hill Road/Avondale Road.

IMPACT SUMMARY

Impacts to state owned facilities in Redmond were assessed by comparing the 2050 No Action alternative (which assumes that the current Comprehensive Plan remains unchanged) to the Action Alternatives. The EIS presents the full analysis for all three Action Alternatives, but for brevity, only the Preferred Alternative is presented in this memorandum. The 2019 Existing Conditions data is also presented for context.

Impacts are described quantitatively from the perspective of vehicle traffic operations and qualitatively for active modes and transit. Note that this analysis also considers MMLOS metrics related to Level of Traffic Stress (LTS) described in Appendix B.

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Traffic Operations

Traffic operations were specifically evaluated at two intersections along SR 202 as part of the EIS (intersections are where arterial streets are most constrained and are commonly the basis for traffic operations impact assessments):

- Redmond Way/NE 70th Street
- Redmond Way/East Lake Sammamish Parkway

Freeway operations are evaluated along segments of roadway and two sections of SR 520 were evaluated as part of the EIS:

- West of 148th Avenue NE
- East of West Lake Sammamish Parkway

For simplicity, traffic operations results are converted from a quantitative measurement of traffic flow to a letter grade that describes the degree of congestion during the PM peak hour. LOS A represents a virtually empty road and LOS F indicates heavy congestion where the demand for travel exceeds the capacity of the road. Specific details on the LOS thresholds and quantitative units of measurement are provided in the EIS. WSDOT has set a LOS target of LOS E for SR 202 and LOS D for SR 520. These LOS targets seek to maximize the utilization of the roadway while keeping traffic congestion levels in a range that is typical for a large urban area.

The PM peak hour traffic operations results are summarized in **Table 1.**

TABLE 1 | STATE OWNED FACILITY LOS

State Facility	Existing (2019) Conditions	2050 No Action	2050 Preferred Alternative
SR 202: Redmond Way/ NE 70th Street	LOS B	LOS D	LOS F
SR 202: Redmond Way/ E Lake Samm Pkwy	LOS E	LOS F	LOS F
SR 520: West of 148th Ave NE*	LOS C	LOS D	LOS E
SR 520: East of W Lake Samm Pkwy*	LOS B	LOS B	LOS B

Note:
* The peak direction of travel in the PM peak hour is eastbound. The results in this table are for eastbound travel only.

The results in Table 1 show that LOS is expected to degrade, indicating more traffic congestion by 2050 because of growth in Redmond and the region as a whole. The Preferred Alternative shows more LOS degradation at SR 202/Redmond Way/NE 70th Street and SR 520 west of 148th Avenue NE compared to the No Action Alternative. This additional traffic congestion is generally attributable to the fact that the Preferred Alternative has a greater level of population and employment growth compared to the No Action Alternative. As described in the Comprehensive Plan EIS, under the No Action Alternative, Redmond would not be able to accommodate its share of regional population or employment growth, which is inconsistent with regional planning policies and requirements set forth by PSRC.

The higher levels of growth under the Preferred Alternative would result in more traffic congestion, but it is important to consider that the Preferred Alternative has lower per-capita vehicle miles traveled (VMT) and higher non-private vehicle mode share compared to the No Action alternative. In other words, while Redmond would be accommodating more residents and jobs with the Preferred Alternative, the travel would be more efficient from the perspective of fewer people driving and more people waking, rolling, biking, or using transit. Reducing dependance on driving and the environmental impacts of vehicle travel is an important goal of the Comprehensive Plan.

Transit Ridership

Based on data in the EIS, transit ridership is anticipated to grow between 2019 and 2050, with the highest levels of transit ridership under the Preferred Alternative. Additional people riding transit, particularly light rail, will reduce the impacts on WSDOT facilities; therefore, higher transit ridership is identified as a benefit to state owned facilities. **Table 2** summarizes average weekday transit boardings occurring anywhere in Redmond under the three scenarios.

TABLE 2 | CITYWIDE TRANSIT RIDERSHIP

Transit Ridership	Existing (2019) Conditions	2050 No Action	2050 Preferred Alternative
Average Weekday Boardings	11,000	26,500	28,800

Active Modes

Similar to transit ridership, additional growth in population and employment will increase the number of walking, rolling, and bicycling trips in Redmond. In addition, much of the growth planned for 2050 is expected to be in transit-oriented, mixed-use neighborhoods where people tend to use active modes more. The Comprehensive Plan EIS did not specifically evaluate active mode share, but it does track non-SOV mode share for all trips and commuting trips. The results are presented in **Table 3.**

FEHR PEERS

TABLE 3 | CITYWIDE NON-SOV MODE SHARE

Mode Share	Existing (2019) Conditions	2050 No Action	2050 Preferred Alternative
Non-SOV Mode Share – All Trips	55%	56%	56%
Non-SOV Mode Share – Commute Trips	36%	43%	44%

The higher non-SOV mode shares under the 2050 Preferred Alternative are beneficial to state owned facilities from the perspective of reducing vehicular demand. However, additional people walking, rolling, and biking on or parallel to some state facilities could be an issue if there are not comfortable places for active mode users to travel. Along SR 520, this is not an issue because of the SR 520 trail and Bear Creek Trail, that parallel the freeway. Additionally, portions of Redmond Way are parallel to the Redmond Central Connector trail and many of the sidewalks through Downtown Redmond have parking and or landscape buffers to separate pedestrians from vehicle traffic. However, there are segments of Redmond-Woodinville Road (see **Figure 1**) and Redmond-Fall City Road that have unbuffered bike lanes and basic attached sidewalks that (while better than no facility) are not likely to meet WSDOT's target for LTS 2 or better on these facilities. To mitigate this potential impact to LTS, Redmond will look for opportunities to identify parallel bicycle routes, opportunities to enhance the pedestrian environment, and/or roadway improvements to improve active mode infrastructure in conjunction with WSDOT.

FIGURE 1 | VIEW NORTH ALONG REDMOND-WOODINVILLE ROAD SHOWING STANDARD BIKE LANES AND AN UNBUFFERED SIDEWALK (SOURCE: GOOGLE, 2023)



APPENDIX D

TRAVEL DEMAND FORECAST

BACKGROUND

The City of Redmond's Comprehensive Plan update develops a comprehensive and multimodal vision for the future and will guide the City's transportation investments and activities through 2050. This memo delves specifically into the travel demand modeling undertaken to support the Comprehensive Plan update, and the associated model outputs that were analyzed. Specifically, the results of the travel demand modeling were used to inform and refine the projects included in the Transportation Facilities Plan

PERFORMANCE MEASURES

The performance measures shown in **Figure 1** are used to demonstrate the City's progress toward meeting its transportation goals. The travel demand model was used to analyze selected measures under a 2050 timeframe, including mode share, transit boardings, congestion, and air quality. The City considered several future land use alternatives, as documented in the Redmond 2050 Environmental Impact Statement (EIS). For the sake of brevity, the travel demand modeling results for just the Preferred Alternative are presented here. As part of the TMP update some changes to performance measures have been made, including adding vehicle miles traveled (VMT), and removing vehicle congestion and connectivity measures.

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Mode Share

Currently, the single occupancy vehicle (SOV) is the most common form of travel in Redmond. The City of Redmond seeks to provide a range of transportation options so that residents, employees, and visitors can choose alternatives to the SOV and, in doing so, can reduce congestion and negative environmental consequences of driving.

To track progress on the goal of providing alternative transportation options, the City of Redmond set a target in 2013 that 53% of all trips and 45% of commute trips be taken via a non-SOV mode by 2030. As shown in **Table 1**, under the 2050 analysis horizon, 44% of commute trips are estimated to be made by non-SOV modes, missing the 2030 target by 1%. The share of all trips made by non-SOV modes is forecasted to be 56%, which surpasses the 2030 target. Under the Preferred Alternative, households and jobs are more concentrated near transit, including the new Link light rail stations in Overlake, Marymoor, and Downtown, which results in the higher non-SOV mode share for all trips. Redmond employment centers in Overlake and Downtown draw employees from across the Seattle-Bellevue metro region, and non-SOV modes may be less practical for some commuters, particularly those located away from high-frequency transit. This result indicates that there is room for transportation demand management strategies and the opportunity for further enhancements to the already widespread employer shuttle programs active in Redmond

TABLE 1 | MODE SHARE, 2050 PREFERRED ALTERNATIVE

Scenario	Non-SOV Mode Share	
	All Trips	Commute Trips
2030 Target	53%	45%
2050 Preferred Alternative	56%	44%

Transit

Transit ridership is defined as average weekday boardings for all transit stops/stations within Redmond. This includes boardings on Metro and Sound Transit buses, as well as Link light rail since service to Redmond will be operational by 2025.

Table 2 summarizes the 2030 target transit boardings and the 2050 Preferred Alternative. The Preferred Alternative is expected to have about 2,000 more daily transit boardings than the 2030 target. Increasing transit ridership is a critical component of the City's growth strategy for the Preferred Alternative, which directs most additional housing and employment to the Downtown and Overlake urban centers.

TABLE 2 | DAILY TRANSIT BOARDINGS, 2050 PREFERRED ALTERNATIVE

Scenario	Daily Transit Boardings
2030 Target	26,700
2050 Preferred Alternative	28,800

While it is notable that there are forecast to be more transit trips under the 2050 Preferred Alternative than the 2030 target, it is worth considering that there are another 20 years of growth in employment and population between the 2030 target and the 2050 Comprehensive Plan horizon. If we were to scale the 2030 target according to employment and population growth, we would find the forecasted 2050 target to be around 34,600 daily transit boardings, which is greater than the forecasted transit boardings in the 2050 Preferred Alternative.

Congestion

Vehicular congestion is expressed as the average delay (in minutes and seconds) incurred during a one-mile trip on principal, minor, and collector arterials in Redmond during the p.m. peak hour (5 p.m.-6 p.m.). **Table 3** summarizes the arterial delay per mile for the 2030 target and the 2050 Preferred Alternative. Arterial delay under the Preferred Alternative is projected to be 56 seconds, ten seconds more than the 2030 target of 46 seconds.

While the Preferred Alternative does not meet the 2030 target, the City acknowledges that delay for roadways users will continue to grow as long as the number of jobs and housing units reliant on SOV travel increases in Redmond. Travelers can avoid peak-period delay by choosing travel modes that are not subject to congestion like biking, walking, or transit that operates in its own lane/right-of-way; shifting the timing of trips; and by reducing unnecessary trips during peak periods. Realistically, Redmond cannot expand roadways to hold congestion levels constant in the future as many streets are already built out to the edge of the right-of-way. While there may be limited and strategic widening of roadways and intersections to address bottlenecks, widespread road widenings that would impact many homes and businesses are counter to the City's growth strategy.

TABLE 3 | PEAK HOUR ARTERIAL DELAY, 2050 PREFERRED ALTERNATIVE

Alternative	Arterial Delay per Mile
2030 Target	46 seconds
2050 Preferred Alternative	56 seconds

Level of Service

Level of Service (LOS) is a qualitative measure that assesses the operational conditions of a roadway or intersection. The Highway Capacity Manual (HCM) is a widely used reference for evaluating and defining LOS. It categorizes LOS from A to F, with A representing free-flow conditions and F indicating congestion and conditions where demand exceeds the supply during the analysis period (typically the peak hour of the day). The City of Redmond has not set a target for intersection LOS, as it is impractical to provide a target LOS at all intersections during the peak hour when considering fiscal, environmental, and right-of-way constraints. It is important to note that every property in the City of Redmond has a roadway/vehicular connection and that the overall capacity of the transportation system increases when more people choose to walk, bike, or take transit, which take up far less space and fewer resources than driving a vehicle.

Because there is no 2030 target to compare the 2050 Preferred Alternative against, **Table 4** summarizes the expected traffic operations at key study intersections for the 2050 Preferred Alternative and the 2050 No Action Alternative. Under the Preferred Alternative, all study intersections are expected to operate at LOS E or F. Intersections that would operate with higher delay under the Preferred Alternative than the No Action Alternative are shown in bold. The traffic operations results for intersections near the city limits of Redmond also provide an indication of how traffic volumes and congestion may be affected in neighboring jurisdictions.

TABLE 4 | INTERSECTION LEVEL OF SERVICE, 2050 PREFERRED ALTERNATIVE

ID	Intersection	LOS / Delay (seconds)	
		2050 No Action	2050 Preferred Alternative
1	NE 124th St/Willows Rd	F / >120	F / >120
2	NE 90th St/Willows Rd	F / 104	F / 104
3	Redmond Way/148th Ave NE	F / >120	F / >120
4	Leary Way/W Lake Sammamish Pkwy	E / 65	E / 65
5	Union Hill Rd/Avondale Way	F / >120	F / >120
6	NE 70th St/Redmond Way (SR 202)	F / >120	F / >120
7	Redmond Way (SR 202)/E Lake Sammamish Pkwy	F / 106	F / 106
8	NE 51st St/148th Ave NE	F / 85	F / 85
9	NE 40th St/148th Ave NE	E / 63	E / 63
10	NE 24th St/148th Ave NE	F / 116	F / 116

ID	Intersection	LOS / Delay (seconds)	
		2050 No Action	2050 Preferred Alternative
11	NE 20th St/148th Ave NE	F / >120	F / >120
12	NE 24th St/152nd Ave NE	E / 61	F / 93
13	NE 40th St/156th Ave NE	E / 68	E / 73
14	Turing St/156th Ave NE	F / 117	F / >120
15	Bel-Red Rd/156th Ave NE	E / 69	E / 62

Note: All study intersections are signalized.
Source: Fehr & Peers, 2023.

Table 4 shows that several intersections are expected to operate with greater levels of delay and lower LOS scores under the 2050 Preferred Alternative compared to the 2050 No Action Alternative. The primary reason for this difference is the 2050 Preferred Alternative includes about 10,000 greater households, and 15,000 greater jobs than the 2050 No Action Alternative.

Table 5 shows projected 2050 volumes and LOS under the No Action Alternative and the Preferred Alternative for SR 520. Compared to the No Action Alternative, the Preferred Alternative would increase SR 520 volumes up to 7%, with the largest increase occurring in the eastbound direction east of West Lake Sammamish Parkway. However, this roadway segment is still expected to operate at LOS C[1]. The increased housing and job growth concentration in the Overlake and Downtown areas under the Preferred Alternative result in higher volumes on SR 520 west of 148th Ave NE, and LOS could fall to LOS E in both directions at this location. In addition, the increased volumes under the Preferred Alternative could exacerbate the eastbound queue spillback from the signals at NE Union Hill Road/ Avondale Road and SR 202/East Lake Sammamish Parkway.

[1] This eastbound segment of SR 520 experiences PM peak hour congestion under 2023 conditions, but this is due to queues spilling back from the intersections Avondale Road and Union Hill Road and SR 202 and East Lake Sammamish Parkway. The freeway segment of SR 520 has enough capacity to meet current and future travel demands.

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TABLE 5 | SR 520 OPERATIONS, 2050 PREFERRED ALTERNATIVE

Location	2050 No Action			
	2050 No Action		2050 Preferred Alternative	
	EB	WB	EB	WB
East of West Lake Sammamish Parkway	4,250 / B	3,530 / B	4,540 / C	3,650 / B
West of 148th Avenue NE	5,540 / D	5,580 / D	5,620 / E	5,750 / E

Note: EB = eastbound and WB = westbound.
Source: Fehr & Peers, 2023.

WSDOT also considers the number of additional trips that may be added to a state highway segment. Per Design Manual Section 1130.09(2)(a), WSDOT considers a proposal to have a probable significant adverse impact to the state highway system if it meets either or both of these thresholds:

- Addition of ten (10) or more AM or PM peak-hour vehicle trips assigned to an individual approach leg to a state highway intersection.
- Addition of twenty-five (25) or more AM or PM peak-hour vehicle trips assigned to a state highway segment (2-way travel) or intersection (total 25 trips all legs).

Based on the projected growth, it is expected that the Preferred Alternative would exceed those thresholds on SR 520 from its terminus at Avondale Rd NE to I-405, SR 202 from NE 80th Street to NE 124th Street, and I-405 from NE 8th Street in Bellevue to NE 128th Street in Kirkland.
The increase in travel on WSDOT facilities is not driven solely by growth in Redmond. The surrounding cities and unincorporated King County are all expecting growth over the coming decades in line with the regional growth strategy outlined by PSRC.

Air Quality

The Comprehensive Plan recognizes the environment as a community priority. Transportation Element policies strive to improve access to environmentally friendly travel choices like walking, biking, and transit, and through individual project design. The following measures, which focus on air quality and vehicle-miles-traveled (VMT), provide insight into whether the transportation system in and around Redmond is doing its part for the environment.

The Preferred Alternative could result in approximately 65% more total greenhouse gas (GHG) emissions than the 2050 No Action Alternative. The increase in transportation emissions of the Preferred Alternative is driven by both the higher number of households and jobs as well as the type; the Preferred Alternative includes higher numbers of retail and industrial jobs as well as single family homes relative to the other alternatives.

Per capita emissions in the 2050 Preferred Alternative would be roughly 6% higher than in the 2050 No Action Alternative. The No Action Alternative is expected to generate approximately 208 MTCO2e per Redmond resident/employee, while the Preferred Alternative is expected to generate approximately 221 MTCO2e per Redmond resident/employee (driven by the energy emissions associated with greater employment growth).

TABLE 6 | LIFESPAN GHG EMISSIONS (MTCO2E)

Type of Emissions	2050 No Action	2050 Preferred Alternative
2030 Target	901,300	1,507,000
2050 Preferred Alternative	9,547,400	15,611,800
2030 Target	1,091,100	1,965,400
2050 Preferred Alternative	11,539,800	19,084,200
Emissions Per Capita	**208**	**221**

Notes: Data above reflects emissions expected to be generated by new development and does not include existing land uses and transportation. Lifespan emissions assume an average building lifespan of 62.5 years.
Sources: King County SEPA GHG Emissions Worksheet completed by Fehr & Peers, 2023; BKR Travel Demand Model and EMFAC2021 database analysis completed by Fehr & Peers, 2023.

Because the City's energy, fossil fuel, and GHG emissions goals are based on total reductions, the Preferred Alternative is less likely to meet the City's targets than the No Action. However, the contribution of the increment of growth under the Preferred Alternative should be considered relative to both the No Action Alternative's planned growth as well as the existing land uses. The primary differences in growth and land use between the No Action and Preferred Alternative is that the Preferred Alternative would meet the Puget Sound Regional Council multi-county growth requirements for the City, while No Action would not. Moreover, the projected emissions per capita are expected to be less than similar development located elsewhere in the region given Redmond's proximity to light rail connecting to residential and employment centers around the region.

Vehicle Miles Traveled

The City aims to reduce per capita VMT by at least 50% by 2050. The travel demand model was used to assess the likelihood of achieving this goal under each alternative. For this analysis, VMT was summarized for all trips generated by households in Redmond (including the miles traveled both within and outside city limits).[2] Results for the Existing Condition and the 2050 Preferred Alternative are summarized in **Table 7**.

[2] Note that this is a different type of VMT summary than referenced in the GHG emissions section which includes 100% of VMT for trips that occur entirely within Redmond and 50% of VMT for trips that have only one end in Redmond, such as a commute trip made by someone who lives in Redmond but works outside Redmond).

The Preferred Alternative would result in an increase of total VMT by over 41% compared to the Existing Condition, but the per capita VMT would decrease by 24%. The increase in total VMT is in line with projected population and job growth in the Preferred Alternative. The 24% reduction in VMT per capita in the Preferred Alternative as compared to the Existing Condition would not meet the City's goal of 50% reduction by 2050. To achieve this goal, broader action at the county and state level would likely be required to address factors beyond the City's control.

TABLE 7 | DAILY VEHICLE MILES TRAVELED

Existing Condition		2050 Preferred Alternative	
VMT	**VMT per Capita**	**VMT**	**VMT per Capita**
540,500	8.7	766,490	6.6

Note: Per capita calculation is based on total projected population in Redmond.
Source: Fehr & Peers, 2023.

APPENDIX E

IMPACTS TO NEIGHBORING JURISDICTIONS

BACKGROUND

As part of the Redmond 2050 Comprehensive Plan Update a transportation evaluation was conducted in support of an Environmental Impact Statement (EIS). The EIS analysis incorporates a run of the Bellevue-Kirkland-Redmond (BKR) travel demand model which includes an evaluation of all major roadways in and around Redmond. Using output from the BKR model, we are able to assess how growth within Redmond and other communities in the Puget Sound Region affects traffic in the surrounding jurisdictions. The results in this memorandum include the following:

- Existing Conditions – the modeled traffic volumes from the base year 2019 BKR model.
- No Action – the 2050 forecast of traffic volumes assuming no change to Redmond's Comprehensive Plan and background growth in the surrounding communities.
- Preferred Alternative – the 2050 forecast of traffic volumes assuming the Redmond 2050 Comprehensive Plan Preferred Alternative and background growth in the surrounding communities.

These three BKR model run results were selected to show the degree of change that will happen regardless of any change on Redmond's part (the difference between 2050 No Action and Existing Conditions) and the specific effects of the Preferred Alternative (the difference between the Preferred Alternative and the No Action).

RESULTS TABLE

Table 1 presents the results of the BKR model runs for Existing Conditions, No Action, and the Preferred Alternative.

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TABLE 1 | PM PEAK HOUR BKR MODEL VOLUMES FOR ROADWAYS BETWEEN REDMOND AND NEIGHBORING JURISDICTIONS

Roadway	Location	Existing (2019) Conditions	2050 No Action	2050 No Action – Existing*	2050 Preferred Alternative	Pref Alt – No Action
East Lake Sammamish Parkway	South of SR 202	1,990	2,690	700 (1.0%)	2,150	-540
SR 202	East of 188th Ave NE	3,320	3,430	110 (<0.5%)	3,480	50
Union Hill Road	West of 196th Ave NE	2,080	2,430	350 (0.5%)	2,460	30
Novelty Hill Road	West of 196th Ave NE	1,260	1,360	100 (<0.5%)	1,380	20
Avondale Road	North of NE 116th St	2,000	2,670	670 (1.0%)	2,630	-40
Red-Wood Road (SR 202)	North of NE 124th St	2,450	3,040	590 (0.7%)	3,050	10
NE 124th St	West of Willows Rd	3,890	5,210	1,320 (1.0%)	5,290	80
Redmond Way	West of 132nd Ave NE	2,650	3,640	990 (1.1%)	3,590	-50
SR 520	West of 148th Ave NE	7,920	10,980	3,060 (1.1%)	11,210	230
NE 24th St	West of 148th Ave NE	1,170	1,920	750 (1.7%)	2,060	140
Bel-Red Road	South of NE 20th St	2,030	2,680	650 (0.9%)	2,750	70
148th Ave NE	South of NE 20th St	2,750	3,600	850 (0.9%)	3,670	70
156th Ave NE	South of NE 24th St	2,150	2,960	810 (1.1%)	3,080	120
West Lake Sammamish Parkway	South of NE 24th St	330	760	430 (2.8%)	760	0

Note:
* This column shows the absolute difference and annual growth rate between 2050 No Action and Existing Conditions.

CONCLUSIONS

Table 1 indicates that traffic volumes are expected to grow between the 2050 No Action and Existing Conditions. This growth is typical for Western Washington, which continues to see robust job growth and migration from many parts of the United States as well as other countries. For the most part the annual growth rate is about 1.0% (with a few locations higher or lower). This growth rate lower than the regional growth rate of 1.6% per year observed between 2010 and 2020, a period of rapid growth, and more in line with long-term average growth for the Puget Sound Region.

Some of the notable changes in traffic volumes shown in Table 1 include strong growth NE 24th Street (1.7%) which is reflection of long-planned growth in Redmond's Overlake regional growth center and Bellevue's Bel-Red neighborhood. However, growth on other Overlake-area roadways is more moderate, showing the benefit of light rail to provide mobility in one of the fastest-growing areas of King County. West Lake Sammamish Parkway also shows strong growth (2.8%) which is driven by a relatively low initial volume of traffic under existing conditions and busier traffic on parallel roads between SR 520 and I-90 like 156th Ave NE and 148th Ave NE. There may be opportunities to work with the City of Bellevue to manage demand on West Lake Sammamish Parkway, which otherwise is not expected to see substantial changes in land uses.

When comparing the growth between No Action and the Preferred Alternative, most roadways see a modest change in PM peak hour traffic of less than 100 vehicles per hour. At this level, most drivers would not be able to notice a change in traffic congestion levels. However, under the Preferred Alternative there are larger increases in traffic (greater than 100 vehicles per hour) on SR 520, NE 24th Street, and 156th Ave NE near the Overlake regional growth center. This change in traffic is caused by the greater land use intensities planned in Overlake under the Preferred Alternative compared to No Action. Adding more growth to Overlake allows Redmond to meet the regional growth targets in the most employment and transit-rich part of the city. The only other notable change in traffic between the Preferred Alternative and No Action condition is on East Lake Sammamish Parkway, which is expected to see a decrease of 540 PM peak hour vehicles. In reviewing the model files, this change in volume is a combination of traffic redistributing to other routes and some traffic diverting through the Marymoor neighborhood to reach new destinations in this redevelopment area as well as light rail. However, the model may be overstating the degree to which people would shift away from this major arterial.

Overall, Redmond can meet its commitment to accommodate a reasonable share of regional growth with relatively modest changes to traffic in surrounding jurisdictions. This result reflects a future condition where people have more options to travel than driving a vehicle because of transit oriented development and a strong investment in expanding multimodal travel options in Redmond.

APPENDIX F

DESIGN GUIDANCE

Design guidance is an implementation tool for the street, transit, pedestrian, bicycle, and freight plans in the Transportation Master Plan. Together with these modal plans, this guidance helps clarify the intent for amending design standards and regulations contained in Redmond Zoning Code, Redmond Construction Design Standards, and other relevant documents as needed to be in alignment with the TMP. Also, design guidance directs the selection of engineering design parameter values for capital improvements, such as those included in the American Association of State Highway and Transportation Officials (AASHTO) Green Book.

As a member of the National Association of City Transportation Officials (NACTO), the City of Redmond fully endorses design guidance issued by that organization, including, but not limited to, the Urban Bikeway Design Guide, Urban Street Design Guide, Transit Street Design Guide, Urban Street Stormwater Guide, Designing Streets for Kids, and Global Street Design Guide. Together, these guides will inform updates to City of Redmond design standards and regulations and provide direction for any design questions not adequately addressed by existing City of Redmond's standards and guidance.

TRANSIT DESIGN SPEED AND RELIABILITY

The City of Redmond can improve the speed and reliability of bus transit through a combination of operations and street and stop design strategies. The level of speed and reliability investment made should correlate with the service types discussed in the Transit Plan. Frequent transit and RapidRide which have service frequencies of less than 15 minutes and less than 10 minutes during peak periods, respectively, should see a higher level of speed and reliability investment. Table 1 summarizes a variety operational and design treatments that enhance speed and reliability.

TABLE 1 | TRANSIT SPEED AND RELIABILITY TREATMENTS

Treatment	Treatment Description	Treatment Purpose
Queue Jump Lane	A bus only lane with a dedicated signal call that advances the bus only lane ahead of the general-purpose lanes at a signalized intersection.	Improve speed and reliability. Emphasis on reliability in highly congested corridors. Between 5-25 percent reduction in travel times at a signal.
Transit Signal Priority (TSP)	Signal communication device used to trigger a bus only signal phase to speed bus movement.	Typically used for reliability, may also be used for speed. Up to 10 percent time savings at signals.
Business Access and Transit (BAT) Lanes	A through lane exclusively for use by buses and general purpose right-turn movements.	Improve speed and reliability. Emphasis on reliability in highly congested corridors. 5-25 percent reduction in corridor travel times.
Transit-only lanes	A through lane exclusively for use by buses typically where no business access exists.	Improve speed and reliability. Emphasis on reliability in highly congested corridors. 5-25 percent reduction in corridor travel times.
Bus- Supportive Roadway Surface	Roadway-wide or spot (bus stop or general-purpose lane with bus traffic) pavement thicker and stronger than typical pavement.	Improves pavement life cycle. Also maintains bus service reliability and passenger comfort.
Bus Bulbs	Bus stop extended to be adjacent to travel lane where on-street parking or other roadway configuration would locate bus stop away from general purpose and require bus to pull out of general-purpose lane to serve bus stop.	Removes the need for the bus to merge back into traffic and adds queuing space for riders at busy transit stops. Speed improvement of eight seconds per stop has been demonstrated locally.
Level Boarding Platforms	Boarding platform raised to height of bus floor.	Remove the need to hydraulically lift mobility- impaired passengers onto the vehicle. Only applicable for low floor buses with no stairs. Notable reliability benefit.
Bus stop spacing	The distance between bus stops.	Balance access needs with improved speed by removing underutilized stops that do not meet spacing criteria. Stop consolidation to standard distance can improve route speed by 2-20 percent.

SIDEWALK ALTERNATIVES

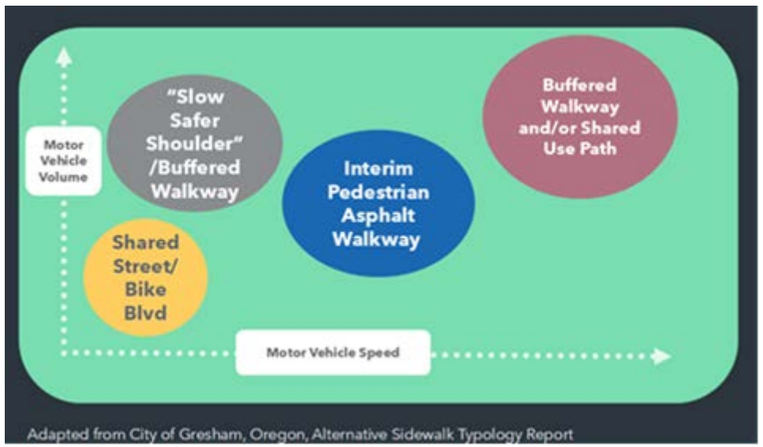
As of 2025, less than 10 percent of arterials have no sidewalks and 24 percent have sidewalk on only one side of the street. Similarly, the vast majority of local neighborhood streets have sidewalks on one (10 percent) or both sides (75 percent) of the street. Nonetheless, these gaps in the sidewalk network present access barriers and detract from a comfortable and connected pedestrian network. Sidewalks may be missing due to constraints such as topography, critical areas (steep slopes, wetlands, shoreline areas, stream buffers, poor soil conditions), utility location, limited right-of-way or because it is not physically feasible to install the standard sidewalk cross-section. It is estimated that filling all sidewalk gaps within the city would cost more than $63 million. When factoring in environmental and other constraints that may need to be mitigated or involve higher levels of engineering, the cost could be much greater. Lower-cost sidewalk alternatives to conventional curb and gutter sidewalks can help fill existing sidewalk gaps and improve network connectivity. Sidewalk alternatives may include asphalt pathways, buffered walkways, and shared streets. Table 2 shows appropriate sidewalk alternatives based on general existing conditions.

TABLE 2 | APPROPRIATE SIDEWALK ALTERNATIVE BASED ON EXISTING CONDITIONS

Existing Conditions	Shared Street/Bike Boulevard	"Slow Safer Shoulder"/ Buffered Walkway	Interim Pedestrian Asphalt Walkway	Buffered Walkway and /or Shared Use Path	Shared Use Path
Local, narrow, curbed	X	X	X		
Local, narrow, curbless with ditch or swale	X		X		
Local Street, wide curbed or curbless	X	X	X		
Arterial, curbless				X	X
Arterial with curbs					X

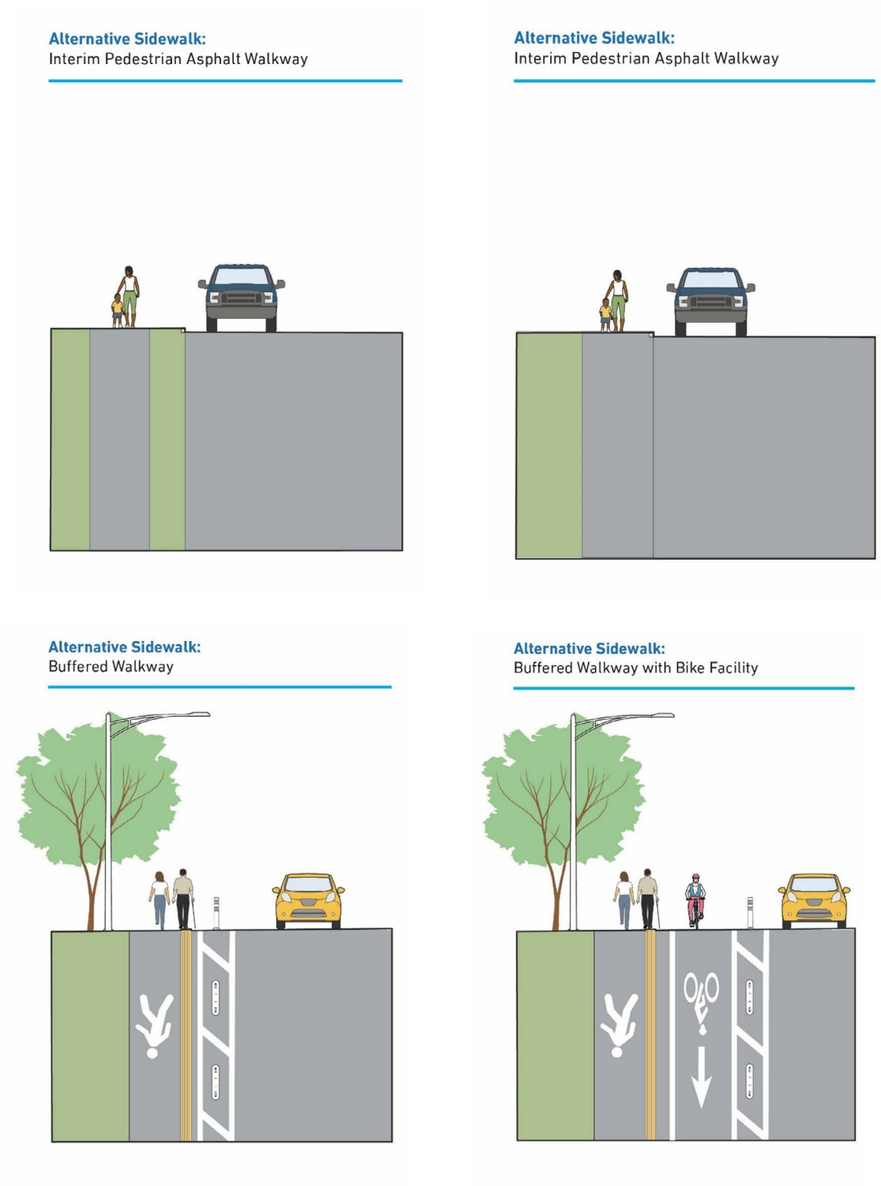
Figure 1 further indicates the selection of an alternative sidewalk in relationship to motor vehicle speed and traffic volumes along the roadway.

FIGURE 1 | APPROPRIATE SIDEWALK ALTERNATIVE IN RELATION TO MOTOR VEHICLE VOLUMES AND SPEED



The following cross sections in Figure 2 further illustrate what sidewalk alternative facilities could look like:

FIGURE 2 | SIDEWALK ALTERNATIVE FACILITIES



SHARED STREETS

Shared streets are slow-speed streets shared by pedestrians, cyclists, and vehicles. In a shared street, every user yields to any more vulnerable user. Pedestrians may use the full width of the street within an area defined as a shared street. Washington Senate Bill 5595 gives local agencies legal authority to create shared streets that feature speed limits as low as 10 mph and allows pedestrians to walk in the middle of the street. Vehicles would be allowed on these streets, but they must yield the right-of-way to pedestrians.

Shared Streets components that help create a people-oriented space can include:

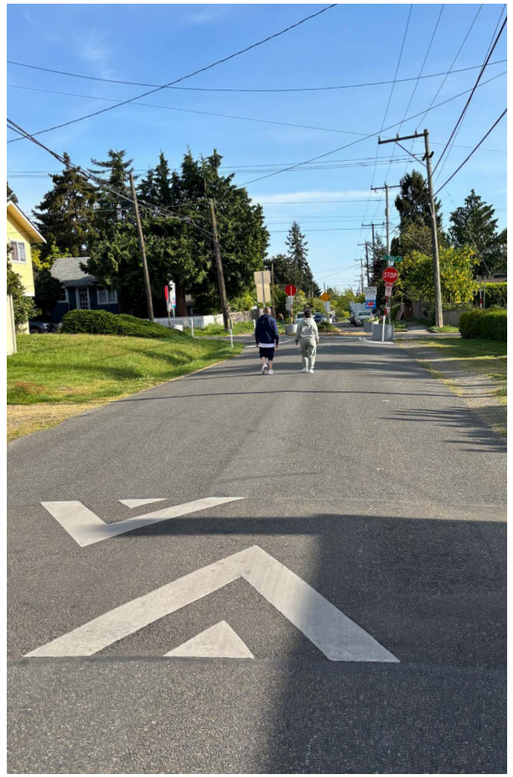
- Special paving and surface treatment to identify these streets as unique people places.
- Flush or reduced curb height and nonexistent curb sidewalk to encourage pedestrians to use the entire street rather than street edges.
- Narrow vehicular lanes to create a safe and comfortable environment for pedestrians and cyclists.
- Chicanes to slow drivers by adding curves to the travel lane to indicate that they are entering a pedestrian area.
- High-quality and artistic street furniture to announce that people are welcome and create a friendly pedestrian environment.
- Plants to increase the quality of the urban space and the pedestrian experience with attention paid to pedestrians who are deaf-blind.
- Pedestrian-scale lighting.

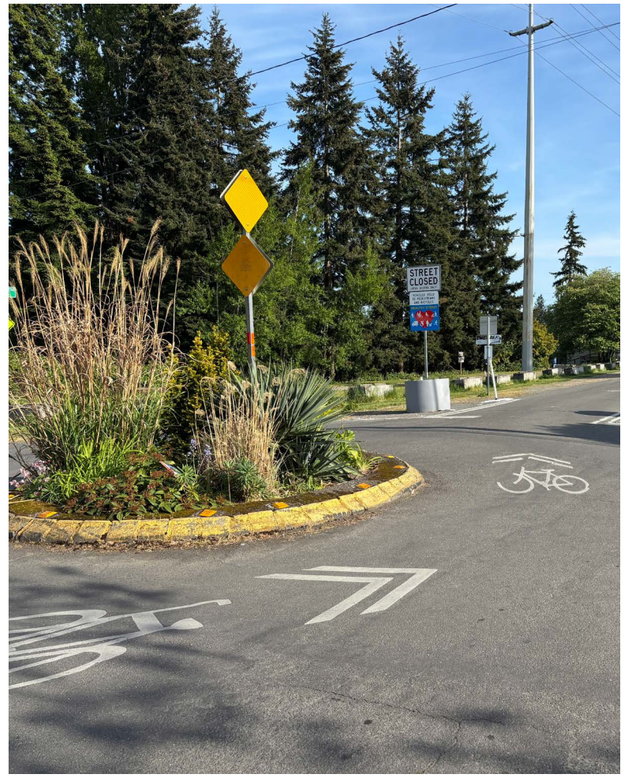
Figure 3 and Figure 4 include examples of shared streets.

FIGURE 3 | 162ND AVENUE NE IN REDMOND, WA



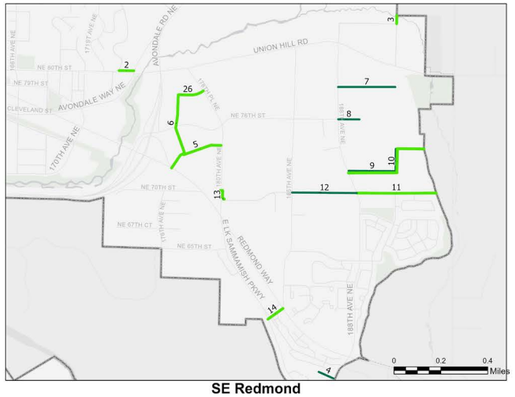
FIGURE 4 | EXAMPLES OF "HEALTHY STREETS" IN SEATTLE, WA

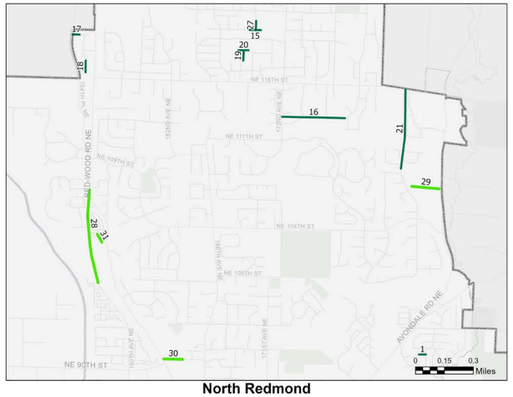


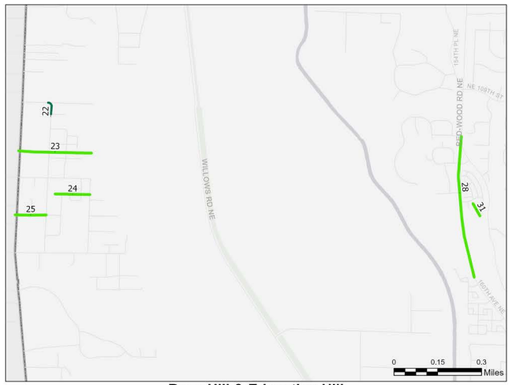


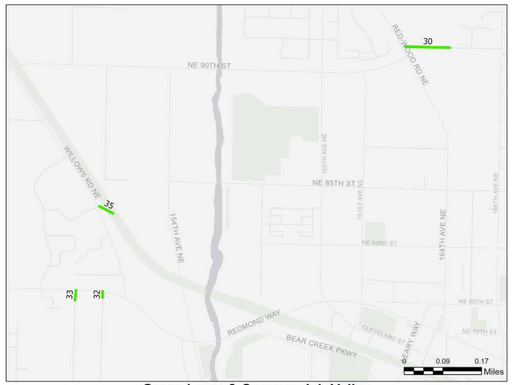
APPENDIX G

FIGURE 1 | PLANNED NEIGHBORHOOD CONNECTIONS









Planned Neighborhood Connection by Neighborhood
City of Redmond, Washington

Planned Neighborhood Connection

Planned Street

Disclaimer: This map is created and maintained by GIS Services Group,Technology and Information Services, City of Redmond, Washington, for reference purposes only.

The City makes no guarantee as to the accuracy of the features shown on this map.

TABLE 1 | PLANNED NEIGHBORHOOD CONNECTIONS

ID	Neighborhood	Connection Type	Street	From	To	Description
1	Bear Creek	Planned Street		NE 92nd Ct	Nisqually Trail	92nd extension; New street connecting east end of NE 92nd Ct in Avondale Green to Nisqually Trail in Friendly Village
2	Bear Creek	Planned Neighborhood Connection		172nd AVE NE	Avondale Way NE	80th St staircase connecting 172nd to Avondale Way
3	SE Redmond	Planned Neighborhood Connection		192nd Ave NE	Bear & Evans Creek Trail	Non-motorized connection from north end of 192nd Ave NE to Bear and Evans Creek Greenway
4	SE Redmond	Planned Street		187th Ave NE		Extension of NE 54th Pl from 187th Ave NE west for about one block
5	SE Redmond	Planned Neighborhood Connection		180th Ave NE	Trail	Non-motorized connection
6	SE Redmond	Planned Neighborhood Connection		202	178th Pl NE	Construct a "Pedestrian Spine" or corridor that connects the future light rail station and Southeast Redmond retail commercial area and other transit facilities in the vicinity
7	SE Redmond	Planned Street		188th Ave NE	192nd Ave NE	Street
8	SE Redmond	Planned Street	NE 76th St	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
9	SE Redmond	Planned Street		188th Ave NE	192nd Ave NE	New street connection in approximately 7100 block from 188th Ave NE to 192nd Ave NE.
10	SE Redmond	Planned Neighborhood Connection		192nd Ave NE	City Limit	Non-motorized connection from 192nd Ave NE east to city limit and north-south trail at 7100 block

ID	Neighborhood	Connection Type	Street	From	To	Description
11	SE Redmond	Planned Neighborhood Connection	NE 68th St	185th Ave NE	City Limit	Extension of NE 68th St from 185th Ave NE to east city limit
12	SE Redmond	Planned Street	NE 68th St	185th Ave NE	188th Ave NE	
13	SE Redmond	Planned Neighborhood Connection	180th Ave NE	68th Street	70th Street	Shared Path on the east side of 180th Avenue linking cycle tracks on 68th Street and 70th Street together. Part of comfortable bike system connecting Marymoor Station to SE Redmond
14	SE Redmond	Planned Neighborhood Connection		ELSP	202	Non-motor connection
15	North Redmond	Planned Street	169th Pl NE			Street
16	North Redmond	Planned Street		172nd Ave NE	177th Ave NE	New street connection at approximatley the 11300 block from 172nd Ave NE connecting to 177th Ave NE
17	North Redmond	Planned Street		154th Pl NE	NE 119th Way	New street connection
18	North Redmond	Planned Street		155th AVE NE	trail	New street connection; staircase between 116th and 155th Ave
19	North Redmond	Planned Street	168th Pl NE			Extend 168th Pl NE
20	North Redmond	Planned Street	NE 118th Way			Extend NE 118th Way
21	North Redmond	Planned Street		NE 111th St	NE 116th St	Full street + Non-motorized connection between NE 111 St and NE 112th Way at approximately the 18200 block, and then extending north to NE 116th St
22	NE Rose Hill Subarea	Planned Street			NE 108th St	Extend 134th Ave NE between north edge and NE 108th St
23	NE Rose Hill Subarea	Planned Neighborhood Connection		132nd Ave NE	136th Ave NE	Non-motorized connectilon in 10500 block between 132nd Ave NE and 136th Ave NE

ID	Neighborhood	Connection Type	Street	From	To	Description
24	NE Rose Hill Subarea	Planned Neighborhood Connection		134th Pl NE	136th Ave NE	Non-motorized connection west from 136th Ave NE to just beyond 134th Pl NE
25	NE Rose Hill Subarea	Planned Neighborhood Connection		132nd Ave NE	134th Pl NE	Non-motorized connection in 10200 block from 132nd Ave NE to 134th Ave NE
26	SE Redmond	Planned Neighborhood Connection				Construct a "Pedestrian Spine" or corridor that connects the future light rail station and Southeast Redmond retail commercial area and other transit facilities in the vicinity
27	North Redmond	Planned Street				New street connection at approximately the 16900 block connecting NE 122nd St and NE 121st St, with stubs to the east and west
28	Education Hill	Planned Neighborhood Connection		End of 160th Ave NE		Construct multi-use path from 160th current terminus to 156th Ave NE
29	Education Hill	Planned Neighborhood Connection		West Valley Trail	Avondale Rd	Provide west/east 8 foot wide paved trail access from Valley View Trail to Avondale Road NE (approximately NE 108th Street)
30	Education Hill	Planned Neighborhood Connection				Trail
31	Education Hill	Planned Neighborhood Connection		NE 102nd Way	Powerline Trail	Trail
32	Grass Lawn	Planned Neighborhood Connection		Redmond Way	152nd Ave NE N. Terminus	Connecting 152nd to Redmond Way
33	Grass Lawn	Planned Neighborhood Connection		Redmond Way	151st Ave NE N. Terminus	Connecting 151st to Redmond Way
34	Idylwood	Planned Neighborhood Connection	NE 27th Place	175th Ave NE	176th Pl NE	Neighborhood sidewalk connection; the NE 27th Place trail connection
35	Grass Lawn	Planned Neighborhood Connection		8400 block	Redmond Central Connector	Purchase ROW and construct ped and bike trail connecting local streets to future RCC; connection to RCC at 8400 block

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Redmond
WASHINGTON

PLANNING COMMISSION REPORT AND RECOMMENDATION TO CITY COUNCIL

January 14, 2026

Project File Number:	**LAND-2025-00282 | SEPA-2020-00934**	
Proposal Name:	**Transportation Master Plan**	
Applicant:	**City of Redmond**	
Staff Contacts:	Michael Hintze, Transportation Planning Manager Francesca Liburdy, Senior Transportation Planner	425-556-2406 425-556-2476

FINDINGS OF FACT

Public Hearing and Notice

a. Planning Commission Study Sessions and Public Hearing Dates
   i. The City of Redmond Planning Commission held study sessions on October 23, 2024, June 11, 2025, October 22, 2025, November 19, 2025, December 3, 2025, and December 17, 2025.
   ii. The City of Redmond Planning Commission held a public hearing on the proposed amendment on December 3, 2025. Comments were received and are provided in Appendix C and Appendix D.

b. Notice and Public Involvement
   The public hearing notice was published in the Seattle Times on November 12, 2025, in accordance with RZC 21.76.080 Review Procedures (see Appendix E). Notice was also provided by including the hearing schedule in Planning Commission agendas and extended agendas and distributed by email to various members of the community. Additional public outreach included:
   i. Email to Plans, Policies, and Regulations email list;
   ii. Email to the Pedestrian and Bicycle Advisory Committee email list.

Redmond Comprehensive Plan Amendment Summary and Criteria Evaluation

The TMP is the functional strategic plan that guides transportation investment and programmatic activities to support the Comprehensive Plan vision. The TMP was last updated in 2013. Once updated the TMP will communicate the strategies, actions, and programs to implement the policies of the Comprehensive Plan and achieve current City priorities as they relate to the transportation system.

This amendment repeals the 2013 TMP and subsequent amendments and will adopt by reference the sections of the 2025 Transportation Master Plan that fulfill Growth Management Act requirements. Those sections are:

3. Street System Plan
4. Pedestrian Plan
5. Bicycle Plan
6. Transit System Plan
10. Transportation Demand Management
14. Transportation Facilities Plan
15. Appendices B, C, D, and E

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The Transportation element will also be amended by removing Transportation Appendix A (Inventory of Transportation Facilities and Services), Transportation Appendix F (Demand Management Strategies), Transportation Appendix G (Transportation Facilities Plan), and Transportation Appendix H (Transit and Active Transportation Networks) as this information has been updated and is now available in the Transportation Master Plan. Additionally, the Transportation element will be amended by moving Transportation Appendix B (Multimodal Level of Service), Transportation Appendix C (Estimated Multimodal Level of Service Impacts to State-Owned Facilities), Transportation Appendix D (Travel Demand Forecast), and Transportation Appendix E (Impacts to Neighboring Jurisdictions) to the Appendices of the Transportation Master Plan for consistency and ease of future updates.

All references to the Transportation Master Plan in the Comprehensive Plan are also updated as part of this action. The full plan is provided as Attachment A.

The Transportation Master Plan fulfills GMA requirements (RCW 36.70A.070 (6)) through the following:

- Street System Plan – Describes Redmond's roadway system. Outlines Redmond's layered Complete Streets approach and optimizing the roadway network for multimodal safety and comfort.
- Pedestrian Plan – Describes Redmond's pedestrian network. Focuses on accessibility and connectivity on Redmond's pedestrian network of sidewalks, shared use paths, crossings, and neighborhood connections.
- Bicycle Plan – Describes Redmond's bicycle network. Outlines how Redmond will connect the bicycle/micromobility network to transit and other key destinations with high-comfort bikeways for all ages and abilities.
- Transit System Plan – Describes Redmond's transit network. Establishes Redmond's future transit vision and goals for citywide and regional transit connectivity.
- Transportation Demand Management section – Focuses on strategies to shift travel modes in Redmond away from drive-alone vehicles and toward more sustainable travel modes such as transit, walking, and biking.
- Transportation Facilities Plan – A long-term, financially constrained list of projects to ensure multimodal transportation capacity is developed concurrently with development.
- Appendix B: Multimodal Level of Service – Establishes Redmond's multimodal level of service standards per the GMA (RCW 36.70A)
- Appendix C: Estimated Multimodal Level of Service Impacts to State-Owned Facilities – Estimates multimodal level of service impacts to state-owned facilities per GMA requirements. State-owned facilities in Redmond include State Routes 202 and 520.
- Appendix D: Travel Demand Forecast – Describes the travel demand modeling undertaken to support Redmond's Comprehensive Plan Update (Redmond 2050).
- Appendix E: Impacts to Neighboring Jurisdictions – Describes the results of the transportation evaluation and model run of the Bellevue-Kirkland-Redmond (BKR) travel demand model to assess how growth within Redmond and other communities in the Puget Sound Region affects traffic in Redmond's neighboring jurisdictions.

Staff Analysis

Staff analysis for this proposal can be found in Appendix E (Technical Committee Report - Attachment A).

Recommended Conclusions of the Technical Committee

On November 5, 2025, the Technical Committee reviewed amendments to Comprehensive Plan, as documented in Appendix E, and found the amendments to be consistent with applicable review criteria and therefore recommended approval with no additional conditions.

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RECOMMENDED CONCLUSIONS

The Planning Commission has reviewed:

A. *Applicable criteria for approval: RZC 21.76.070 Criteria for Evaluation and Action, and*
B. *The Technical Committee Report* ***(Appendix E).***

The Planning Commission discussion can be found in Appendix A – Issues Matrix. Discussion topics included but were not limited to:

- Clarification and addition of language regarding e-bike safety to the Bicycle Plan (page 108, 112, 114, 123) and Transportation Demand Management section (page 225).
- Clarification of reasoning for removal, addition, or adjustment to projects in the Transportation Facilities Plan (pages 258-278).
- Discussion of language for speed reduction, reinforcing Redmond's Safer Streets Action Plan, and setting the policy direction for safe vehicle speeds in Redmond (page 59).
- Clarification and addition of language regarding equity in transportation project prioritization and how the TMP incorporates equitable transportation projects and programs (page 31).
- Updates and revisions to maps in the Bicycle Plan, including an additional map illustrating Redmond's existing bicycle level of traffic stress (page 105).
- Addition of an action related to educating the public about electric vehicle (EV) safety (page 234).
- Addition of language specific to educating community members living outside of centers about how to get to light rail (page 217).

Recommendation

The Planning Commission reviewed the amendments to the Redmond 2050 Comprehensive Plan and found the amendments to be consistent with applicable review criteria and therefore recommends approval with the condition noted below.

- The TMP is cited in the Capital Facilities element, which will be updated to reference the updated TMP. All other TMP references are also updated.
- The Transportation Element will be amended to remove Transportation Appendix A (Inventory of Transportation Facilities and Services), Transportation Appendix F (Demand Management Strategies), Transportation Appendix G (Transportation Facilities Plan), and Transportation Appendix H (Transit and Active Transportation Networks) as this information has been updated and is now available in the Transportation Master Plan.
- The Transportation Element will be amended to move Transportation Appendix B (Multimodal Level of Service), Transportation Appendix C (Estimated Multimodal Level of Service Impacts to State-Owned Facilities), Transportation Appendix D (Travel Demand Forecast), and Transportation Appendix E (Impacts to Neighboring Jurisdictions) to the Appendices of the Transportation Master Plan for consistency and ease of future updates.

The Planning Commission recommends that Redmond City Council adopt the sections of the Transportation Master Plan fulfilling Growth Management Act requirements (sections 3-6, 10, 14, and 15: Appendices B-E) with the following condition:

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Wayfinding, connectivity, and education: Commissioners recommend a new action item to create educational materials specific to individual neighborhoods, to help Redmond residents learn how to reach centers and connect to the light rail without a car. This could include pointers to specific bus routes or transit apps, neighborhood signage, or other methods.

DocuSigned by:
Carol Helland
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Carol Helland
Planning and Community Development Director

Signed by:
Susan Weston
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Susan Weston
Planning Commission Chair

Attachments

A. Transportation Master Plan – PC Recommended

Appendices

A. Planning Commission Issues Matrix
B. Public Hearing Notice
C. Planning Commission Meeting Minutes for Dec. 3, 2025
D. Written Public Comments
E. Technical Committee Report with Exhibits

Appendix A - Planning Commission Issues Matrix

Transportation Master Plan Update

#	Date	Issue (Commissioner)	Staff Notes & Next Steps
1	10/22/25 Opened 12/17/25 Closed	Transportation Demand Management Strategy 5 on school safety does not include information on e-mobility, especially regarding safety of high-powered e-bikes and e-dirt bikes. Looking for more clarity in the TMP on intersections, speed limits, and where e-bikes are appropriate in each scenario: bike lane, pavement, road especially where they share way with pedestrians. Some info is on the page but it should be part of the masterplan as these are here to stay. Action 5i and some other sections have information but not all of it is there. (Commissioner Aparna)	A discussion of bicyclist safety, including e-bikes, is included in the Bicycle Plan section of the Transportation Master Plan. Redmond Planning Department staff are working closely with the Communications team and Police Department on an awareness campaign for improved understanding of the regulations and safety concerns regarding high-powered e-bikes and e-dirt bikes. A new webpage has been published that provides e-bike safety guidance. Bicyclist safety is addressed in the Bicycle Plan in a callout box on page 108. Text will be added to this callout box to clearly state which actions in the TMP address bicyclist safety education. Text will be added that states: "Actions 3C in the Bicycle Plan and 5I in the Transportation Demand Management section in the Transportation Master Plan address bicyclist safety education." A call-out box has been added that discusses compatibility of high-speed e-bikes and micromobility devices and all ages and abilities bike network (page 123): "Redmond's bikeway network strategy is focused on accommodating people of all ages and abilities. At the same time, there are many types of micromobility devices and e-bikes that travel at speeds exceeding 20 mph that may impact the safety and comfort of people walking and casually biking. Currently, in King County class 3 e-bikes (with speeds up to 28 mph) are not allowed on trails unless they parallel highways (e.g. 520 trail) and the speed limit for all trail users is 15 mph. Class 3 e-bikes and micromobility devices that exceed 20 mph may not be compatible with bike lanes intended for people of all ages and abilities. Users of faster speed e-bikes and micromobility may be better accommodated in vehicle lanes where the posted speed limit is 25-30 mph. Prohibiting such devices from operating in bike lanes would require enforcement action.

#	Date	Issue (Commissioner)	Staff Notes & Next Steps
			There are also education and engineering approaches to reducing conflicts between users on higher speed devices and those traveling at slower speeds. For example, encouraging higher speed users to slow down when approaching slower users and use their voice or bell when passing. From an engineering perspective, designing wider bikeways that allow more room for passing or provide dedicated space for faster devices may be a solution to explore." Added Action 4J in Bicycle section (page 114): "Consider safe accommodation of higher speed e-bikes and micromobility devices in bikeway and street design to reduce conflicts between people traveling at significantly different speeds."
2	10/22/25 Opened 12/3/25 Closed	Expand the strategies around Go Redmond and SchoolPool specifically to include e-bike safety and e-bike education. Can we feature more of this information on GoRedmond? (Commissioner Weston)	Yes, e-bike safety and education will be featured in upcoming blog posts on the Go Redmond site. In addition, Action 3C in the Bicycle Plan addresses a safety and education campaign specifically addressing e-bike and e-motorcycle regulations and safety. Language was added to Action 3C to clearly state that this will include safety education and communication for the community. Action 5I was added to the Transportation Demand Management section that states, "Establish a bicycle and pedestrian education curriculum in Redmond schools that is in alignment with Washington State's Statewide School-Based Bicycle and Pedestrian Education Program and includes e-bike safety and regulations." (page 225)
3	10/22/25 Opened 12/3/25 Closed	Do we address drone activity as part of "air transportation facilities" as stated in the GMA requirements? (Commissioner Weston)	Drone activity is addressed in the TMP through the Emerging Trends and Technology section. Action 6A calls for evaluating new technologies to understand community impacts and joining state and regional efforts advocating for local control and regulation of AVs, drones, and other technologies that may impact Redmond's transportation vision and goals.
4	10/22/25 Opened 12/3/25 Closed	We need to make sure we're addressing all neighborhoods and not just urban centers, so that ideally every neighborhood has a way to get to key corridors. Are we designing the transportation network in a holistic way or	The TMP Street System Plan section discusses the layered modal network approach Redmond will implement for the transportation system. This is a holistic approach that ensures that the mobility and access needs of all people and modes are met, while also recognizing that every mode of travel or function can't be prioritized on every street due to spatial and

#	Date	Issue (Commissioner)	Staff Notes & Next Steps
		focusing on corridors before connections? (Commissioner Aparna)	operational constraints. A layered network approach is necessary to appropriately respond to land use contexts and balance diverse and competing needs of pedestrians, bicyclists, drivers, transit, and freight within constrained rights-of-way. The Street System Plan in the TMP is grounded in this layered network approach to design the city's transportation network in a holistic way.
5	10/22/25 Opened 12/3/25 Closed	Regarding the Avondale bus pull-out project, what does the data show for what those pull-outs would add for safety? Explain more about why this project will be removed from the Transportation Facilities Plan. (Commissioner Van Niman)	There is no data available on the safety benefits of proposed bus pull-outs. An overall corridor study is necessary to understand the full scope of safety and mobility improvements needed on Avondale Road beyond just school bus pull-outs. The scope of the bus pull-outs could potentially be combined with other safety and operational improvements to the corridor, if they are determined to provide safety and mobility benefits.
6	10/22/25 Opened 12/3/25 Closed	When does the TFP get revisited again? There is potential to improve safety and throughput on 148th Avenue NE. The congestion on 148th (south of NE 24th St) often comes from lane changing—if we removed lane capacity, could we reduce congestion? (Commissioner Weston)	The TFP is typically revisited on a similar cadence to the Transportation Master Plan (every 8-10 years) with the potential for minor updates to occur more frequently if conditions change. Typically, reducing lane capacity does not reduce vehicle congestion; however, throughput can be improved with the addition of transit signal priority or other signal timing improvements that can provide better operations at signalized intersections. Access management (i.e., restricting certain turning movements) may be another strategy to study in the future. Any improvements in the corridor would need to be coordinated with the City of Bellevue since half the street is in its jurisdiction.
7	10/22/25 Opened 12/17/25 Closed	Planning Commission agrees that the equestrian access project on NE 116th Street should be removed from the TFP. Was this project removed and if not, why? (Commissioner Van Niman)	The NE 116th Street widening and segment improvement projects (NE 116th St Widening Segment II, NE 116th St Segment III, and NE 116th St Widening Segment I, Phase II) are included in the TFP due to their multimodal network improvements, including bike lanes, sidewalks, and lighting that will improve safety for non-motorized users. References to equestrian have been removed from the project description.

#	Date	Issue (Commissioner)	Staff Notes & Next Steps
8	10/22/25 Opened 12/13/25 Closed via email	Explain more about the rationale for the removal of the Sammamish River Trail extension project. What is the lower cost option? (Commissioner Coleman)	The Sammamish River Trail extension from 51st Street to Bel-Red Road project was removed due to its high overall project cost and impacts to critical areas. A lower-cost option of a shared-use path is being added to the Capital Improvement Program in its place that will provide an equivalent benefit at lower cost and time to construct.
9	11/19/25 Opened 12/17/25 Closed	Regarding Strategy 4 for speed reduction – this is the first time noticing different speed limits for different road types. I am concerned about sudden speed limit drops where drivers are used to driving fast or in areas that abut jurisdictions with higher speed limits. Revisit Strategy 4 and recommending language that is towards studying speeds rather than prescribing speed limits for certain roadway types. (Commissioner Weston)	The Redmond Public Works Department is conducting a citywide speed study that will evaluate existing speed limits based on adjacent land uses, pedestrian and bicycle activity, crash history, and vehicle operating speeds. Recommendations from this study will include roadway design changes and traffic calming strategies that are needed to reduce operating speeds (i.e. the current speed of roadway users) to target speeds (i.e. the safe speed we want drivers to travel at). In many instances, additional design and traffic calming work will be necessary to lower operating speeds, beyond solely lowering posted limits. Safe Speeds is a pillar of the Safe System Approach that is the foundation for Redmond's' Safer Streets Action Plan, which includes several actions focused on safe speeds – from automated speed enforcement to education and speed management. Slower vehicle speeds both reduce the risk of crashes and the severity of crashes when they do happen. Research has determined the average risk of death for a pedestrian increases with speed, reaching 10% at 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph (AAA Foundation). It is appropriate for the TMP to reinforce the SSAP and generally set the policy direction for safe speeds in Redmond. Revisions have been made to the action including defining "target speed" as the desired safe speed and replacing "for individual arterial and collectors" to "most arterials and collectors"
10	11/19/25 Opened	Page 112 action 3C talks about safety and connects to TDM section – what are we doing	Action 3C in the Bicycle Plan includes e-bikes within the discussion of bike safety. The TMP establishes a strategic approach to how bike and e-bike

#	Date	Issue (Commissioner)	Staff Notes & Next Steps
	12/17/25 Closed	form a safety perspective regarding e-bikes? How should the public navigate the TMP to understand this? (Commissioner Coleman)	safety will be addressed in Redmond, while implementation of safety measures will come from Police enforcement, Go Redmond program education, and continued City communications efforts. A new webpage has been published that provides e-bike safety guidance. It was created in collaboration with Police and the Communications team. A new action (Action 3D) will be added to the Bicycle Plan that states: **"Pass a city ordinance or advocate for better state-level guidance defining e-bikes vs. e-motorcycles to provide clearer enforcement."** (page 112).This language was revised to read: "First draft and pass a City Ordinance defining what are e-bikes v e-motorcycles, who may operate them, and detail specific responsibilities of parents and children (16 and under) along with clear enforcement details. In parallel, advocate for a statewide legislation that addresses these same e-bike issues to create uniformity within Washington State." In addition, language was added to Action 3C to clearly state that this will include safety education and communication for the community. Action 3C will now state: **"Educate the community about e-bike and e-motorcycle safety practices and applicable laws and regulations. Develop safety and etiquette campaign that targets e-bike users and clarifies laws and possible enforcement actions around e-motorcycles. Bicycle safety education is also discussed in Section 10 – Transportation Demand Management and the Safer Streets Action Plan."** (page 112) Language changes to be incorporated based on Commissioner Coleman's email.
11	11/19/25 Opened 12/3/25 Closed	Map on page 105, figure 3 – converting trips under 2 miles to micromobility and where the investment will go to ensure that things are safe; doesn't seem to incorporate school trips by students, needs to be updated if used for decision-making purposes or consider	The analysis that informed Figure 3 included an analysis of all trips citywide, including trips to/from schools. While a small dot shows up in one block group in Education Hill indicating 225-1000 trips, other block groups with schools in them do not register because the number of trips did not meet the threshold. Recognizing that there are some data limitations with the analysis and that this map is not telling the whole story, Figure 3 will be removed. The analysis did inform the bicycle network but was only one of

#	Date	Issue (Commissioner)	Staff Notes & Next Steps
		removing figure if not applicable to decision-making (Commissioner Weston)	several factors. Proximity to schools was another factor used to prioritize the bike network. Redmond public schools are adjacent to the planned bike network.
12	11/19/25 Opened 12/17/25 Closed	Liked neighborhood connections figure on page 44; would love to see or understand more about how the focus on increased neighborhood connections will be made – is it based on safety data or on vulnerable populations? How will these connections be prioritized? Would love to see more granular detail about how equity was factored into pedestrian connections. (Commissioner Gagner)	Strategy 4 in the Pedestrian Plan discusses how new and improved neighborhood connections will be implemented in Redmond. A map of planned connections has been made and was intended to be included in the TMP but was accidentally excluded. A new Figure 7 will be inserted that shows planned new street and neighborhood connections that will enhance pedestrian network connectivity. This figure will be available in the materials for the 12/17 study session. As noted in the 12/3 Planning Commission meeting, the neighborhood connections shown in the TMP are carried over from previous neighborhood planning efforts associated with Redmond 2030 and no additional analysis, including equity analysis was conducted. Action 4A states that all off-street neighborhood connections will be evaluated for safety, accessibility, and comfort, including tracking any accessibility barriers due to topography, vegetation, lighting, or mobility challenges. Action 4C states that new locations for additional neighborhood connections will be identified where pedestrian connectivity can be enhanced. This process will be data-based and will utilize the Redmond 2050 guiding principles of resilience, sustainability, and equity and inclusion. A callout box will be added to page 31 discussing transportation equity and how it will be applied to transportation projects and programs. This callout box includes definitional language from Redmond 2050 and how it applies to transportation: "Equity refers to how individuals are given tools specific to their needs and socioeconomic status to move towards similar outcomes. An equitable transportation system is one that ensures equal access to safe, reliable, and affordable transportation options and aims to eliminate barriers that prevent people from accessing essential services and opportunities. Beyond the TMP's emphasis on developing a multimodal

#	Date	Issue (Commissioner)	Staff Notes & Next Steps
			system that provides a variety of safe and reliable transportation options for people of all ages and abilities, equity measures have been considered in prioritization of the Transportation Facilities Plan and will be applied during annual updates to the Transportation Improvement Plan starting in 2026. Equity measures include socioeconomic factors such as age, income, car ownership, disability, cost burden, and other measures such as job and housing density." (page 31) Language was also added in the prioritization framework discussion in the Bicycle section: **"The Opportunity dashboard uses socioeconomic data such as age, income, car ownership, disability, cost burden, and other measures such as job and housing density." (page 129)**
13	11/19/25 Opened 12/13/25 Closed via email	Street system plan and EVs – don't see anything around relative impact of EVs vs gas vehicles given that EVs are heavier and silent and potentially more dangerous on impact even at low speeds; Streets Plan strategies 2 and 4, need more actions there regarding EVs in pedestrian zones and increased momentum with quieter vehicles (Commissioner Coleman)	Action 2F will be added to Strategy 2 in the E-Mobility Strategy section of the TMP that states: **"Provide resources to the Redmond community educating about the safety risks associated with EVs, including their weight, acceleration, and relative quietness, especially compared to gas vehicles. These resources can be provided via the Go Redmond program, the City's sustainability program, and City communication efforts."** (page 234)
14	11/19/25 Opened 12/17/25 Closed	Bike level of traffic stress map – can we cross reference that with current bike system map that we have? Bike map should not include shoulders or non-standard bike lanes as bike facilities (see 80th near schools and 151st near Marymoor); Sammamish River Trail not allowed to bike after dark – should not be included; Can we add a category on the map for these facilities with caveats? Can we include a map of the existing bike level of traffic stress for the network? (Commissioner Weston)	An existing bicycle level of traffic stress (LTS) map will be prepared and included in the Bicycle Plan section of the TMP. This figure will be included as Figure 3 in the Bicycle Plan in the materials for the 12/17 study session (page 105). Narrative accompanying this figure will discuss the percentage the existing bike network that is comprised of low-stress bikeways.

#	Date	Issue (Commissioner)	Staff Notes & Next Steps
15	11/19/25 Opened 12/17/25 Closed	Street Plan table on page 50 with list of projects (Modal Corridors Improvements) – like this table but could we add some sort of priority to this table with color coordinating or icons? Could we add this narrative information to the plan to point to where these prioritized lists can be found? (Commissioner Weston)	Table 3 is intended to show where improvements are needed to achieve a layered Complete Streets network and which mode(s) would benefit from the planned improvements. Action 1A and 1B in the Street System Plan focus on updating the Transportation Facilities Plan and the Transportation Improvement Plan (TIP) to prioritize projects so Redmond 2050 goals around sustainability, equity and inclusion, and resiliency are implemented. The Transportation Facilities Plan (TFP) reflects this prioritization already, and the TIP projects will be prioritized starting in 2026. These Plans directly inform the Capital Improvement Program. More information pointing the reader to the Transportation Facilities Plan and Transportation Improvement Plan has been added to page 46, prior to Table 3. The text states: **"Table 3 is intended to show where improvements are needed to achieve a layered Complete Streets network and which mode(s) would benefit from the planned improvements. The Transportation Facilities Plan (TFP) and Transportation Improvement Plan (TIP) will prioritize improvement projects so Redmond 2050 goals around sustainability, equity and inclusion, and resiliency are implemented. These Plans directly inform the Capital Improvement Program." (page 46)**
16	11/19/25 Opened 12/17/25 Closed	First- and last-mile micromobility – not a clear story for local communities on how to get to the light rail, needs more storytelling (Commissioner Coleman)	The following strategies and actions in the TMP address first- and last-mile connections to transit: • Bicycle Plan, Action 2A: Prioritize high-comfort bicycle facilities that connect to light rail and bus stops. • Bicycle Plan, Action 2C: Ensure consistent availability of bike/scooter share at Transit Centers. • Bicycle Plan, Action 7E: Collaborate with Sound Transit to ensure sufficient secure bicycle parking is provided at light rail stations as bicycle use grows. • Transit System Plan, Strategy 2: Promote seamless connections to light rail and bus networks

#	Date	Issue (Commissioner)	Staff Notes & Next Steps

- Transit System Plan, Action 2A: Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bikeshed of frequent transit stops.
- Transit System Plan, Action 2C: Work with Sound Transit to establish designated micromobility parking zones at all light rail stations in Redmond
- Transit System Plan, Strategy 3: Establish Mobility Hubs that promote multimodal first/last mile connections and enhance micromobility usage
- Transit System Plan, Action 3A: Establish at least one Regional Transit Mobility Hub in each of Redmond's centers, including every light rail station.

While the TMP includes future strategies and actions for implementing first- and last-mile micromobility and access to light rail, day to day resources for community members looking to access Redmond's light rail stations via micromobility can be found at www.goredmond.com, Redmond Scooter & Bike Share | Redmond, WA, and Bicycling | Redmond, WA.

Item will be included in PC Recommendation for more language around getting between neighborhoods outside of urban centers and light rail.

Staff made some additional edits to try to address this issue, including:

1. Changes to the introductory narrative of the Transportation Demand Management section (page 217):

Redmond's TDM team engages residents and employers through existing programs like Commute Trip Reduction (CTR), Mobility Management Program (MMP), and SchoolPool, and is always looking for new ways to encourage community members to travel using more sustainable modes than driving. A major focus of the City's TDM efforts is getting community members to and from Redmond's four light rail stations in Downtown, Marymoor, and Overlake urban centers. These stations connect Redmond

#	Date	Issue (Commissioner)	Staff Notes & Next Steps
			community members to surrounding cities and regional destinations without the need for a car. TDM strategies for getting people to light rail include educating community members about available travel options, building out safe and comfortable networks for people to get around by foot, bicycle, and micromobility, and for community members for whom walking, biking or scooting are not options, making riding transit easy by providing route information and transit passes while also advocating for more frequent and comprehensive bus service and first- last-mile solutions. Other TDM and first-last-mile strategies the City is pursuing include promoting e-bikes through rebate programs and lending libraries or subscriptions, secure bike parking and e-bike charging, clear wayfinding to help people navigate the transportation network, flexible microtransit, and establishing mobility hubs where multiple travel modes converge with convenient and comfortable amenities. *GoRedmond* is the City of Redmond's go-to site for community members and employers to find the most current information on getting around Redmond using a variety of travel modes. 2. Modification to Action 1A in the TDM section: Action 1A: Manage and update the City of Redmond transportation demand management website (GoRedmond) and program **to educate and inform community members about their options for getting to light rail and other destinations using a variety of travel options, including transit, micromobility, biking, carshare, microtransit, etc.** Ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers. (bolded language added)
17	12/3/25 Opened 12/3/25 Closed	How will the city monitor whether light rail actually shifts people from cars to transit? (Do we rely on studies done by Sound Transit or Metro... or does the City do its own separate analysis?)	The Monitoring Progress section of the TMP identifies two performance measures that will help track overall mode shift in Redmond. Transit boarding data acquired from Sound Transit and King County Metro will track transit ridership and vehicle miles traveled (VMT) data will help estimate trips shifted from vehicle modes to light rail and transit.

#	Date	Issue (Commissioner)	Staff Notes & Next Steps
		(Commissioner Gagner via email)	
18	12/3/25 Opened 12/3/25 Closed	How will the City report out progress to the community in an accessible way? (Commissioner Gagner via email)	The performance measures identified in the Monitoring Progress section of the TMP will be featured on City's website and reported annually. Staff are looking into developing a data dashboard visible to the community that will feature key metrics in an intuitive and accessible way.
19	12/3/25 Opened 12/17/25 Closed	I had mentioned this last time we reviewed this document but I don't see the changes reflected. Figure 4 is listed twice in the streets chapter. Figure 13 is listed twice in the bikes chapter. There is no legend/explanation for what this graphic is showing. (Commissioner Van Niman via email)	These figures have been updated and revised versions will be included with the materials in the 12/10 PC packet for the 12/17 study session.
20	12/3/25 Opened 12/3/25 Closed	Hearing from community that a bus is needed from Woodinville to Downtown Redmond light rail station, especially will be important for World Cup in 2026. (Commissioner Copley)	The Transit System Plan Strategy 1 establishes a Strategic Transit Plan Network for Redmond. This network includes the ideal future transit system that meets the needs and desires of the Redmond community. The development of this network was built upon the East Link Connections network from King County Metro. The East Link Connections network includes a planned bus route between the Downtown Redmond light rail station, Woodinville, and Cottage Lake. Based on information received from King County Metro and their phased implementation schedule it is anticipated that this route will be in service in 2026.
21	12/3/25 Opened 12/17/25 Closed	Are micromobility, e-mobility, and pedestrian from transit hubs the only proposed solutions for the first mile/ last mile problem? Are there any solutions that take into equity considerations for people who cannot bike, walk, or use scooters or bad weather? (Commissioner Aparna)	Additional first-last mile solutions include King County Metro's Paratransit and Community Van programs. All King County Metro buses are accessible, providing transit solutions to those with mobility devices. In addition, the City is developing the RedLink on-demand microtransit shuttle with funding from WSDOT's Regional Mobility Grant program. It is anticipated that the RedLink shuttle will be operational in early 2026.

#	Date	Issue (Commissioner)	Staff Notes & Next Steps
22	12/3/25 Opened 12/17/25 Closed	Could we add an action requesting signage at the entrance to all roundabouts and extra caution before building multi-lane roundabouts (Commissioner Weston)	Text will be added to Action 5A in the Street System Plan to clarify that signage will be incorporated into the updated Roundabout Design Manual. Action 5A now states: **"Update the Roundabout Design Manual to incorporate current best practice, features to ensure roundabout operations are intuitive to the user (e.g., signage), approved Public Right of Way Accessibility Guidelines, and a prescribed process for evaluating the feasibility and cost-benefit of roundabout versus other traffic control."** (page 60)
23	12/3/25 Opened 12/17/25 Closed	If possible could we address climate risk assessment before big projects are undertaken? Could we add a note that before projects begin, climate risk and material assessment will be done as due diligence? Not as a way for delaying projects but as a constructive tool to develop more sustainable and durable options. (Commissioner Aparna)	Text will be added to Action 7C in the Street System Plan to note that climate risk assessment should be considered. Action 7C now states: **"Build resilient transportation infrastructure to withstand the effects of climate change. For major capital projects, consider conducting climate risk assessment related to materials, life cycle, etc." (page 62)** Changed language from "consider" to "commit to"
24	12/3/25 Opened 12/17/25 Closed	Could we add to the TMP issues matrix a concern that was brought up in public comment about guidance for seniors using transit to access out of city orb regional medical facilities? (Commissioner Copley)	Text will be revised in Action 1D in the Transportation Demand Management section to clarify the older adult mobility program includes resources for travel to medical facilities. Action 1D now states: **"Establish an older adult mobility program through the Redmond Senior programs to assist with transit education and encouragement and develop programming to assist older adults in using a variety of transportation methods other than private vehicles. This program could include transportation options for traveling to medical appointments, shopping, and other activities." (page 219)**

Appendix B - Public Hearing Notice

NOTICE OF PUBLIC HEARING
CITY OF REDMOND

Redmond Comprehensive Plan Amendment
(LAND-2025-00282)

The City of Redmond Planning Commission will hold a Public Hearing at Redmond City Hall Council Chambers, 15670 NE 85th Street, Redmond, Washington on **December 3, 2025 at 7 p.m.** or as soon thereafter, on:

SUBJECT: The City of Redmond Planning and Community Development Department is proposing an amendment to the Transportation Element of the Redmond 2050 Comprehensive Plan, including moving appendices material from the Comprehensive Plan to the Transportation Master Plan (TMP). This amendment also intends to remove Redmond 2050 appendix material that is not required by the GMA and would fit better within the TMP. This amendment also adopts GMA-required portions of the Transportation Master Plan by reference into the Redmond 2050 Comprehensive Plan.

REQUESTED ACTION: Planning Commission recommendation on the proposed amendment(s) to the Redmond Comprehensive Plan.

PUBLIC PARTICIPATION: Join in-person at City Hall, watch live at redmond.gov/RCTV, Comcast channel 21, Ziply channel 34, on facebook.com/CityofRedmond, or listen live by phone by calling 510-335-7371.

Public comment can be provided in-person at City Hall. Public comment can also be made by phone during the meeting by providing a name and phone number to PlanningCommission@redmond.gov no later than 5 p.m. on the day of the hearing.

Written public comments should be submitted prior to the hearing by email to PlanningCommission@redmond.gov no later than 5 p.m. on the hearing date. Comments may also be sent by mail to: Planning Commission, MS: 4SPL, P.O. Box 97010, Redmond, Washington, 98073-9710.

A copy of the proposal is available at https://www.redmond.gov/TMP

If you have any comments, questions, or would like to be a Party-of-Record on this proposal, **please contact Michael Hintze, Transportation Planning Manager, 425-556-2406, mhintze@redmond.gov.**

If you are hearing or visually impaired, please notify Planning Department staff at 425-556-2441 one week in advance of the hearing to arrange for assistance.

LEGAL NOTICE: November 12, 2025

Appendix C - Planning Commission Meeting Minutes for Dec. 3, 2025

MEETING MINUTES

REDMOND PLANNING COMMISSION MEETING

Wednesday, December 3, 2025 – 7:00 p.m.

1. Call to Order & Roll Call – 7:00 p.m.

Commissioners Present:	Chair Susan Weston, Commissioners Bryan Copley, Denice Gagner (virtual), Tara Van Niman, and Aparna Varadharajan (virtual)
Commissioners Absent:	Commissioner Adam Coleman (Excused) and Vice-Chair Jeannine Woodyear (Unexcused)
Staff Present:	Odra Cardenas, Jeff Chuchill, Michael Hintze, Francesca Liburdy, and Chris Wyatt
Recording Secretary:	Carolyn Garza, LLC

2. Approval of the Agenda

   - *Motion to approve the Agenda by Commissioner Copley, seconded by Commissioner Van Niman. The Motion passed.*

3. Approval of Meeting Minutes & Summaries

   - *Motion by Commissioner Van Niman to approve the November 19, 2025 Meeting Summary. Motion seconded by Commissioner Copley. The Motion passed unanimously.*

4. Items from the Audience (General)

- David Morton, Redmond 98053, spoke regarding the Cumulative Effects Analysis for the 6900 – 188th Avenue Northeast Land Use Amendment relating to strategic planning priorities. Redmond 2050 prioritizes both housing growth and economic vitality and the proposal advances one at the expense of the other, citing several examples. The recommendation to Council should reflect careful consideration of whether a conversion serves the complete long-term interests of Redmond or only immediate development pressures.

5. Transportation Master Plan (TMP) Update - Public Hearing & Study Session

Michael Hintze, Transportation Planning Manager, presented the topic.

Public Hearing

- Kelli Refer, Move Redmond, stated that the TMP charts a great path forward and that maintaining current roads, focusing on ADA, and pedestrianizing spaces make Redmond safer and more sustainable. Access to light rail and curb management including loading, parking, and delivery zones are important and stated support for the TMP.
- David Morton, Redmond 98053, stated appreciating the emphasis on completing high comfort bicycle facilities, the pedestrian network strategies, and integration of the Safe System Approach. Concerns are regarding climate commitments and equity.
- Linda Seltzer, senior apartment complex resident, stated that access to services such as a direct transit route from the eastside to major medical centers on First Hill in Seattle and the University of Washington are lacking. Older people with bone and joint issues will not be able to use e-bikes to reach care. Stable parking near residence doorways is necessary for people with children and when carrying groceries. A bus route is needed from downtown Redmond light rail to the Woodinville park and ride.
- Brian Buck (virtual), Lake Washington School District, Executive Director Support Services, stated that an extension of 192nd Avenue Northeast would have bisected a property owned by the School District intended for a future school site, and upon speaking with city staff the extension was removed. The ongoing partnership between the city and School District is appreciated.

Chair Weston closed the verbal portion of the Public Hearing, leaving the written portion open.

Study Session

Planning Manager Hintze presented the Issues Matrix.

Regarding Issue one, Commissioner Aparna asked that the Issue remain open and that more clarity regarding intersections between modes, e-bike speed limits, and where e-bikes are appropriate in each scenario should be included.

Regarding Issue two, Chair Weston stated that continued conversations will be necessary but a plan for now is captured and the Issue could be closed. Commissioner Van Niman stated that efforts can begin at the school level and that public outreach through Go Redmond at community events will be welcomed.

Regarding Issue three, Chair Weston stated that there is a good policy foundation in the existing Comprehensive Plan and that the Issue could be closed.

Regarding Issue four, Commissioner Aparna stated that the Issue could be closed.

Regarding Issue five, Commissioner Van Niman stated that the Issue could be closed.

Regarding Issue six, Chair Weston stated that traffic flow will continue to be affected by new development, cannot be resolved yet, and that the Issue could be closed.

Regarding Issue seven, Commissioner Van Niman stated that widening would be required. There was no comment regarding closing or leaving the issue open.

Regarding Issue eight, Chair Weston asked that the Issue remain open as Commissioner Coleman was not present.

Regarding Issue nine, Chair Weston stated that a Planning Commission recommendation should be to change verbiage to the idea that studies will be conducted regarding where speeds should be reduced rather than stating firmly that reduced speed will occur. Commissioner Copley asked if the Public Works department has a timeline to finish and publish a study, and Planning Manager Hintze replied that the study will initiate in January, an analysis phase, followed by recommendations and public engagement. Commissioner Copley asked if speed reductions should be delayed until the study is complete and Planning manager Hintze replied that the TMP does not call for specific speed reductions but rather echoes what is in the Safer Streets Action Plan, and that when speeds are lowered both crash risk and severity are reduced. Senior Planner Liburdy replied that the TMP and Safer Streets Action Plan call for the study that the Public Works department will be undertaking in January, 2026, not making recommendations but calling for the study. Chair Weston stated that strategy four A does give specific speed limit details, in example for 140th Avenue Northeast, and that language should be geared toward conducting studies and building community consensus around lower speeds rather than a prescriptive approach to specific speeds on specific roads.

Commissioner Gagner stated support for the recommendation by Chair Weston, offered a related personal anecdote, and asked how changes in speed limits are communicated to the community in advance. Planning Manager Hintze stated not being able to address specifics but that there is an engagement phase ahead of time and drivers paying attention will see the new speed limit signs, but that language will be examined. Chair Weston reiterated that the plan should be more measured with speeds listed as examples and not prescriptive. Chair Weston asked that the Issue remain open.

Regarding Issue 10, the Issue would remain open until Commissioner Coleman is present.

Regarding Issue 11, Chair Weston stated that the Issue could be closed.

Regarding Issue 12, Commissioner Gagner asked that the Issue remain open until a figure is entered for the next Study Session, and an additional question to add is how equity is factored into decision making.

Regarding Issue 13, Chair Weston asked that the Issue remain open, and that Commissioner Coleman would be contacted regarding possibly moving Issues ahead offline before the next meeting.

Regarding Issue 14, Chair Weston stated the Issue should remain open until the map described can be examined at the next Study Session.

Regarding Issue 15, Chair Weston asked if pointers could be included in the plan so that average community members will know what the Planners know, and that the Prioritized Bike Projects on page 50 would be helpful to the community also, for transparency. Chair Weston asked that the Issue remain open until changes are captured.

Regarding Issue 16, the issue would remain open until Commissioner Coleman can address.

Planning Manager Hintze stated that several comments from Commissioners had been received. Chair Weston asked for a topic list of comments received via email. Planning Manager Hintze replied with responses to topics including how light rail shifts of people from cars to transit will be monitored, how progress will be reported to the community, and missing maps which will be included in the next packet.

Commissioner Copley stated, regarding Public Comment, that transit from Woodinville, Cottage Lake, Duvall, and Carnation to Redmond light rail should be studied before the FIFA games in 2026. Chair Weston asked how much control the city has regarding bus routes and Senior Planner Liburdy replied that Sound Transit and King County Metro

have ownership over bus routes, that there are strategies and actions in the city Transit System Plan for more coordination and points of contact regarding what Redmond needs, and that Eastlink includes a route that will make the Redmond to downtown Woodinville connection in Spring 2026. Chair Weston asked that the Issue and answer be captured in the Issues Matrix to ensure Council is aware. Planning Manager Hintze replied that King County Metro will also be revisiting the Metro Connects Plan beginning in 2026. Commissioner Copley stated that the Issue had been opened and could be closed.

Commissioner Aparna asked if other modes of transportation are being considered for those unable to use bikes, scooters, or in severe weather in the first mile/last mile and asked that it be added to the Matrix and answered officially.

Chair Weston stated that clear signage at the entry to roundabouts is needed and that double-barrel roundabouts require further entry signage as they are more confusing. Planning Manager Hintze replied that the issue would be addressed in a Roundabout Design Manual, but that a recommendation to avoid multi-lane roundabouts could be included for clarity. Commissioner Copley stated that consistency in signage prior to entry at all roundabouts would be helpful.

Commissioner Aparna stated that per a Public Comment, addressing climate risk and material assessment prior to undertaking large projects should be included. Chair Weston replied with support, not to delay or stop projects but as a constructive tool to find sustainable options. Commissioner Aparna replied also durable options, due diligence of a project.

(Five-Minute Break)

6. 2025-26 Annual Docket: Analysis of Cumulative Effects – Briefing

Planning Manager Churchill gave the presentation.

Commissioner Van Niman asked for clarification regarding timing and next steps. Planning Manager Churchill replied that the docket is addressed by the Commission in December, the Transportation Master Plan having been introduced at this meeting, and the Map Amendment in Southeast Redmond at the next meeting. Study Sessions will continue to be held until recommendations can be made to City Council. City Council will address in the first part of 2026.

Commissioner Aparna asked when next project proposal questions should be introduced to staff. Planning Manager Churchill replied that the next proposal will be on the next meeting agenda.

Commissioner Copley thanked staff for the presentation.

Chair Weston asked for clarification regarding job numbers and reducing Business Parks. Planning Manager Churchill replied that email questions prior to the next meeting are welcome, and if received by Friday, December 5, 2025 questions can be added into the Issues Matrix with preliminary responses. If received by next Tuesday, December 9, 2025, questions can be added to the Matrix but without a response.

7. 2026 Code Amendment Series – Briefing

Planning Manager Churchill gave the presentation.

There were no comments or questions from Commissioners.

8. Staff & Commissioner Updates

Senior Planner Cardenas stated that the next meeting includes a Public Hearing on December 17, 2025 continuing with the TMP and zoning, land use changes for 6900 – 188th Avenue, and to contact staff with any attendance issues.

On December 2, 2025 City Council adopted the Fire Functional and Capital Facilities Plans.

Planning Manager Churchill stated that the 2026 meeting calendar is attached to the agenda, and that a Council joint meeting is scheduled for late May, 2026. Council is in high demand in 2026. The Annual Planning Commission Workshop is tentatively planned for the 5th Wednesday of April, 2026.

9. Adjourn

- Motion to adjourn at 8:48 p.m. by Commissioner Copley, seconded by Commissioner Van Niman. The Motion passed.

Minutes approved on: Planning Commission Chair

_____ _____

Appendix D - Written Public Comments

Francesca Liburdy

From: Planning Commission
Sent: Wednesday, November 19, 2025 3:46 PM
To: Francesca Liburdy; Michael Hintze
Subject: FW: "Items from the Audience," a comment at the Redmond Planning Commission meeting on 10/22/25 by David Morton
Attachments: Seventy second talk to Redmond Planning Commission.docx

Please see comments on TMP.

Thanks,
OC

Odra Cardenas, MSc (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

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From: David Morton <davidwardmorton@yahoo.com>
Sent: Tuesday, October 21, 2025 3:30 PM
To: Planning Commission <planningcommission@redmond.gov>
Cc:
Subject: "Items from the Audience," a comment at the Redmond Planning Commission meeting on 10/22/25 by David Morton

External Email Warning! Use caution before clicking links or opening attachments.

Dear Redmond Planning Commissioners:

I wish to provide a spoken public comment during "Items from the Audience" in the **October 22, 2025 meeting** of the Redmond Planning Commission. I will be speaking on the **Transportation Master Plan (TMP) Update**.

I plan to be present at City Hall on October 22 to present my public comment in person at the podium.

My comment is attached as a Word document (containing **blue and underlined hyperlinks**) and is inserted in the body of this email below.

★★★The Following Is My Public Comment for Items from the Audience★★★

I'd like to speak about the **Transportation Master Plan update**.

I've reviewed the materials for this item on the agenda, and I want to commend staff for the comprehensive work on this plan. However, I have concerns about the **Transportation Facilities Plan** that deserve your attention.

First, regarding **project removals**: I understand the rationale for removing projects **not aligned with Redmond 2050**, but I'm concerned about **removing the Avondale Road school bus pullouts** without a clear alternative. The justification states this "**needs further evaluation as part of (a) broader corridor study**," but students need safe bus access now. Please ensure safety concerns are addressed through other means or that the broader corridor study is prioritized in the near-term timeframe.

Second, I'm troubled by the revenue forecast assumptions. The TFP projects **flat revenue growth through 2050 without accounting for inflation or rate increases**. This seems unrealistic given rising construction costs and the ambitious scope of planned projects. The plan needs **$462 million** and relies on **federal and state grants** that provide **18% of total funding**. What happens when grants don't materialize? Should contingency plans that consider more stable funding mechanisms be developed?

Third, while I appreciate the emphasis on **multimodal investments which make up 79 percent of the TFP budget**, I'm concerned about equity across neighborhoods. Only **13 percent of TFP investments serve neighborhoods outside urban centers**, yet these areas also need safe walking, biking, and transit connections to reach downtown, Overlake, and other destinations. Residents throughout Redmond need viable transportation alternatives to driving.

Finally, regarding **Transportation Demand Management** (TDM): The strategies are excellent, but enforcement mechanisms remain vague. **Mobility Management Plans historically "have lacked attention beyond initial completion,"** according to the TDM chapter. **Action 2B mentions developing renewal requirements**, but how will compliance be monitored? Consider dedicated funding for TDM staff and clear enforcement procedures with consequences for non-compliance.

This plan shapes decades of growth. **Please address school bus safety concerns, funding contingencies, neighborhood equity, and TDM enforcement.** Thank you.

★★★ **End of My Public Comment** ★★★

Sincerely,

David Morton
Redmond, WA 98053
206-909-5680

Francesca Liburdy

From: Edward Wang <wangedwa@gmail.com>
Sent: Wednesday, November 12, 2025 12:05 PM
To: Francesca Liburdy
Subject: TMP comments

External Email Warning! Use caution before clicking links or opening attachments.

Hi Francesca,

Thank you for your work on the Transportation Master Plan update. Overall, I love the direction the city is taking.

I noticed on pages 49-51 that the proposed modal corridors project table (Table 3) doesn't match up with the map (Figure 5). Also, project #2 suggests we would be building a low-cost bicycle boulevard on Redmond Way -- it should be a shared-use path per the bicycle section.

In the bicycle section, it looks like some figures have not been updated to reflect changes to the Spine Network figure (Figure 13). For instance, Figures 15 and 16 are missing some of the new neighborhood connections in the Grasslawn neighborhood.

For the transit plan, it would be nice to have stronger language about generally prioritizing buses over general purpose traffic whenever feasible, and encouraging redesignating lanes to BAT lanes even if it may add some delay to general purpose traffic. This would be really nice all along the B-line route, for instance. Without bus priority, the bus will always be slower than driving, and people with the means to drive will never ride the bus.

Also, I am strongly opposed to the proposed extension of Avondale Way across the Redmond Central Connector for motor vehicles. This creates an additional barrier to nonmotorized station access from the east, an additional interruption to the RCC, and takes away a pedestrian/bike access plaza, while providing a minimal and negligible time savings for vehicles.

Thank you!
Ed Wang
Grasslawn

Francesca Liburdy

From: Planning Commission
Sent: Wednesday, November 12, 2025 12:14 PM
To: Michael Hintze; Francesca Liburdy
Subject: FW: Draft Transportation Master Plan Available for Review!

Hi Michael and Francesca

Please see feedback on the TMP that was sent to the Planning Commission. I have also forwarded this to the Commissioners.

Thanks,

Odra C.

Odra Cardenas, MSc (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

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From: Ian Replinger <ianreplinger@gmail.com>
Sent: Wednesday, November 12, 2025 11:53 AM
To: Planning Commission <planningcommission@redmond.gov>
Subject: Fwd: Draft Transportation Master Plan Available for Review!

External Email Warning! Use caution before clicking links or opening attachments.

Good morning,

I would like to give some bicycle related feedback. I take a company shuttle to work and bike home (1 way bus, 1 way bike) almost every day. I take Novelty Hill road (this portion is likely unicoperated King Count) to Union Hill Road to Bear Creen path, then get on the 520 bike path.

I find riding this route every day dangerous due to the lack up maintenance and poor bike infrastructure.

There is no bike lane and only a small shoulder along Novelty Hill Road. After any sort of weather/wind the shoulder is often full of debries. It is also intermittently blocked due to glass or roadkill. There is also a specific driveway where 0.5 to 1" gravel goes into the shoulder. All of this forces me to take the lane.

Frequently, including on downhill segemnts when I am going 35 mph (the speed limit), cars pass me on a double yellow or honk.

Along Union Hill Road, the bike lane exists; but a bit of paint on the road does not stop cars from hitting me on my bike. This bike lane too is often full of debries (right now, this is leaves). This forces me to take the lane which can be dangerous when cars are going even the speed limit (which is 35, but they frequently go 45 mph or more given the road naturally feels fast).

Lastly, the merge to Bear Creek Parkway starting at 178th place and Union Hill Rd is awful. The bike lane just ends and merges with traffic for a block with no clear way to navigate between the striaght lane and right turn lane to get onto the sidewalk and then the Bear Creek Parkway. This block also connects Bear Creek Trail (and therefore the 520) to the bear creek park and ride.

These are constatny struggles I face almsot every weekday. Improving bicule infrasucture in general is needed, and the specific areas I highlighted are painful. At bare minimum, there neeeds to be better protectons along NE Union Hill Rd. Paint does not stop cars from hitting me. Armadillos (as shown on page 112), a concrete barrier, or even the silly plastic sticks with reflections would be better deterrents. I see some green squiggles on page 127 / figure 15 that show some sort of shared use pathway. that could connect Bear Creek Trail to Evans Creek trail. If this is proposed, I urge rapid implementation.

I would addiontally urge better connectioins between Redmond and Redmond Ridge, but reconize this likely requires some county parternship.

I have been hit by a car in Seattle. They ran and 911 did nothing even though I got their plate. Don't let Redmond, the bicycle capital of the northwest, have anything similar happen.

Ian Replinger
503-484-4219

---------- Forwarded message ---------
From: **Ped Bike Committee** <pedbikecommittee@redmond.gov>
Date: Wed, Nov 12, 2025 at 10:22 AM
Subject: Draft Transportation Master Plan Available for Review!
To: Ped Bike Committee <pedbikecommittee@redmond.gov>

Good morning PBAC members,

City of Redmond staff are excited to announce that the Draft Transportation Master Plan is available to read and provide feedback! Thank you to all members of PBAC for your input throughout the plan development process. A very special thank you to PBAC members Aspen, Paulette, and TJ for their input. You can see their photos and quotes highlighted on pages 47, 89, 148, 165, and 224!

Visit www.redmond.gov/TMP to review the draft plan.

The City of Redmond Planning Commission will hold a Public Hearing on the Draft Transportation Master Plan at Redmond City Hall Council Chambers, 15670 NE 85th Street, Redmond, Washington on December 3, 2025 at 7 p.m. Join in-person at City Hall, watch live at redmond.gov/RCTV, Comcast channel 21, Ziply channel 34, on facebook.com/CityofRedmond, or listen live by phone by calling 510-335-7371.

Public comment can be provided in-person at City Hall. Public comment can also be made by phone during the meeting by providing a name and phone number to PlanningCommission@redmond.gov no later than 5 p.m. on the day of the hearing. Written public comments should be submitted prior to the hearing by email to PlanningCommission@redmond.gov no later than 5 p.m. on the hearing date. Comments may also be sent by mail to: Planning Commission, MS: 4SPL, P.O. Box 97010, Redmond, Washington, 98073-9710. If you are hearing or visually impaired, please notify Planning Department staff at 425-556-2441 one week in advance of the hearing to arrange for assistance.

As always, please reach out if you have any questions. PBAC meetings will resume in 2026.

Thank you!

Pedestrian Bicycle Advisory Committee

Transportation Planning & Engineering, City of Redmond

pedbikecommittee@redmond.gov

www.redmond.gov/580

MS:4SCC • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

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Francesca Liburdy

From: Planning Commission
Sent: Monday, November 17, 2025 9:39 AM
To: Michael Hintze; Francesca Liburdy
Subject: FW: Disabilities below the level of the ADA and Medicaid -Transportation Master Plan

Forwarding comments sent to Planning Commission

Odra C.

Odra Cardenas, MSc (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

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From: Linda Seltzer <lseltzer@alumni.princeton.edu>
Sent: Sunday, November 16, 2025 2:38 PM
To: Planning Commission <planningcommission@redmond.gov>; Ped Bike Committee <pedbikecommittee@redmond.gov>; MayorCouncil <MayorCouncil@redmond.gov>; Menka Soni <votemenkasoni@gmail.com>; vivek.prakriya@gmail.com; Vandana.Slatter@leg.wa.gov
Subject: Disabilities below the level of the ADA and Medicaid -Transportation Master Plan

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At a previous Council meeting, one of the presenters asked what people need in order to not have a car.

This article discusses one of the main issues of concern: persons with disabilities and medical problems that don't meet Medicaid or ADA requirements.

https://www.medpagetoday.com/opinion/second-opinions/118483

For example, Access transportation is for people who cannot walk four blocks. Medicaid (Hopelink) transportation for medical care involves a very long scrutiny process and Medicaid spend down, and the requirements exclude people who need or would benefit from public transportation.

This article addresses the question in part. There are people with disabilities that don't qualify for Medicaid or the ADA. Add tho this the need for transportation of grocery bags or other bulky items.

I don't think the report goes beyond the ADA and considers the population of disabilities and medical conditions that don't meet ADA and Medicaid requirements.

Linda Seltzer

Francesca Liburdy

From: Planning Commission
Sent: Wednesday, December 10, 2025 11:34 AM
To: Francesca Liburdy; Michael Hintze
Subject: FW: "Items from the Audience" and Public Hearing on "Transportation Master Plan (TMP) Update," 2 comments at the Redmond Planning Commission meeting on 12/3/25 by David Morton
Attachments: Seventy fourth talk to Redmond Planning Commission.docx; Seventy fifth talk to Redmond Planning Commission.docx

Forwarding public comments for the TMP from the Dec 3rd public hearing

OC

Odra Cardenas, MSc (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

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From: David Morton <davidwardmorton@yahoo.com>
Sent: Tuesday, December 2, 2025 10:48 AM
To: Planning Commission <planningcommission@redmond.gov>
Cc: Odra Cardenas <ocardenas@redmond.gov>; Glenn Coil <gcoil@redmond.gov>; Susan Weston (City Volunteer) <sweston@redmond.gov>; Jeannine Woodyear (City Volunteer) <jwoodyear@redmond.gov>; Adam Coleman (City Volunteer) <acoleman@redmond.gov>; Bryan Copley (City Volunteer) <bcopley@redmond.gov>; Tara Van Niman (City Volunteer) <tvanniman@redmond.gov>; Aparna Varadharajan (City Volunteer) <avaradharajan@redmond.gov>; Denice Gagner (City Volunteer) <dgagner@redmond.gov>; Jeff Churchill <jchurchill@redmond.gov>; Michael Hintze <mhintze@redmond.gov>; Francesca Liburdy <fliburdy@redmond.gov>; Carol Helland <chelland@redmond.gov>; Aaron Bert <abert@redmond.gov>; Beckye Frey <bfrey@redmond.gov>; Sustainability <Sustainability@redmond.gov>; Amee Virelle <avirelle@redmond.gov>; Micheal Despain (MED Enterprises) <mdespain@redmond.gov>; Lauren Alpert <lalpert@redmond.gov>; Ian Lefcourte <ilefcourte@redmond.gov>; Tim McHarg <tmcharg@redmond.gov>; Tom W. Hardy <TWHARDY@redmond.gov>; David Lee <dlee@redmond.gov>; Kim Dietz <KDIETZ@REDMOND.GOV>; Haritha Narra <hnarra@redmond.gov>; PLAN - Redmond 2050 - Technical Advisory Committee <Planning-Redmond2050-TechnicalAdvisoryCommittee@RedmondGov.onmicrosoft.com>; Cameron Zapata <czapata@redmond.gov>; Aaron Moldver <amoldver@redmond.gov>; Todd Rawlings <trawlings@redmond.gov>; Lauren Anderson <landerson@redmond.gov>; Josh Mueller <jmueller@redmond.gov>; Amanda Balzer <ABALZER@redmond.gov>; MayorCouncil <MayorCouncil@redmond.gov>; Council <Council@redmond.gov>; Mayor (Internet) <Mayor@redmond.gov>; Chris Stenger <cstenger@redmond.gov>; Malisa Files <mfiles@REDMOND.GOV>; Jill E. Smith <jesmith@redmond.gov>; Cheryl D. Xanthos <cdxanthos@redmond.gov>; Seraphie Allen <sallen@redmond.gov>; City Clerk <CityClerk@redmond.gov>; eugene.radcliff@ecy.wa.gov; Oneredmond Info <info@oneredmond.org>; Patrick Jurney <pjurney@communityclimate.org>; Andrea Martin <andream@cascadiaconsulting.com>; pwilliams@redmond.gov; Mike Brent <mbrent@cascadewater.org>; Andy Swayne <andy.swayne@pse.com>; David Hoffman <david.hoffman@pse.com>; jor_mig_santos@hotmail.com; James Terwilliger

<james.terwilliger@hotmail.com>; Anastasiya Warhol <awarhol@kenmorewa.gov>; David Baker <dbaker@kenmorewa.gov>; Milton Curtis <mcurtis@kenmorewa.gov>; Joe Marshall <jmarshall@kenmorewa.gov>; Nigel Herbig <nherbig@kenmorewa.gov>; Mellor Caroline (ECY) <caroline.mellor@ecy.wa.gov>; Melanie OCain <mocain@kenmorewa.gov>; Andrew McClung <andrewm@kcls.org>; Jon Culver <jon.c.culver@gmail.com>; David Barnes <dbarnes@kirklandwa.gov>; Brian Stewart <brianstewart@electrifynow.net>; Brian Buck <bbuck@lwsd.org>; Arielle Dorman <dorman.arielle@gmail.com>; Kim Faust <kfaust@mspgroupllc.com>; Tom Hitzroth <thitzroth1@outlook.com>; Marilyn Lazaro (City Volunteer) <mlazaro@redmond.gov>; Yeni Li <yli@gglo.com>; Christy Sanders-Meena <csandersmeena@frontier.com>; David Bain <dbaing17@gmail.com>; Marissa Aho <marissa.aho@kingcounty.gov>; Claudia Balducci <claudia.balducci@kingcounty.gov>; Sarah Perry <sarah.perry@kingcounty.gov>; Prideacrossthebridge Info <info@prideacrossthebridge.org>; Axton Burton <axton@prideacrossthebridge.org>; Jessica Atlakson <jatlakson@redmond.gov>; Tess Larson <tlarson@redmond.gov>; Brian Coats <BCOATS@REDMOND.GOV>; Ernest C. Fix <ECFIX@redmond.gov>; Vanessa Kritzer <vkritzer@redmond.gov>; gwolff@redmond.gov; Kelley Cochran <KCOCHRAN@REDMOND.GOV>; Loreen Hamilton <lhamilton@redmond.gov>; David Tuchek <DTUCHEK@REDMOND.GOV>; Gary Smith <garydsmithx@outlook.com>; Tom Markl - Economic Development Board of Directors <tommarkl@nelrem.com>; Shannon Braddock <shannon.braddock@kingcounty.gov>; Shannon Braddock <kcexec@kingcounty.gov>
Subject: "Items from the Audience" and Public Hearing on "Transportation Master Plan (TMP) Update," 2 comments at the Redmond Planning Commission meeting on 12/3/25 by David Morton

External Email Warning! Use caution before clicking links or opening attachments.

Dear Redmond Planning Commissioners:

I wish to provide 2 spoken public comments at the **December 3, 2025 meeting** of the Redmond Planning Commission.

During "Items From the Audience," my 1st comment is about the portion of **Agenda Item 6** that applies to **proposed land use map and zoning map amendments - 6900 188th Ave NE**.

My 2nd comment pertains to **Agenda Item 5, the Public Hearing on the TMP**.

I plan to be present at City Hall on December 3 to present my public comments in person at the podium.

My comments are attached as Word documents (containing **blue and underlined hyperlinks**) and are inserted in the body of this email below.

★★★The Following Is My Public Comment for Items from the Audience★★★

I'd like to address the **cumulative effects analysis for just the 6900 188th Avenue NE land use amendment** as it relates to Redmond's strategic planning priorities.

The **Analysis of Cumulative Effects document** acknowledges that converting nearly five acres of Business Park land "**may reduce employment as well as related business taxes**." This understated language masks a significant policy tension. Redmond 2050 explicitly prioritizes both housing growth and economic vitality. This proposal advances one at the expense of the other.

The cumulative effects analysis suggests job losses might be "**mitigated by the creation of jobs and businesses in the Mixed-Use zone**." This optimistic assumption deserves scrutiny. Business Park zones support research, development, and advanced manufacturing, which offer middle-to-upper wage employment with

substantial tax revenue generation. Mixed-use zones typically generate retail and service jobs at lower wage scales with correspondingly lower fiscal benefits.

It's stated that this amendment "**may not advance**" several Economic Vitality policies, including **EV-2 on job growth targets**, **EV-3 on economic development**, and **EV-26 on diversified businesses**. These aren't peripheral policies; they're foundational to Redmond's economic sustainability.

The cumulative effects matrix rates the overall docket as having "**positive impact on economic vitality**," yet the only docket item affecting employment land has acknowledged negative economic consequences. This apparent contradiction warrants explanation.

Consider the timing. The **Technical Committee Report** notes the property owner cited "**less demand for manufacturing and commercial uses**" and "**challenges attracting a viable tenant**." Is Redmond making permanent land use decisions based on cyclical market conditions? The tech sector experiences regular fluctuations. Will Redmond regret eliminating employment capacity when market dynamics shift?

What's the quantified difference in tax revenue between a functioning business park and residential development? How does this affect Redmond's long-term service delivery capacity? The Commission needs concrete numbers, not speculation about potential offsets.

Could Business Park standards be modified to preserve job-generating uses while making development more viable?

Please ensure that your recommendation to Council reflects careful consideration of whether this conversion serves Redmond's complete long-term interests or simply responds to immediate development pressures.

★ ★★ **End of Public Comment** ★★★

★ ★★**The Following Is My Public Comment for Agenda Item 5, Public Hearing on the TMP** ★ ★★

I'd like to comment on **Redmond's Transportation Master Plan**.

I particularly appreciate three aspects of this plan.

First, there's emphasis on completing **high-comfort bicycle facilities**, especially the **Spine Network** by 2035. The **Level of Traffic Stress analysis** showing that **79% of current bikeways are high-stress** demonstrates why **separated bicycle lanes** matter for attracting "**Interested but Concerned**" riders who represent **the largest potential for mode shift**.

Second, the pedestrian network strategy's focus on **filling sidewalk gaps** and implementing **low-stress crossings** addresses real barriers to walking in Redmond. The commitment to developing an **ADA Transition Plan** demonstrates meaningful attention to accessibility and equity.

Third, the integration of the **Safe System Approach** throughout the plan aligns well with the **Safer Streets Action Plan**'s goal of **eliminating fatal and serious injury crashes by 2035**.

However, I have concerns about climate commitments and equity.

Regarding climate goals: While the plan acknowledges the **71% greenhouse gas reduction target** and **50% Vehicle Miles Traveled reduction goal**, several **Transportation Facilities Plan** projects seem misaligned

with these objectives. **Arterial road widening projects**, like the **NE 116th Street** and **Willows Road** projects, historically **increase traffic rather than reduce it**. These may temporarily relieve congestion but ultimately encourage more driving. I urge requiring climate impact assessments for all capacity expansion projects and prioritizing **mode shift** investments instead.

On equity: While equity analysis was applied to **bicycle network** and **sidewalk gap** prioritization, greater transparency about **the City's Equity Analysis tool** would strengthen public confidence in these decisions. Could community members see the methodology, data sources, and weighting criteria used in this tool? Can this tool be used for transit improvements, maintenance prioritization, and all capital projects? An **Equity Advisory Committee** could be established to ensure consistent equity evaluation across all transportation investments..

I appreciate the innovative approaches to **e-mobility**, **mobility hubs**, and **transportation demand management**. I also support **Action 5I establishing bicycle education in schools**, which addresses community e-bike safety concerns.

But I urge the Commission to strengthen commitments to climate goals and equity before recommending adoption.

★ ★★ **End of Public Comments** ★★★

Sincerely,

David Morton, PhD
Redmond, WA 98053
206-909-5680

I'd like to address the **cumulative effects analysis for just the 6900 188th Avenue NE land use amendment** as it relates to Redmond's strategic planning priorities.

The **Analysis of Cumulative Effects document** acknowledges that converting nearly five acres of Business Park land "**may reduce employment as well as related business taxes**." This understated language masks a significant policy tension. Redmond 2050 explicitly prioritizes both housing growth and economic vitality. This proposal advances one at the expense of the other.

The cumulative effects analysis suggests job losses might be "**mitigated by the creation of jobs and businesses in the Mixed-Use zone**." This optimistic assumption deserves scrutiny. Business Park zones support research, development, and advanced manufacturing, which offer middle-to-upper wage employment with substantial tax revenue generation. Mixed-use zones typically generate retail and service jobs at lower wage scales with correspondingly lower fiscal benefits.

It's stated that this amendment "**may not advance**" several Economic Vitality policies, including **EV-2 on job growth targets**, **EV-3 on economic development**, and **EV-26 on diversified businesses**. These aren't peripheral policies; they're foundational to Redmond's economic sustainability.

The cumulative effects matrix rates the overall docket as having "**positive impact on economic vitality**," yet the only docket item affecting employment land has acknowledged negative economic consequences. This apparent contradiction warrants explanation.

Consider the timing. The **Technical Committee Report** notes the property owner cited "**less demand for manufacturing and commercial uses**" and "**challenges attracting a viable tenant**." Is Redmond making permanent land use decisions based on cyclical market conditions? The tech sector experiences regular fluctuations. Will Redmond regret eliminating employment capacity when market dynamics shift?

What's the quantified difference in tax revenue between a functioning business park and residential development? How does this affect Redmond's long-term service delivery capacity? The Commission needs concrete numbers, not speculation about potential offsets.

Could Business Park standards be modified to preserve job-generating uses while making development more viable?

Please ensure that your recommendation to Council reflects careful consideration of whether this conversion serves Redmond's complete long-term interests or simply responds to immediate development pressures.

I'd like to comment on **Redmond's Transportation Master Plan**.

I particularly appreciate three aspects of this plan.

First, there's emphasis on completing **high-comfort bicycle facilities**, especially the **Spine Network** by 2035. The **Level of Traffic Stress analysis** showing that **79% of current bikeways are high-stress** demonstrates why **separated bicycle lanes** matter for attracting "**Interested but Concerned**" riders who represent **the largest potential for mode shift**.

Second, the pedestrian network strategy's focus on **filling sidewalk gaps** and implementing **low-stress crossings** addresses real barriers to walking in Redmond. The commitment to developing an **ADA Transition Plan** demonstrates meaningful attention to accessibility and equity.

Third, the integration of the **Safe System Approach** throughout the plan aligns well with the **Safer Streets Action Plan**'s goal of **eliminating fatal and serious injury crashes by 2035**.

However, I have concerns about climate commitments and equity.

Regarding climate goals: While the plan acknowledges the **71% greenhouse gas reduction target** and **50% Vehicle Miles Traveled reduction goal**, several **Transportation Facilities Plan** projects seem misaligned with these objectives. **Arterial road widening projects**, like the **NE 116th Street** and **Willows Road** projects, historically **increase traffic rather than reduce it**. These may temporarily relieve congestion but ultimately encourage more driving. I urge requiring climate impact assessments for all capacity expansion projects and prioritizing **mode shift** investments instead.

On equity: While equity analysis was applied to **bicycle network** and **sidewalk gap** prioritization, greater transparency about **the City's Equity Analysis tool** would strengthen public confidence in these decisions. Could community members see the methodology, data sources, and weighting criteria used in this tool? Can this tool be used for transit improvements, maintenance prioritization, and all capital projects? An **Equity Advisory Committee** could be established to ensure consistent equity evaluation across all transportation investments..

I appreciate the innovative approaches to **e-mobility**, **mobility hubs**, and **transportation demand management**. I also support **Action 5I establishing bicycle education in schools**, which addresses community e-bike safety concerns.

But I urge the Commission to strengthen commitments to climate goals and equity before recommending adoption.

Francesca Liburdy

From: Planning Commission
Sent: Wednesday, December 3, 2025 6:31 PM
To: Michael Hintze; Francesca Liburdy
Subject: FW: TMP Comment Letter
Attachments: 2025 TMP - Planning Commission Comment Letter.pdf

Forwarding public comments on the TMP.

Thanks,
OC

Odra Cardenas, MSc (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

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From: Kelli Refer <kellir@moveredmond.org>
Sent: Wednesday, December 3, 2025 5:58 PM
To: Planning Commission <planningcommission@redmond.gov>
Cc: Albert, Lauren <lauren.albert@soundtransit.org>; Seraphie Allen <sallen@redmond.gov>; Michael Hintze <mhintze@redmond.gov>
Subject: TMP Comment Letter

External Email Warning! Use caution before clicking links or opening attachments.

Hello,

I'll be giving in person public comment at the planning commission meeting in addition to submitting this letter of support for the Draft TMP.

Thank you,
Kelli Refer (she/her)
Executive Director | Move Redmond
8525 163rd Ct NE, Suite 150 | Redmond, WA 98052
425-702-9628| kellir@moveredmond.org | moveredmond.org

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Redmond Resident

Redmond Planning Commission
15670 85th Street
Redmond, WA 98052

December 3, 2025

RE: Transportation Master Plan

Dear Commissioners,

Move Redmond is a Transportation Management Association. We advocate for safer streets and frequent, reliable transportation options. We focus on improving mobility options for people who live, work and go to school in Redmond and support people in shifting their transportation habits. Our membership represents the many people who work in Redmond and commute from around the region.

We appreciate the opportunity to comment on the Transportation Master Plan. It plays a central role in guiding transportation policy, funding and infrastructure. Move Redmond is thrilled with the direction and approach that the City of Redmond is taking with regards to transportation. With a clear focus on safety and sustainability, this plan outlines a path forward that will serve both the residents of Redmond and provides a model for other cities in the region to follow.

The City of Redmond has the opportunity to be visionary leaders in transportation for the region by creating pedestrianized areas in each of the urban growth centers, implementing shared streets near schools and prioritizing an ADA transition plan. While part of the TMP highlights innovation with AI and new technology, the real way to lead in transportation is get back to the basics: moving people safely, sustainably, and connecting them to the places they need to go. The draft TMP sets Redmond well on its way to a vision where people have options how they want to get around, shifting away from a historic car-first approach by right-sizing multimodal investments. The City of Redmond also has the chance to be the first city in Washington state to adopt Shared Streets and kick start implementation of this new tool around schools, neighborhoods and shopping districts. Finally, focusing on an ADA transition plan paves the way for new sidewalks, curb cuts and a more accessible city for all people.

Prioritizing maintenance of streets and facilities is vital to a functioning transportation system. The TMP offers guidance on sidewalk and street maintenance that take into account new infrastructure, like separated bike lanes

Move Redmond

and investing in sidewalk repair. We applaud this effort to ensure that Redmond takes care of the facilities it has currently and sidewalks, bike lanes, and streets are maintained for accessibility.

Another key component of the TMP is managing curbspace and on-street parking. Prioritizing curbspace for loading zones and drop off zones helps serve both freight and rideshare, without creating conflicts like blocking pedestrian crosswalks or bike lanes. Paid parking also plays a key role in behavior change and Transportation Demand Management. When the city gets parking pricing and demand right, many of the other pieces fall into place. Paid parking incentivizes people to bike, take transit or walk, while still meeting the demands of people who must drive.

Transportation is an intersectional issue that weaves together issues of safety, sustainability, access to economic opportunity, and building community. The City of Redmond is on the right path with the Transportation Master Plan. Move Redmond urges the Planning Commission to recommend passage of the Transportation Master Plan to the Redmond City Council.

Sincerely,

Kelli Refer
Executive Director

8525 163rd Ct NE | Suite 150 | Redmond, WA 98052 | 425.702.8001 | www.moveredmond.org

Francesca Liburdy

From: Planning Commission
Sent: Wednesday, December 3, 2025 3:07 PM
To: Michael Hintze; Francesca Liburdy
Subject: FW: Transportation Master Plan comments document
Attachments: LSeltzerRedmondTransitPlanComments.docx

Please see comments on TMP.

Thanks,
OC

Odra Cardenas, MSc (she/her/ella)
Senior Planner, City of Redmond

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From: Linda Seltzer <lseltzer@alumni.princeton.edu>
Sent: Wednesday, December 3, 2025 2:45 PM
To: Planning Commission <planningcommission@redmond.gov>; MayorCouncil <MayorCouncil@redmond.gov>; Ped Bike Committee <pedbikecommittee@redmond.gov>; vivek.prakriya@gmail.com; Menka Soni <votemenkasoni@gmail.com>
Subject: Transportation Master Plan comments document

External Email Warning! Use caution before clicking links or opening attachments.

Good afternoon Planning Commission,
Attached is my comments document.
Linda Seltzer

From: Linda Seltzer
To: PlanningCommission@redmond.gov
Re:Transportation Master Plan Update Document

Please excuse any typos. I don't have time to proofread everything.

Overall problems:
I don't see a mandate to increase pedestrian crossing times everywhere. I don't see a mandate to get rid of flashing orange lights and provide definitive green arrows for left turns. I don't see a discussion of how flashing orange lights operate too quickly and distract drivers from looking across the entire field of vision.

p. 3 – Community Based Organizations (CBOS)
The list of community organizations fails to include Jewish organizations. It includes Eastside for All, which does not include Jews as one of its constituencies. Groups such as Jewish Family Service or Chabad should be included. In August 2022, Eastside for All held an event against hate in conjunction with the Muslim group, and they had a broad range of groups represented on the stage, but no Jewish groups. They invited all of the Eastside police Chiefs or their deputies to be on the stage. But according to FBI statistics every year, the number of hate crimes against Jews in Washington State far exceeds the number against Muslims and Arabs. Redmond needs to correct its failure to include Jews as an equal category along with other minority groups. And this does mean Jews with just one point of view. Just as Hispanics may have a spectrum of viewpoints, Jews have the same viewpoint diversity. These processes need to be opened up and not just to favored groups and cliques. I saw on the internet that Eastside for All held input sessions in September for some groups, but others did not have an open invitation group to attend.

p. 4
Figure 2. Road Usage Charges
Charging individuals excessive amounts to drive on the roads is a regressive tax that disproportionately affects low-income workers.

p. 5 “The TMP reinforces the Safe System approach that serves as the foundation for the City’s transportation safety efforts with actions focused on reducing vehicle speeds”

During the past few months, the safety problems in the streets of Redmond have become worse and not better. The number of incidences of hostile, aggressive, angry, male speeding and tailgating drivers has increased dramatically. Drivers are openly going through red lights on 166th Ave. In mid-November a driver suddenly made a left turn when I had the right of way to ride across a street. In October I witnessed two incidents of drivers ignoring a red light and speeding across 80th St on 166th Ave. There are too many drivers considering driving to be a contest of who goes first rather than a system where people try to accommodate each other.

There are also numerous incidents of bus and shuttle drivers in Seattle inching while a pedestrian is in the crosswalk and crossing the street, trying to make scare the pedestrian into walking faster.

The traffic light system seems to be prioritizing automobile throughput. Cars exiting 520 onto Avondale Way, then 79th St and then north on 166th Ave, and in the opposite direction, are driving as if this is a speedway. They aggressively follow closely if you slow down to make a right turn into the Safeway plaza From Avondale Way.

p. 5 Figure: “Death/Serious Injury is Unacceptable”
Please edit this to say “Death and injury are unacceptable.
Don’t allow sloppy language to imply a statistical margin in which injuries are considered acceptable. “Responsibility is shared” – I don’t see some drivers showing any responsibility. There are too many drivers who view it as a competition over who gets there first. Need a stronger system to combat aggressive and competitive driving.

p. 10 Acknowledgements
Again, the list of community organization contains many populations:
Africans – Africans on the Eastside
Big Hug – Korean
Eastside for All – Works closely with Muslim groups and includes Asian groups
Native Americans – ENAEP
Indian American Community Services

United Hub – “At United Hub, we are dedicated to empowering underserved communities, especially within the Asian demographic”

Again, as with human services, there has been no organized community outreach for Jewish input and no Jewish organization conducting outreach.

I don’t understand why Redmond thinks that Jews are wealthier and more privileged than some of the groups that are included. According to the Pew Charitable Trust, 10% of all Jews have an income below 32,000 per year and 40% can’t afford to buy a home. The home ownership number is probably even worse now than it was when surveys were done in 2019 and 2013.

Fortunately, the Recreation Department did agree to and conduct outreach to organized Jewish communities for the Teen Center outreach. And this included the more traditional organizations.

I don’t understand why people think that no Jews have disabilities, no Jews commute to work on the buses or become retired senior citizens.

If people are making an assumption that Jews are “white” and not “people of color,” please be aware this kind of binary distinction is meaningless in light of ancient DNA and in light of European history. If people think that Jews never suffered from colonialism, they don’t know Middle East history.

p. 11

General comment on parking: the main parking problem is Redmond is the design of parking lots to have smaller spaces. Meanwhile, most people are riding as a family and using vans and SUVs. This means that people are parking more frequently in every other space or are ignoring the lines. The most effective use of all spaces is to go back to the hold fashioned spacing with the double lines between each space.

replace “time-of day” and demand-based parking charges with “Protect the need for free on-street parking for persons with ADA and non-ADA disabilities, seniors and families with children in proximity to their residence.”

Seniors, persons with Ada and non-ADA disabilities and families, tenants and other residents need to have stable and dependable parking, including “Protect the need of residents of a street to have dependable space for loading and unloading of groceries and packaging.”

While paid and regulated parking sound good on paper, it is disastrous for the case of senior citizens, people with ADA and non-ADA disabilities and families with children, especially for shopping and for unloading groceries and bulky purchase items, especially in the rain.

The difference between the theoretical and lived experience needs to be understood.

This also includes the case of families and caregivers, because people bring groceries, supplies and furnishing to residents of apartment complexes.

I live in a senior apartment complex, and the children of some residents are always bringing and unloading groceries and household items. Also, when senior citizens are in their final months, relatives are moving their furniture and household items.

p. 11 Limiting Vehicle Miles Traveled

This should be approached by offering real practical alternatives to driving, rather than making it difficult for people who own a car to perform basic tasks such as buying groceries and loading and unloading packages.

Vehicle miles would also be saved with direct route bus service from the Eastside to the medical centers on First Hill. Transit to Swedish Medical Center on First Hill is the worst problem. This should also include UW Medicine Roosevelt clinic because of the change from Rt 65 to the new, inconvenient Rt 67, as well as transit to the UW and Neighborcare medical centers along Meridian in Northwest Seattle. When the bus routes connecting to the 20 Line light rail were planned, planning for the Eastside didn’t include planning for Seattle, and the lack of joint planning between the Eastside and Seattle resulted in this gap in service availability.

The lack of transit coordination between counties and the lack of public transit tourism buses is a main contributor to excessive vehicle miles traveled. For example, there are no seasonal buses to the tulip farms, which means that the roads to that area are clogged, with long idling time in and near Mt. Vernon and highway delays at some times per day.

Also there is no recreational bus service to waterfalls, Lake Stevens, La Connor, the berry farms in East King County or in northern Washington State.

There is no regional arts transportation plan, so people attending the symphony, opera or theaters have no choice except to drive.

Service on the 545 at rush hour needs to be increased, rather than decreased.

The main thing that would reduce emissions is staggered working hours and not forcing all employees to be at work at the same time if their type of work permits a flexible schedule. For example, software development can take place from 8-5, but it can also take place from 11-7. And some employees can work from home part of the time. This is especially true for engineering and software development. Which are major industries here

p. 11 Greater emphasis on increasing housing density and diversifying zoning citywide so residents don't need to drive far distances to access services.

This sound theoretical, but it does not work in practice. It is based on density, but is not based on use cases.

Looking from the standpoint of use cases, one needs to consider shopping, such as multiple bags of groceries in the rain, and shipping by seniors, disabled and non-ADA disabled and families with small children. There is currently housing density near where I live, and the shuttle experiment is excluding our street. Also, the bus stop for the 250 on 79th St was removed rather than preserved. Having shuttle buses going from major stores could help. But when you have packages and/or children or if you have a disability, you need door-to-door service.

The other use case is health care. People are not going to access health care where it is the nearest. They are going to access healthcare by where the location of the practitioner. For example, for various reasons, such as anterior surgery and guided robotics, as well as the ability to coordinate after-care and in-network insurance processing, the place for my surgery was Swedish on First Hill. The physical therapy was at Swedish in Issaquah. The fact that other places are closer doesn't mean that they are set up to provide for all patients with all needs. Prior to the surgery, I did not have an ADA disability, but I had severe problems walking very far.

My dentistry is in Issaquah because that where there is an in-network good dentist who processes insurance accurately and efficiently. There was no reliable in-network dentist able to process my Medicare dental plan properly.

Increasing density will make everything worse, with more traffic delays.

The light rail station in Redmond and the increased density have resulted in worse traffic jams.

The real problem is the human resources policies of tech companies, with high turn-over, revolving door employment rather than hiring fewer people and providing them with continuous re-training, job security and the ability to raise a family.

p. 12 "Death/Serious Injury is Unacceptable"
This is an embarrassing statement. Are injuries that aren't serious acceptable? Eliminate the word "Serious."

p. 13 Create wider, protected and more reliable bicycle paths and keep them free of debris.

p. 13. "Shift short vehicle trips to bicycling and micromobility. • Implement safe and high-comfort bicycle facilities for people of all ages and abilities,"
This is unreasonable and not practical, especially for older women.
On eighth of all women in the US get breast cancer. This means that a large population of women take estrogen blocker medicines for at least five years. This causes loss of bone density and is a reason why senior citizens are at severe risk of serious injury if they fall. If some elders feel that they can ride a bicycle, that is laudable, but it is dangerous and risky for a large

population, especially women. You cannot accurately state that one can reasonably expect substantial populations at all ages to ride a bicycle or an e-bike.

Bicycles will not provide safe and reliable transportation for numerous older women.

p. 14
First-last mile service
The problem is that we keep hearing about this year-after-year, but there is never the funding to implement it. The decisions about where to put it seem to never reach the locations of low-income, high-density housing.

“Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bike shed of frequent transit stops.”
The current traffic light systems are making pedestrian travel less safe rather than more safe. The path from the end of 520 through Avondale Way, to 79th St and then north on 166th Ave has become a speedway. I have seen drivers speed through a red light across 80th on 166th Ave. Young, male and middle-aged drivers are exhibiting road rage at people for driving within the speed limits and for trying to make a right-turn from Avondale Way into the Bear Creek Safeway plaza.
If the adaptive signaling is in effect, it is producing speedways rather than prioritizing driving within speed limits or the needs of pedestrians. The street crossing times are not long enough for people with impaired walking or walking with shopping carts and baby carriages, or with small children who are walking.

Freight delivery:
Often people have to carry packages and boxes into their apartments. You cannot depend on delivery services for everything.

p. 15
“manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.”
Add the word “school” to the list.
In my neighborhood, the parking report ignored the main use of the nearby parking: mothers transporting their children to and from school.

p. 16

Access to charging infrastructure should be available to all Redmond community members regardless of socioeconomic status.

It is not reasonable to expect people to transition to electric vehicles, given the high cost of the cars and of replacement parts.
The problem is that when everything is based on a circuit board, if the circuit board needs to be replaced the expense is huge and prohibitive. Insurance companies know this and therefore the insurance premiums are also exorbitant. If a circuit board stops functioning, the car is essentially totaled and the insurance companies know it.
Cars are becoming overpriced with the addition of too many extra features.

p. 19
“New advanced adaptive traffic signals have been installed at key intersections in the downtown area, helping to reduce travel times, lower emissions due to less idling, and improve pedestrian safety through adaptive crosswalk timing.”
I feel that the opposite is occurring. Perhaps emissions are being lowered, but the adaptive signaling has not improved or increased crossing times for pedestrians and has resulted in a speedway from the end of Rt 520 through Avondale Way, and continuing on 166th Ave north. Drivers are going faster and becoming more aggressive.
I am an engineering, and started learning about adaptive algorithms in the time frame of 1979-80, and worked on them beginning in 1990.
I don’t think the algorithm is maximizing pedestrian crossing times and making it safer to cross the streets.
I have also seen severe traffic lines develop on cross streets perpendicular to the main thoroughfares.

The public has not had the opportunity to actually look at the mathematical algorithm and computer program being used to determine what it is really prioritizing.

Reducing emissions and increasing pedestrian crossing times might be opposing quantities in a decision algorithm. We don’t know until we can see it.

p. 20 – I have previously commented here about the need to preserve parking for apartment residents for shopping and for the associated loading and unloading.

p. 21 Why are employers not subjected to any regulations, while local governments are trying to micromanage where senior citizens and families with small children can park a car? Again, all of the hardship is being shifted onto individuals and employers are not being asked to do anything.

p. 21
“Redmond is a growing city, with a 2024 population of 80,040. By 2050 it is projected there will be over 118,000 residents and an additional 24,800 housing units, and nearly 30,000 additional jobs. An influx of this size will put strain on the existing transportation system.”
Why is the city not challenging tech companies’ high turnover HR policies, where, at the entry end, it claims to recruit the stop students and workers, but then lays off numerous people within a year at Amazon and within 3-7 years at Microsoft.
People may know my story of moving here for a signed contact for contract work through a large, reputable national agency, only to find that there was no job because the people who hired me weren’t authorized to hire someone. And there was no oversight about this from Microsoft. Tech companies are bringing people here in droves and then dumping them into the unemployment system, and governments are not taxing companies for the real cost of this.

p. 22
“The City has committed to a 50 percent reduction in fatal and serious injury crashes by the end of the year 2030 and eliminating all fatal and serious injury crashes by 2035.”
What is acceptable about 50%. Does it mean that some deaths and injuries are all right? How does this make the city liable for damages is someone becomes one of the 50% not being prevented? Is this how the adaptive algorithm is programmed?

p. 29 – the figure is not explained.

p. 30 – crash results – Crash results may be low because people are afraid to walk and aren’t walking as much.

p. 33

Redmond-Woodinville Road – This road and 140th Ave in Woodinvile need a bus routes. This is in discussion in King County Metro Transit, but a Marriott hotel opened at the circles and the workers don't have transit and have to walk long distances to get to their jobs. This bus needs to go into operation immediately From the Downtown Redmond light rail station to the Woodinville Park & Ride, or added to the new route 222 to make it a long, circular route, to alleviate all of the congestion there.

p. 36 Reduce vehicle operating speeds- strongly support this, especially on streets where there is a school.

p. 37
Regulate groups of bicyclists speeding down the hills from 172nd Ave down the hill on 80th St and crossing 170th Ave and the other cross streets with no regard to traffic at intersections.

p. 38 Traffic cameras
It is a problem when it takes about half a second for a driver to react to the change in a light, but the traffic camera can record the presence of a driver in the intersection at the speed of light plus the time for the microprocessor to executive some lines of computer code. People need some leeway in the time to enter an intersection when the light changes.

p. 40

Preserve and plant native Douglas Fir trees in their natural tendency to grow in clusters. Preserve and plant more native evergreen trees rather than using the trees characteristic of states outside the Pacific Northwest.

Provide information that landlords can use on a voluntary basis to decide what trees and bushes to plant on slopes and at the bottom of slopes. Remember that the concrete may be only 1 ft. under a building, so there is no room for a tree with a large ball in some locations.

Hopefully, most landlords will want to use professional information on tree and bus selection.

Also, include the chose of trees and bushes that prevent rats from gathering in an area.

p. 41
166th Ave needs very serious traffic calming.

Two people have already died on 166th St.
Fails to mention that traffic light crossing times are not long enough.

P, 47 Redmond definitely needs more street signs guiding people to 520, to Redmond Way, etc.
For a newcomer, people don't understand Bear Creek Rd in unincorporated Woodinville and Bear Creek shopping center off of Avondale Way and Bear Creek Rd south of Redmond Way and near the 520 exit.

p. 50 low stress crosswalks.
Add 166th Ave and 80th St. near Redmond Elementary. Not just 169th St.
Add 166th Ave at 183th St.
Make every crossing on Redmond Way from 160th to the Whole Foods plaza low stress.
These are very stressful places to cross the street.

Also crossing Old Redmond Road from the south parking lot of Grasslawn to the single family home street east of 140th Ave. There are not enough parking spaces in Grasslawn Park, so people need to walk from the bus stop or park on the residential streets. There is not traffic signal there at all.

People in the neighborhood on the north side of 116th St between Redmond-Woodinville and Avondale Roads are concerned about cars speeding where children seek to play in the streets.

About p. 60 and after
Bicycle Section – I am glad that it acknowledges that not everyone is able.

There has been a problem of a group of bicyclists speeding down 80th St from 172nd Ave to 169th Ave with no regard for the traffic that could occur at intersections. This might be some kind of bicycle club that starts or ends at the senior and community center.

p. 77ff Transit system

Main issue – lack of direct and efficient routes from the Eastside to the large medical centers on First Hill in Seattle: Swedish at the top of First Hill, and Harborview at 9th & Jefferson.
This is a very serious problem, as these facilities are in-network with most insurance and have excellent doctors.
Some surgeries need to be done at Swedish, such as Swedish Orthopedics.
For disability, diversity and inclusion: Note that Evergreen does not administer patient financial assistance programs efficiently or in a timely manner and that Proliance doesn't cooperate and often won't do surgery. Patients need to go to First Hill to get competent health care and use the benefits they are eligible for.

A route is needed immediately on Redmond-Woodinville Road from the Downtown Redmond light rail station to the Woodinville Park & Ride off of 140th Ave. The large hotel at the circles just opened and the workers don't have transportation, and Red-Wood road has too much congestion.

p. 82 – I would prefer not to drive, but shopping and grocery bags make it necessary. Also, it's just not safe for women to walk alone at night.

p. 84 – Metro Flex has excessively long waiting times in Issaquah and the vans aren't accessible for disabilities.

p. 85 – Valet parking is needed for the Marymoor parking structure because not everyone can navigate a multilevel parking structure, due to visual or mobility problems. This includes non-ADA disabilities.

p. 87
Dial a Ride on the 930 bus is only for the north part of Willows Road. It doesn't cover the apartment complexes in downtown Redmond near its route. DART isn't covering downtown Redmond.

"Community Van: Program providing a van for pre-scheduled trips. Rides must have at least 2 riders" This is completely counter to how senior citizens live their lives. People need to be able to travel independently. This is an example of undue micromanaging of individuals, whereas corporations are unregulated.

p. 88 Alleviate speeding conditions from the 520 and Union Hill intersection through Avondale Way and 79th St and 166th Ave. 166th Ave has become a speedway.

p. 112
“Expand the Downtown Redmond Time-Limited Enforcement Zone to include on-street parking in the Anderson Park area of downtown.”
Don’t interfere with the need of residents to park in the neighborhood near Anderson Park. This is very harmful.

Preserve street-level Bear Creek Park & Ride. People with ADA and non-ADA disabilities need the flat parking area.

p. 165
Prioritize valet parking for public multilevel park & rides. One of the main barriers to the use of a multilevel garage is that some people have ADA or non-ADA disabilities and can’t navigate it. Fred Hutch Cancer Center has valet parking, and UW Medicine also has it now on Pacific St. This is wonderful.

p. 177
“Establish an older adult mobility group through the Redmond Senior programs to assist with transit education and encouragement and develop programming to assist older adults in using a variety of transportation methods other than private vehicles.”
Older people don’t need to be educated. They need to be listened to. A group is not needed to get between senior citizens and the city. That should be direct community with the City Council. The City Council is elected and represents us. Don’t move communication outside the City Council.

p. 119
“While applying parking time limit restrictions, metered parking, and other management strategies can be a frustrating experience for some,”
The word “frustrating” is diminishing and makes valid concerns seem like childish whims. People’s need for parking is not a matter of frustration. Senior citizens, people with ADA and non-ADA disabilities and families with children are not “frustrated.” They have valid needs that should be listened to. The question of how a senior citizen travels with multiple grocery bags is not “frustration” and it is not acceptable language to reduce it to such.

“Prioritize parking for non-drive-alone vehicles, such as registered carpools and vanpools in key locations, such as workplaces, entertainment hubs, and regional transit centers.” This again is demeaning. Corporations and landlords are not being regulated at all, but senior citizens with groceries and mothers with small children are being told how to live their lives and whom to travel with.

“TR-35: Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking rations above or below required ratios.” Not unless the needs of the residents are accommodated.

p. 121
I had to buy a gasoline car last year because electrical vehicles are priced out of range and the insurance is prohibitive, even with incentives.
I would like to have an electric car. But an electric Honda Accord is at least $52,000, where as my gas-powered low-mileage used Accord was $18,500.

p. 137
When Sound Transit 3 was passed, there was no corporate tax and the entire cost was shifted to the individual taxpayer. Since corporate HR and working hours policies cause the congestion, corporations should bear the responsibility for the taxes.

p. 138 The dependence on the federal government might not work at this time.

I don’t see any emphasis on corporations paying for this.
Business licenses as a revenue source only penalize individual freelancers.

Appendix E - Technical Committee Report with Exhibits

Redmond
WASHINGTON

TECHNICAL COMMITTEE REPORT AND RECOMMENDATION TO THE PLANNING COMMISSION

November 5, 2025

Project File Number:	**LAND-2025-00282; SEPA-2020-00934**
Proposal Name:	**Redmond Transportation Master Plan**
Applicant:	**City of Redmond**
Staff Contacts:	Michael Hintze, Transportation Planning Manager, 425-556-2406
	Francesca Liburdy, Senior Transportation Planner, 425-556-2476

TECHNICAL COMMITTEE COMPLIANCE REVIEW AND RECOMMENDATION

Technical Committee shall make a recommendation to the Planning Commission for all Type VI reviews (RZC 21.76.060.E). The Technical Committee's recommendation shall be based on the decision criteria set forth in the Redmond Zoning Code. Review Criteria:

A. RZC 21.76.070.J Comprehensive Plan Map and/or Policy Amendment

REDMOND COMPREHENSIVE PLAN AMENDMENT SUMMARY

The City of Redmond Planning and Community Development Department is proposing an amendment to the Transportation Element of the Redmond 2050 Comprehensive Plan, including moving appendices material from the Comprehensive Plan to the Transportation Master Plan (TMP). Among these appendices is the Transportation Facilities Plan (TFP), which will now be a chapter in the TMP. This amendment intends to streamline the Transportation Element while continuing to meet GMA requirements and allowing for the TMP to be updated more easily (i.e., without amending the Comprehensive Plan) and on a more frequent cadence. This amendment also intends to remove Redmond 2050 appendix material that is not required by the GMA and would fit better within the TMP. This amendment also adopts GMA-required portions of the Transportation Master Plan by reference into the Redmond 2050 Comprehensive Plan.

RZC 21.76.070.J COMPREHENSIVE PLAN AMENDMENT CRITERIA *(Full staff analysis attached as Attachment A)*		**MEETS/ DOES NOT MEET**
a.	Consistency with the Growth Management Act (GMA), the State of Washington Department of Commerce Procedural Criteria, Vision 2050 or its successor, and the King County Countywide Planning Policies (CPPs);	Meets
b.	Consistency with the Comprehensive Plan policies and the designation criteria;	Meets
c.	Potential impacts to vulnerable community members;	Meets

RZC 21.76.070.J COMPREHENSIVE PLAN AMENDMENT CRITERIA *(Full staff analysis attached as Attachment A)*		**MEETS/ DOES NOT MEET**
d.	Potential economic impacts;	Meets
e.	Potential impacts to the ability of the City to provide equitable access to services;	Meets
f.	Potential impacts to the natural environment, such as impacts to critical areas and other natural resources;	Meets
g.	The capability of the land for development, including the prevalence of environmentally critical areas;	N/A (No land use change proposed)
h.	Whether the proposed land use designations or uses are compatible with nearby land use designations or uses;	N/A (No land use change proposed)
i.	If the amendment proposes a change in allowed uses in an area, the need for the land uses that would be allowed and whether the change would result in the loss of the capacity to accommodate other needed land uses;	N/A (No land use change proposed)
j.	Consistency with the preferred growth and development pattern in the Land Use Element of the Comprehensive Plan;	Meets
k.	The proposed amendment addresses significantly changed conditions. In making this determination the following shall be considered: i. Unanticipated consequences of an adopted policy, or ii. Changed conditions on the subject property or its surrounding area, or, iii. Changes related to the pertinent plan map or text; and iv. Where such change of conditions creates conflicts in the Comprehensive Plan of a magnitude that would need to be addressed for the Comprehensive Plan to function as an integrated whole.	Meets

STATE ENVIRONMENTAL POLICY ACT (SEPA)

The Transportation Master Plan is being updated as part of the Redmond 2050 Comprehensive Plan periodic update.

The lead agency for this proposal has determined that the periodic update to the Redmond Comprehensive Plan, known as Redmond 2050, is likely to have a significant adverse impact on the environment. An environmental impact statement (EIS) is required under RCW 43.21C.030 (2)(c). An EIS scoping period was held from October 12 to November 25, 2020. A draft EIS was issued June 16, 2022 and a comment period for the draft EIS was open through August 26, 2022. A supplemental draft EIS was published on September 20, 2023 and a comment period for the supplemental draft EIS

was open through October 20, 2022. A final EIS was published on December 15, 2023. Additional information can be found at https://www.redmond.gov/1442/Documents under tab "Environmental Review."

STAFF RECOMMENDATION

Based on the compliance review of the decision criteria set forth in

A. RZC 21.76.070.J Comprehensive Plan Map and/or Policy Amendment

Staff recommends **approval** of the proposed amendments. Staff compliance review and analysis is provided in Attachment A.

TECHNICAL COMMITTEE RECOMMENDATION

The Technical Committee has reviewed the proposed amendments identified in Attachment B and finds the amendments to be **consistent** with review criteria identified below:

A. RZC 21.76.070.J Comprehensive Plan Map and/or Policy Amendment

REVIEWED AND APPROVED BY

Carol Helland,
Planning and Community Development Director

Aaron Bert,
Public Works Director

Attachments

A. Staff Compliance Review and Analysis
B. Proposed Comprehensive Plan Amendments

Comprehensive Plan Amendment Criteria (RZC 21.76.070.J)

CRITERIA	ANALYSIS
a. Consistency with the Growth Management Act (GMA), the State of Washington Department of Commerce Procedural Criteria, Vision 2050 or its successor, and the King County Countywide Planning Policies (CPPs);	The Transportation Master Plan (TMP) meets all transportation-related GMA requirements as listed in RCW 36.70A.070 through the following sections:

GMA Requirement	TMP Section Meeting Requirement
Traffic impacts to state-owned transportation facilities	Street System Plan, Appendix C
Inventory of air, water, and ground transportation facilities and services	Street System Plan, Transit Plan
Pedestrian and bicycle component	Bicycle Plan, Pedestrian Plan
Land use assumptions used in estimating travel	Appendix D
Level of service standards for locally owned arterials and transit routes	Appendix B
Level of service standards for state-owned highways	Appendix C
Actions for bringing below-standard facilities into compliance	Appendix B
Traffic forecasts for at least 10 years based on adopted land use plan	Appendix D
Intergovernmental coordination efforts for an assessment of impacts	Appendix E
Demand-management strategies	Transportation Demand Management
State and local system needs to meet current and future demands	Transportation Facilities Plan

CRITERIA	ANALYSIS

Analysis of funding capability to judge needs vs. probable funding sources	Transportation Facilities Plan
Multilayer financing plan based on funding needs identified	Transportation Facilities Plan
Discussion of how funding would be raised to meet needs if necessary	Transportation Facilities Plan
Ordinance requiring development to mitigate transportation impacts	RMC 3.10.100 ("Calculation of transportation impact fees using adopted impact fee schedule"), Ord. 3217
Consistency across 6-year transportation improvement plan and investments	Transportation Facilities Plan (aligned with Transportation Improvement Plan)

The TMP will meet the State of Washington Department of Commerce Procedural Criteria by publishing a 60-day notice on November 12, 2025, over 60 days in advance of proposed adoption by City Council on February 3, 2026.

The Transportation Master Plan is consistent with applicable King County CPP's, including T-1, T-3, T-4, T-5, T-7, T-8, T-9, T-10, T-11, and T-12, and incorporates its projections for household and employment growth.

b.

Consistency with the Comprehensive Plan policies and the designation criteria;

The strategies and actions within the TMP are consistent with Redmond 2050 policies, including but not limited to the following Transportation Framework Policies:

- FW-TR-1 Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
- FW-TR-2 Maintain the transportation system in a state of good repair for all users.

CRITERIA	ANALYSIS
	• 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. • FW-TR-4 Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles. • FW-TR-5 Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives. The Transportation Master Plan advances Redmond's goals for a sustainable transportation system and safe multimodal travel for all.
c. Potential impacts to vulnerable community members;	The Transportation Master Plan prioritizes non-motorized travel with strategies that will advance Redmond's bicycle and pedestrian networks. By advocating for safe and accessible non-motorized facilities, Redmond prioritizes the networks that greatly benefit vulnerable community members, especially those with mobility challenges.
d. Potential economic impacts;	The Transportation Master Plan promotes a multimodal transportation system that will create a more walkable, bikeable, and transit-friendly city, which in turn will attract tourists, residents, and businesses. It also emphasizes freight access to support business and maintenance and preservation to ensure long-term financial sustainability of the transportation system.
e. Potential impacts to the ability of the City to provide equitable access to services;	By adopting the Transportation Master Plan, the City reinforces its commitment to providing equitable transportation facilities and resources. The Transportation Master Plan provides strategies for expanding access to multimodal networks, including increased bike lanes, low-stress pedestrian crossings, and flexible transit access.

CRITERIA		ANALYSIS
f.	Potential impacts to the natural environment, such as impacts to critical areas and other natural resources;	The TMP includes strategies for preserving Redmond's tree canopy and balancing the need for improved transportation facilities with the need to preserve environmental resources.
g.	The capability of the land for development, including the prevalence of environmentally critical areas;	Not applicable. The Transportation Master Plan does not propose land use changes or land use designations.
h.	Whether the proposed land use designations or uses are compatible with nearby land use designations or uses;	Not applicable. The Transportation Master Plan does not propose land use changes or land use designations.
i.	If the amendment proposes a change in allowed uses in an area, the need for the land uses that would be allowed and whether the change would result in the loss of the capacity to accommodate other needed land uses;	Not applicable. The Transportation Master Plan does not propose land use changes or land use designations.
j.	Consistency with the preferred growth and development pattern in the Land Use Element of the Comprehensive Plan;	The Transportation Master Plan supports the preferred growth and development pattern in the Redmond 2050 Land Use Plan by establishing strategies that will improve connectivity and increase system capacity sufficient to support proposed growth in urban centers and citywide.
k.	The proposed amendment addresses significantly changed conditions. In making this determination the following shall be considered: i. Unanticipated consequences of an adopted policy, or ii. Changed conditions on the subject property or its surrounding area, or, iii. Changes related to the pertinent plan map or text; and iv. Where such change of conditions creates conflicts in the Comprehensive Plan of a magnitude that would need to be addressed for the Comprehensive Plan to function as an integrated whole.	The Transportation Master Plan reflects an updated analysis of transportation facilities, leveraging new light rail, and evolving the transportation system to better meet the travel demand needs of an urbanizing city.









Redmond
WASHINGTON

TRANSPORTATION MASTER PLAN

CREATING CHOICE. CONNECTING COMMUNITY.

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Redmond
WASHINGTON

Letter from Mayor Angela Birney

We are committed to providing safe, multimodal, accessible and sustainable transportation choices in Redmond. The Transportation Master Plan helps implement this vision, which is outlined by the Redmond 2050 Comprehensive Plan update. It establishes a strategic and actionable framework for improving connectivity, expanding our network of bike lanes and pedestrian walkways, and enhancing public transit options. In alignment with the Redmond Environmental Sustainability Action Plan, it prioritizes investment in multimodal transportation options that will reduce traffic congestion, lower our carbon footprint, and create a healthier, more vibrant community.

As Redmond continues to grow, leading to more people, jobs, and activities throughout the City, it is important to ensure we have an efficient, safe, and comfortable transportation system. The Transportation Master Plan outlines how we can make it easier, safer, and more sustainable to get around via walking, biking, using shared scooters and e-bikes, taking transit, or driving. Strategies and actions in the plan aim to ensure students can walk and bike safely to school, light rail and buses can be reliable and efficient, and that local businesses can thrive because people and goods can move easily. In addition, actions in the plan support clean air and sustainable travel, while preparing for new technologies.

Most importantly, this plan reflects the feedback of the Redmond community. Over the past five years, community members have shared their hopes and priorities for Redmond, including safer streets, reliable transit, better bike connections, and more walkable neighborhoods. The Transportation Master Plan turns your input into a clear path forward.

With this plan, we continue to put safety and accessibility at the forefront of the City's transportation system, fostering more opportunities for the community to gather and collaborate. The adoption of the Transportation Master Plan builds toward Redmond's future transportation vision, supporting a city where people of all ages and abilities can get where they need to go in ways that are safe, sustainable, and enjoyable.

In partnership,



Angela Birney
Mayor, City of Redmond

City Hall
PO Box 97010
15670 NE 85th Street
Redmond, WA
98073-9710

ACKNOWLEDGEMENTS

MAYOR

- Mayor Angela Birney
- Malisa Files, Chief Operating Officer

CITY COUNCIL

- Vanessa Kritzer, Council President
- Jessica Forsythe, Council Vice President
- Jeralee Anderson
- Steve Fields
- Angie Nuevacamina
- Osman Salahuddin
- Melissa Stuart

PLANNING COMMISSION

- Susan Weston, Chair
- Jeannine Woodyear, Vice-Chair
- Adam Coleman
- Bryan Copley
- Denice Gagner
- Tara Van Niman
- Aparna Varadharajan

CONSULTANT SUPPORT

- Fehr & Peers
- HNTB
- Parametrix
- Toole Design

COMMITTEES

- Redmond Pedestrian and Bicycle Advisory Committee (PBAC)

COMMUNITY BASED ORGANIZATIONS (CBOS)

- Africans on the Eastside
- BigHug
- Disability Empowerment Center
- Eastside for All
- Eastside Native American Education Program (ENAEP)
- Global Social Business Partners
- Indian American Community Services (IACS)
- King County Promotores Network
- Pride Across the Bridge
- United Hub

CITY STAFF

- Seraphie Allen
- Lauren Alpert
- Aaron Bert
- Micah Bonkowski
- Caroline Chapman
- Paul Cho
- Jeff Churchill
- Isabel Diaz
- Hannah Dunaway
- Vangie Garcia
- Carol Helland
- Michael Hintze
- Mary L'Heureux
- Kim Keeling
- Francesca Liburdy
- Chang Liu
- Jenny Lybeck
- Josh Mueller
- Triston Osborne
- Micah Ross
- LaNaya Taylor
- Hidemi Tsuru
- Christina Wilner
- Cameron Zapata

EXECUTIVE SUMMARY

WHAT IS THE TRANSPORTATION MASTER PLAN?

The Washington State Growth Management Act (GMA) requires cities to coordinate land use and transportation as part of their comprehensive planning efforts and for local transportation planning to be consistent with state and regional transportation plans with the goal of providing efficient multimodal transportation systems. Redmond 2050, the City's comprehensive plan, includes a transportation element that establishes a transportation vision and policies to guide Redmond's transportation system development over the next 25 years.

The Redmond Transportation Master Plan (TMP) is a strategic functional plan of Redmond 2050. It advances the Redmond 2050 transportation policies by identifying the projects, programs, and investments that are needed to realize a multimodal transportation system that supports Redmond's transition from "suburb to city" and embodies the City's guiding principles of resilience, equity and inclusion, and sustainability. **Figure 1** on the next page shows framework for Redmond's transportation system development - from vision to implementation.







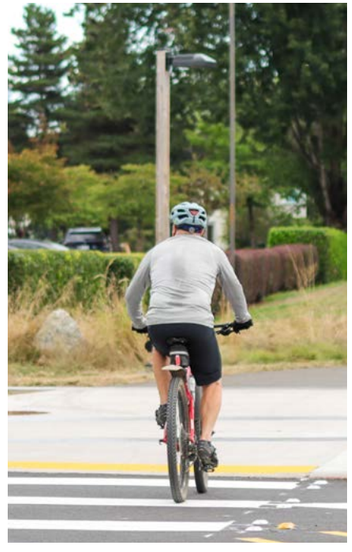
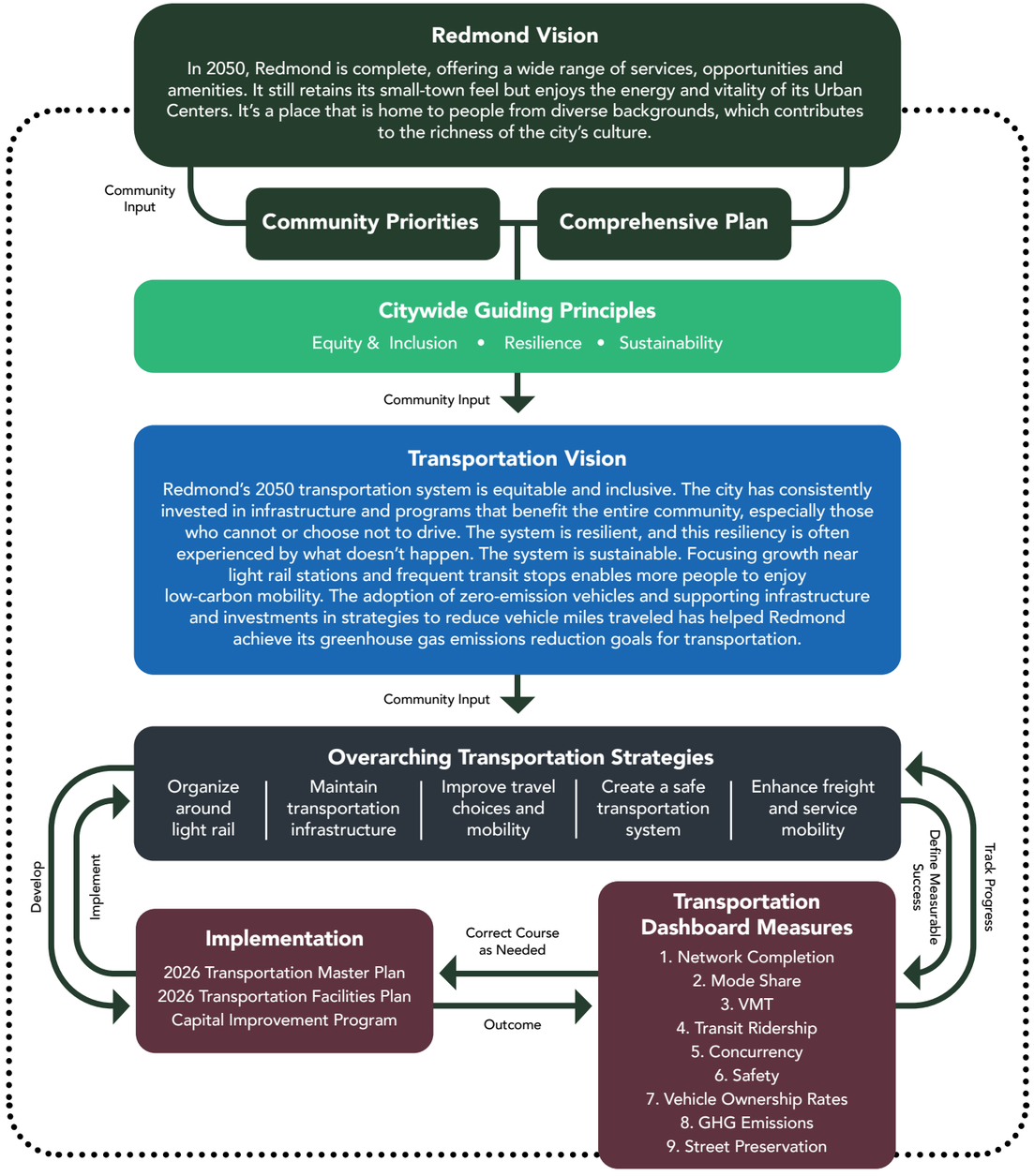




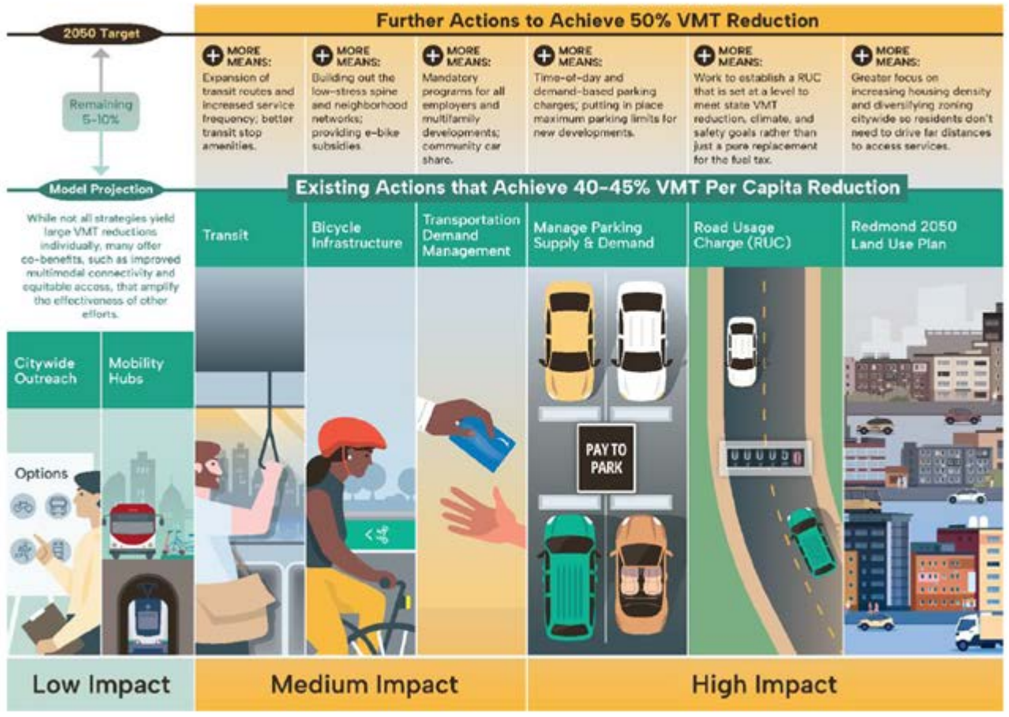
FIGURE 1 | TRANSPORTATION SYSTEM DEVELOPMENT FRAMEWORK



HOW DOES THE TRANSPORTATION MASTER PLAN ADVANCE REDMOND'S SUSTAINABILITY GOALS?

Redmond 2050 sets a goal for reducing greenhouse gas emissions from the transportation sector by 71 percent. The Transportation Master Plan contains many strategies and actions that will contribute to greenhouse gas reductions and a more sustainable Redmond. Reducing the number of vehicle miles traveled (VMT) is the most impactful way to reduce greenhouse gas emissions (GHGs). Figure 2 shows the relative impact of TMP actions that are focused on VMT reduction. These actions align with the actions under the City's Environmental Sustainability Action Plan "Big Move" focused on providing accessible and sustainable transportation that encourages community members to choose low-carbon transportation options.

FIGURE 2 | RELATIVE IMPACT OF KEY VMT REDUCTION STRATEGIES



HOW DOES THE TRANSPORTATION MASTER PLAN ADVANCE REDMOND'S SAFETY GOALS?

Redmond has committed to eliminating serious and fatal traffic-related injuries by 2035 and adopted the Safer Streets Action Plan that provides a roadmap for achieving this goal. The TMP reinforces the Safe System approach that serves as the foundation for the City's transportation safety efforts with actions focused on reducing vehicle speeds and vehicle miles traveled, designing streets to be safe for the most vulnerable users (i.e., people walking, rolling, and biking), using technology to reduce conflicts, and keeping Redmond's transportation assets in a good state of repair.

FIGURE 3 | SAFE SYSTEM APPROACH

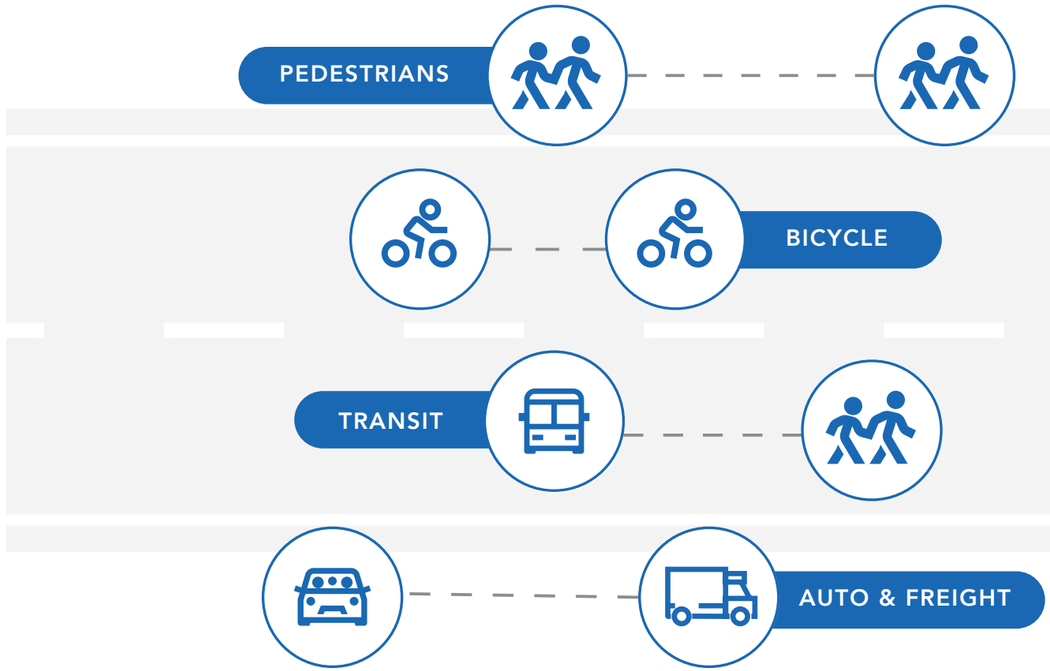


WHAT IS INCLUDED IN THE TRANSPORTATION MASTER PLAN?

The TMP consists of 14 sections, each containing an assessment of existing conditions and strategies and actions that will contribute to a safe, resilient, sustainable, and equitable multimodal transportation system over the next 25 years. Key themes, strategies and actions from each section are provided on the following pages.

STREET SYSTEM PLAN

FIGURE 4 | LAYERED NETWORK APPROACH



KEY THEMES

- Move the most people and goods possible within the existing street system while also minimizing environmental harms and negative community impacts.
- Reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).
- Apply a layered Complete Streets approach to planning, designing, operating, and maintaining streets that enable safe access and accommodation of all users regardless of age or ability.

KEY STRATEGIES AND ACTIONS

- Implement an integrated multimodal transportation system that safely and efficiently serves all travel modes.
- Apply a Safe Systems Approach to the transportation system.
- Apply advanced, but proven, technological solutions to maximize the effectiveness, efficiency, and safety of the transportation system.
- Balance the design and implementation of Complete Streets with emergency response benchmarks.

PEDESTRIAN PLAN



KEY THEMES

- Accessibility: keeping Redmond's pedestrian system safe and comfortable for people of all ages and abilities and meeting or exceeding ADA requirements.
- Connectivity: filling gaps in the pedestrian network with sidewalk and sidewalk alternatives, off-street connections, and closing the distance between low-stress pedestrian crossings.

KEY STRATEGIES AND ACTIONS

- Complete Redmond's pedestrian network by filling sidewalk gaps.
- Construct prioritized low-stress pedestrian crossings.
- Identify and prioritize locations for new or improved neighborhood connections outside of Urban Centers.
- Ensure safe and accessible pedestrian travel through construction areas.
- Implement street design and operational enhancements to reinforce Pedestrian Priority Zones in Urban Centers.

BICYCLE PLAN



KEY THEMES

- Connect all key destinations within the City with low stress bikeways by making consistent progress toward bicycle network completion by 2035.
- Shift short vehicle trips to bicycling and micromobility.
- Implement safe and high-comfort bicycle facilities for people of all ages and abilities, prioritizing a Spine network that connects to urban centers and light rail.

KEY STRATEGIES AND ACTIONS

- Connect bicycle facilities to light rail and bus
- Promote e-bikes with lending libraries and financial incentives.
- Provide convenient, plentiful, and secure bike parking.
- Employ lower-cost, quick-build solutions where possible for more rapid network implementation.

TRANSIT SYSTEM PLAN



KEY THEMES

- Encourage transit ridership through more frequent service, better first-last mile options, and enhanced stop amenities.
- Connect people to light rail easily and safely, especially via bus and active travel modes.
- Build effective coordination between the city and regional transit agencies.

KEY STRATEGIES AND ACTIONS

- Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bikeshed of frequent transit stops.
- Establish Mobility Hubs that promote enhance multimodal first/last mile connections to transit..
- Bring more frequent and flexible transit service to Redmond.

FREIGHT AND GOODS DELIVERY PLAN



KEY THEMES

- Ensure freight and goods delivery access is available to all Redmond residents and businesses.
- Reduce overall GHG emissions by implementing electric or low emissions delivery and pick up systems .
- Promote freight delivery strategies that minimize disruptions and impacts to the surface transportation network and livable Urban Centers.

KEY STRATEGIES AND ACTIONS

- Consider efficient and safe truck movement in all street planning and design.
- Restrict or discourage truck traffic where incompatible.
- Adopt innovative strategies to provide for safe and enhanced freight movement, reduced emissions, and application of clean technology.
- Implement strategies to reduce number of trips and conflicts associated with package deliveries.

SYSTEM MAINTENANCE AND PRESERVATION



KEY THEMES

- A well-maintained transportation system prevents network disruptions.
- Maintaining sidewalks, curb ramps, and bikeways supports safe and equitable access.
- Transportation system maintenance prolongs the life of system assets and helps prevent harmful substances from entering sensitive areas.

KEY STRATEGIES AND ACTIONS

- Establish a Maintenance Level of Service Standard for infrastructure assets.
- Plan for and adequately fund maintenance and preservation of Redmond's transportation system.
- Explore alternative approaches to addressing bikeway, sidewalk, and shared use path maintenance needs.

CURBSPACE AND PARKING MANAGEMENT



KEY THEMES

- When managed together, effective curb and parking management optimizes parking utilization, decreases time spent searching for parking, and reduces congestion.
- Manage curb space in Redmond equitably with consideration of community benefits and other modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.

KEY STRATEGIES AND ACTIONS

- Develop a comprehensive curbside management plan for Redmond's three urban centers.
- Manage on-street parking in Redmond to optimize utilization of the City's limited on-street parking inventory.
- Support a shared parking program for off-street parking areas in Redmond with public parking components or parking areas that are shared between neighboring land uses.

TRANSPORTATION DEMAND MANAGEMENT



KEY THEMES

- Shifting trip modes in Redmond and working with private sector partners to establish behavior change reduces congestion as the city grows.
- Providing and promoting travel options decreases household transportation costs and reduces greenhous e gas emissions and congestion.

KEY STRATEGIES AND ACTIONS

- Educate and emphasize the options and benefits of existing and planned public transit service through the City of Redmond transportation demand management program and partnerships with local organizations.
- Revisit regulations and management of Mobility Management Plans and meet statewide Commute Trip Reduction requirements.
- Support parking changes that encourage individuals to consider non-drive-alone transportation options.

E-MOBILITY STRATEGY



KEY THEMES

- Electrification reduces GHGs that contribute to climate change and associated negative impacts on environment, infrastructure, and community.
- Access to charging infrastructure should be available to all Redmond community members regardless of socioeconomic status.

KEY STRATEGIES AND ACTIONS

- Focus on equitable access when considering E-mobility infrastructure investments.
- Explore publicly available e-bike charging opportunities.

EMERGING TRENDS AND TECHNOLOGY



KEY THEMES

- Consider community safety, privacy, and accessibility before deploying new technologies in Redmond.
- New technologies can be used to reduce greenhouse gas emissions, environmental impacts of the transportation system, and support more efficient use of resources.

KEY STRATEGIES AND ACTIONS

- Employ newly adopted technology in service of safety, maintenance, and multimodal travel choices for pedestrians, cyclists, and motorists.
- Develop staff skills and knowledge of advanced analytical tools that will advance transportation options, safety, and efficiency.
- Form partnerships with emerging mobility services, technology services, platforms, and neighboring jurisdictions to advance safety and mobility.

MONITORING PROGRESS



KEY THEMES

- Performance monitoring is the regular measurement and reporting of the results of projects, programs, and policies.
- Performance measurement reveals whether City activities are achieving the strategies and citywide principles set forth in the TMP and gives decision makers the information they need to change course if necessary.

KEY STRATEGIES AND ACTIONS

- Dashboard performance measures include: Network Completion, Mode Share, Vehicle Ownership Rates (including EVs), Vehicle Miles Traveled (VMT), Transit Ridership, Safety, and Street and Sidewalk Condition.
- Other transportation- and land use-related performance measures that will help track progress toward reductions greenhouse gas emissions are identified in the Environmental Sustainability Action Plan and include electric vehicle ownership, commute distance, and jobs:housing ratio.

TRANSPORTATION FACILITIES PLAN



KEY THEMES

- Long-term financially constrained list of projects to ensure multimodal transportation capacity is developed concurrently with development.

KEY STRATEGIES AND ACTIONS

- Bikeways such as separated bicycle lanes, shared use paths, and bicycle boulevards.
- Sidewalk improvements and safe pedestrian crossings.
- Transit speed and reliability improvements.
- Capacity projects to ensure freight mobility and relieve congestion.

HOW DID THE COMMUNITY GIVE FEEDBACK ON THE TRANSPORTATION MASTER PLAN?

4,500

Total interactions from 2020-2025 with community members via questionnaires, community events, committee meetings, focus groups, and open houses

2 Light Rail Station Opening Events

3 Open Streets Festivals

5 Open Houses

5 Events (4 focus groups and 1 open house) tailored to Redmond's Community-Based Organizations (CBOs) through partnership with Eastside for All

2 Road Safety Assessments

8 Focus Groups or Roundtable Sessions

6 Pedestrian and Bicycle Advisory Committee (PBAC) meetings discussing the TMP

Approximately **382** responses to community questionnaires

Throughout the Transportation Master Plan, community members' stories and ideas will befeatured as Community Member Highlights. Look to these highlights for a spotlight on Redmond's engaged and thoughtful community!

INTRODUCTION

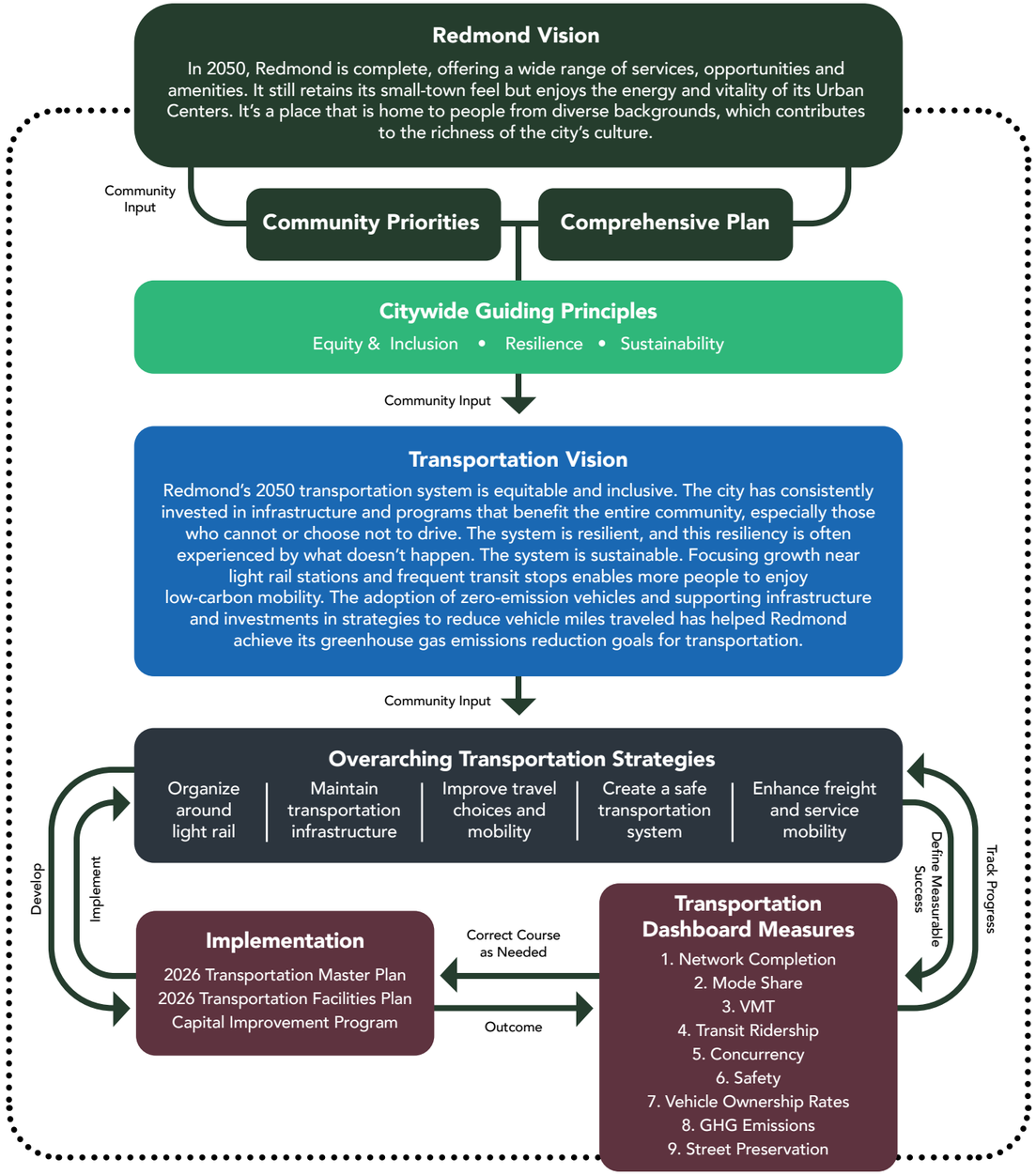
The Redmond Transportation Master Plan (TMP) is a strategic functional plan of Redmond 2050, the City's Comprehensive Plan. It guides Redmond's transportation projects, programs, and investments over the next twenty-five years. The strategies and actions in the TMP are focused on building a multimodal transportation system and shifting community travel behaviors to support Redmond's transition from "suburb to city" and achieve the City's guiding principles of resilience, equity and inclusion, and sustainability.

The Redmond 2050 Transportation Element provides the policy framework for a transportation system that supports the City's land use plan and prioritizes more affordable transportation options that reduce greenhouse gas emissions and vehicle miles traveled. As a strategic functional plan, the TMP specifies the steps that need to be taken to implement Redmond 2050 policies. Figure 1 shows how the Redmond Vision established by the Redmond community relates to community priorities, Redmond 2050, Citywide Guiding Principles, the Transportation Vision, Overarching Transportation Strategies, and finally how the TMP advances implementation to achieve the vision.

Much has changed since Redmond last updated its TMP in 2013. Since that time, the City and Sound Transit have come together to build and operate four new Link light rail stations. Downtown Redmond has been transformed by the conversion of Redmond Way and Clevland Street to two-way streets, the latter functioning as the main street of a vibrant downtown. New advanced adaptive traffic signals have been installed at key intersections in the downtown area, helping to reduce travel times, lower emissions due to less idling, and improve pedestrian safety through adaptive crosswalk timing. And the City has adopted the Safer Streets Action Plan, a roadmap for achieving the goal of eliminating traffic-related deaths and serious injuries by the year 2035.

Redmond is one of the fastest growing cities in Washington. With this growth comes greater demands on the city's transportation system. A multimodal transportation system that builds on the significant investments in Link light rail and provides a range of safe, affordable, and accessible travel options will ensure that people are able to meet their everyday needs, and Redmond continues to provide its community members a high quality of life.

FIGURE 1 | TRANSPORTATION SYSTEM DEVELOPMENT FRAMEWORK



FIVE OVERARCHING STRATEGIES

The centerpiece of this framework approach is a set of five overarching strategies that are embedded in the Redmond 2050 Policy Framework, the vision narrative, and throughout the TMP Document. Each strategy describes the core activities needed to achieve the desired outcomes. Dashboard measures will be used to evaluate progress on these strategies over time and are explained in detail in Section 13, Monitoring Progress. These five strategies provide the basis for the identification of projects and programs to be completed by 2050. Implementation activities needed to achieve each strategy will be guided by the principles of resilience, equity and inclusion, and sustainability.

The five overarching strategies are:

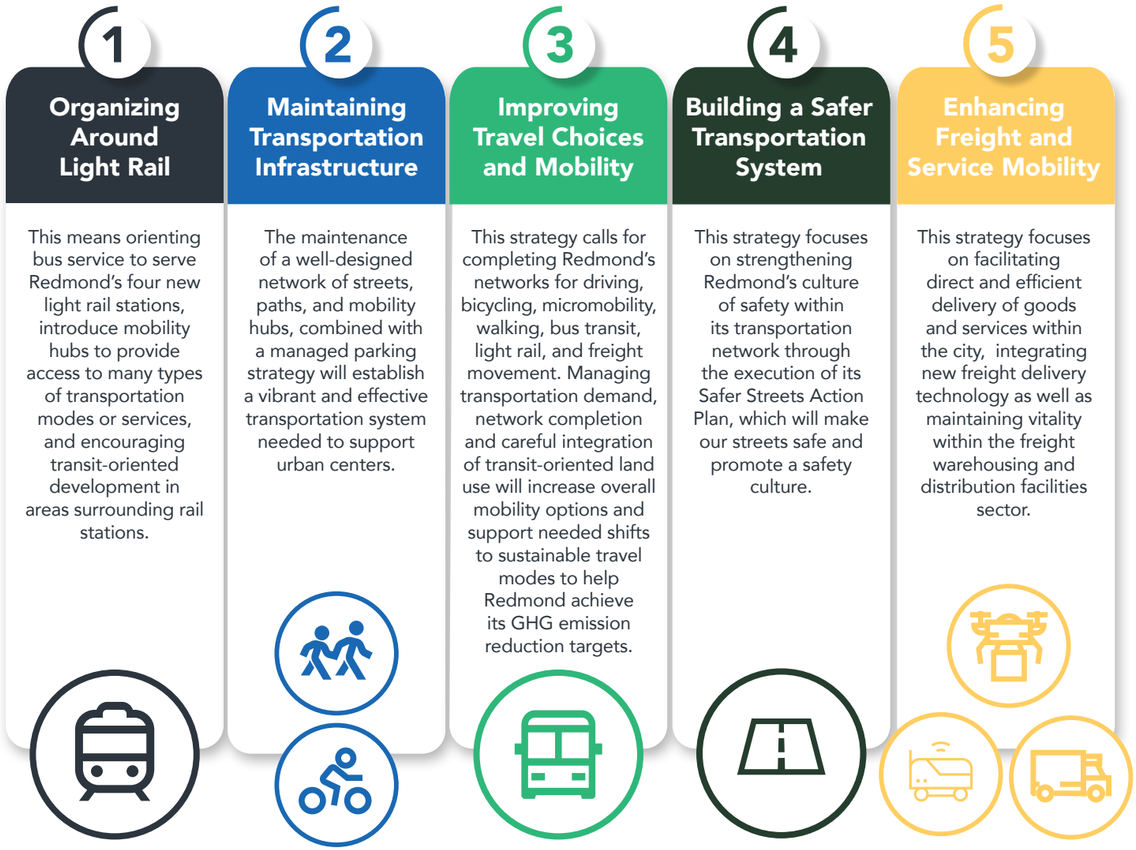


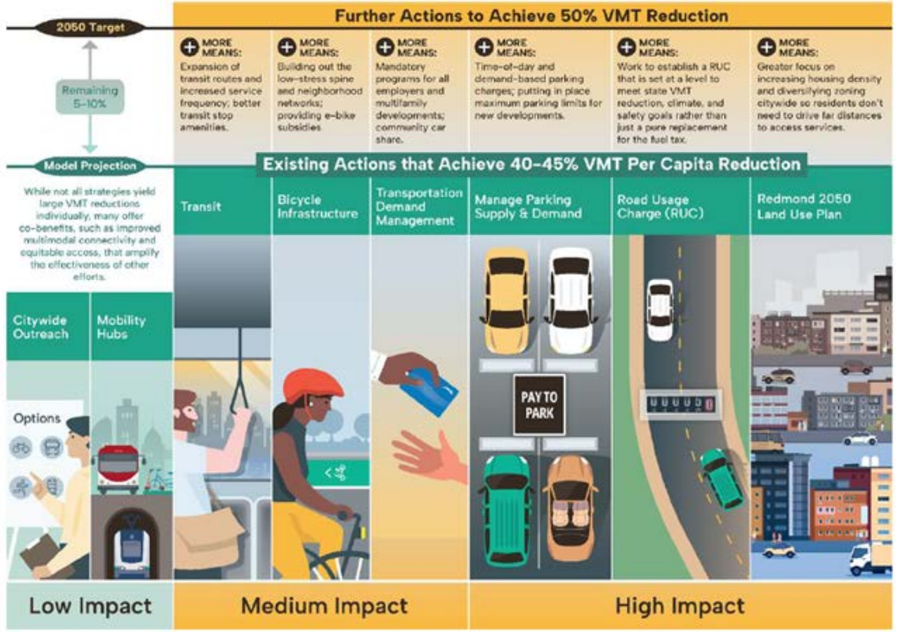
FIGURE 2 | FIVE OVERARCHING TRANSPORTATION STRATEGIES

Reducing Vehicle Miles Traveled and Greenhouse Gas Emissions

Vehicle miles traveled (VMT) is a measure of the total miles driven and an indicator of how well land uses are integrated with transportation options such as walking, biking, rolling, and transit. Most vehicle miles traveled in Redmond are from personal vehicles. Reducing VMT will help Redmond achieve a **71 percent reduction** in greenhouse gases from the transportation sector[1] as established in Redmond 2050. VMT reduction is a key strategy defined in the Environmental Sustainability Action Plan (ESAP), which sets a target for VMT reduction of 50% between 2017 and 2050. The Safer Streets Action Plan also identifies VMT reduction as a key strategy to improving transportation safety as it reduces the potential for crashes, particularly between vehicles and people walking, biking, and rolling.

Reaching Redmond's VMT reduction goals will require a combination of actions that vary in terms of their impact. While some actions drive significant changes, they are often the most difficult to implement due to political, operational, or community concerns, and may require a longer time to realize. Figure 3 illustrates the key VMT reduction strategies identified in the TMP. **These same strategies are echoed in the ESAP as "big moves" related to transportation sector greenhouse gas reduction**. It is important to note that while not all actions lead to a large reduction in VMT alone, many provide co-benefits such as improved multimodal connectivity, more equitable access, and overall increase in community livability.

FIGURE 3 | RELATIVE IMPACT OF KEY VMT REDUCTION STRATEGIES



[1] The transportation sector contributes over a quarter of the Redmond community's greenhouse gas emissions, the second-largest contributor to greenhouse gas emissions after commercial electricity (42%).

Community Engagement

The strategies and actions identified in the TMP are directly informed by the feedback received from the Redmond community both during the Redmond 2050 Comprehensive Plan and Redmond Transportation Master Plan update processes. The Redmond community and other stakeholders were asked about what transportation challenges they are facing and how they would like to see the Redmond transportation system better meet their needs. This outreach included tabling events at Derby Days and Open Streets Festivals, light rail opening day events, the Redmond Pedestrian and Bicycle Advisory Committee meetings, and other open houses. Outreach included the following:

- Over approximately 4,500 total interactions from 2020-2025 with community members via questionnaires, community events, committee meetings, focus groups, and open houses.
- 2 Light Rail Station Opening Events.
- 3 Open Streets Festivals.
- 5 events (4 focus groups and 1 open house) tailored to Redmond's Community Business Organizations (CBOs) through partnership with Eastside for All.
- 2 Road Safety Assessments.
- 5 Open Houses.
- 8 Focus Groups or Roundtable Sessions.
- 6 Pedestrian and Bicycle Advisory Committee (PBAC) meetings discussing the TMP.
- Approximately 382 responses to community questionnaires.

Appendix A provides a full summary of how the community was engaged and key findings from this engagement.

FIGURE 4 | TRANSPORTATION MASTER PLAN COMMUNITY OUTREACH EVENTS



How People Move in Redmond Today and Tomorrow

Redmond is served by two transit agencies (King County Metro and Sound Transit), with public buses and four light rail stations. There are 75 miles of bicycle network, 39 miles of developed trails, and 249 miles of sidewalk within the city. Commute Trip Reduction surveys done prior to the Covid-19 pandemic showed increasing commuter use of transit, with nearly 18% of commuters reportedly riding the bus by the 2019/2020 survey, and nearly 3% commuting via bike. While both rates dropped significantly in the 2021/2022 survey, telework share grew from 5% to 41%. The 2024/2025 survey shows similar trends, with over 5% of commuters utilizing transit (light rail and bus) and 2% commuting by bike. Although the telework share dropped from 2021/2022—at 36% for 2024/2025—it still remains a significant factor in commute trends. As employers and jobs in Redmond shift back to in-person work, light rail connects to Seattle, and community demand for more transportation choices grows, Redmond seeks to expand resources and investment to ensure that transit, cycling, micromobility, and other sustainable transportation modes are prioritized.





Redmond is a growing city, with a 2024 population of 80,040. By 2050 it is projected there will be over 118,000 residents and an additional 24,800 housing units, and nearly 30,000 additional jobs. An influx of this size will put strain on the existing transportation system. Investing in space-efficient travel modes, such as bike lanes and high-capacity transit, is the most sustainable way to manage what would otherwise result in extreme congestion if personal vehicle use was to continue to be the dominant mode of travel. There is no financially feasible way to build enough street capacity to accommodate ever-increasing vehicle volumes nor would this approach maintain Redmond's high quality of life and environmental stewardship goals.





While cars are likely to continue to be a significant way in which people get around Redmond in the year 2050, things may look very different with the advent of autonomous vehicles (AVs). AVs have the potential to shift the entire ownership model of cars, moving away from personal ownership to an on-demand system not unlike Uber or Lyft today (see Section 12 – Emerging Trends and Technology for more discussion on AVs). Regardless of the future of cars, a critical fact is that over 50% of trips taken within Redmond are less than three miles, which suggests that other modes such as walking, biking and rolling can replace a significant number of vehicle trips. It will require the City to prioritize investments in safe and comfortable infrastructure, as well as creating incentives, new policies, and awareness-building programs to encourage this shift to non-auto travel modes.

Key Partnerships

While the City of Redmond operates and maintains over three hundred and fifty lane miles of paved streets, it also partners with other agencies such as King County and the Washington State Department of Transportation to ensure that regional roads within and adjacent to Redmond are allowing community members to get to where they need to go safely and efficiently. Redmond also collaborates closely with neighboring cities to ensure seamless intercity travel. Redmond has many miles of multi-use trails many of which are operated by other agencies such as King County. Transit service in Redmond is provided by King County Metro, Sound Transit, and a variety of private operators, which requires constant partnership to ensure Redmond community members' needs are being met and Redmond's street system facilitates reliable and fast service. While the City is not able to directly control some aspects of its transportation system these partnerships allow it to coordinate and ensure the needs of the Redmond community are being met.

Related Plans and Guiding Policy

Transportation Facilities Plan (TFP)
The Transportation Facilities Plan (TFP) is the long-range financially constrained list of the transportation capital needs identified to provide the transportation capacity needed to support projected population and employment growth, also known as concurrency. It represents the supply for Redmond's Transportation Impact Fee program. The TFP has been updated with the TMP update and prioritized to align with Redmond 2050 guiding principles and overarching transportation strategies. This 25-year Transportation Facilities Plan is financially constrained by the revenue forecast for the same period consistent with the Washington State Growth Management Act.

Transportation Improvement Program (TIP)
The six-year Transportation Improvement Program (TIP) is a short-range planning document that is updated annually based on needs identified by the community and analyses conducted by the City. It represents Redmond's current complete list of needed projects and programs for the next six years. Many projects in the TFP will also appear in the TIP. Typically, projects listed in the first three years of the document are shown as having secured funding while projects in the last three years can be partially or completely unfunded. Many opportunities for grant funding require that projects are included on a TIP to be eligible to receive funding.

Safer Streets Action Plan
The Safer Streets Action Plan, adopted by the City of Redmond in April 2025, is a roadmap to achieving zero traffic-related fatalities and serious injuries in the city. Creating a safety culture is critical to achieving the City's goals of zero fatal and serious injury crashes and will require partnership and active participation of City staff, community-based organizations, employers, and everyone using Redmond's transportation system. The City has committed to a 50 percent reduction in fatal and serious injury crashes by the end of the year 2030 and eliminating all fatal and serious injury crashes by 2035.

PSRC Vision 2050 and Regional Transportation Plan
Puget Sound Regional Council (PSRC)'s Vision 2050 is the four-county plan that outlines regional growth trends. Redmond is expected to support the region's vision with the Redmond 2050 Comprehensive Plan, and by extension, the Transportation Master Plan. The Redmond Transportation Master Plan aligns with the PSRC Vision 2050 by ensuring that its transportation-related provisions conform to the Growth Management Act and are consistent with multicounty planning policies. This alignment is crucial for effective regional planning and development, as it helps to address the regional growth strategy and ensure that local transportation plans meet the broader goals set forth in Vision 2050. The PSRC's Regional Transportation Plan (RTP) is designed to implement these growth strategies, and the transportation plan in Redmond is expected to support this alignment by incorporating necessary adjustments and improvements to enhance transportation efficiency and accessibility within the region.

King County Multicounty Planning Policies
The Redmond Transportation Master Plan aligns with King County's Multicounty Planning Policies by focusing on enhancing the city's transportation infrastructure to meet the evolving needs of its residents. The plan emphasizes the importance of a sustainable transportation system, addressing climate change, and ensuring equity in transportation access. It also aligns with King County's broader goals for public transportation, including the King County Metro Transit Development Plan 2024-2029, which outlines the strategic direction for public transportation services in King County. The plan aims to create a transportation system that is safe, accessible, and environmentally friendly, contributing to the overall well-being of the region.

CREATING COMPLETE STREETS IN REDMOND

The Complete Streets concept provides a multimodal approach to roadway design and safety that considers all users of the transportation system. A street can be considered "complete" when it provides the necessary space and infrastructure for all users to travel safely and comfortably along the same street. Complete Streets may include dedicated bicycle lanes, transit lanes, and sidewalks to accommodate multimodal users alongside vehicles. Complete Streets emphasize comfort and safety with the addition of lighting, landscaping, trees and foliage, or street furniture. Redmond has embraced a layered Complete Streets network, recognizing that every street may not be able to provide the desired level of service for all travel modes. More details on this approach can be found in the Street System Plan. Additionally, Redmond's Complete Streets concept focuses on vehicle speed reduction as a means to allow for safe travel for all modes. By lowering vehicle speeds Redmond's citywide street system promotes safety and comfort for all users.



FIGURE 5 | REDMOND'S CLEVELAND STREET (LEFT) AND ADJACENT DOWNTOWN PARK (RIGHT) ARE THE RESULT OF A COMPLETE STREETS APPROACH THAT SUPPORTS COMMUNITY CONNECTION.

FIGURE 6 | THE 156TH AVENUE NE CYCLE TRACK FURTHERS COMPLETE STREET PRINCIPLES ON 156TH AVENUE NE IN OVERLAKE



The modal network recommendations in this Transportation Master Plan are grounded in the layered Complete Streets concept, meaning that individually a given street may not provide the highest level of service for every travel mode, but together, the entire transportation network meets the needs of all travel modes in terms of access, mobility, and safety.

How to Read This Document

The sections of the Transportation Master Plan focus on different transportation modes or elements of the transportation system. Each section includes strategies and actions for furthering the Redmond 2050 Vision for Redmond's transportation network.

1. **Executive Summary** – Overview of the Transportation Master Plan and key themes and strategies.

2. **Introduction** – Provides context for Redmond's existing and future transportation system.

3. **Street System Plan** – Redmond's layered Complete Streets approach and optimizing the roadway network for multimodal safety and comfort.

4. **Pedestrian Plan** – Focuses on accessibility and connectivity on Redmond's pedestrian network of sidewalks, shared use paths, crossings, and neighborhood connections.

5. **Bicycle Plan** – Outlines how Redmond will connect the bicycle/micromobility network to transit and other key destinations with high-comfort bikeways for all ages and abilities.

6. **Transit System Plan** – Establishes Redmond's future transit vision and goals for citywide and regional transit connectivity.

7. **Freight and Goods Delivery Plan** – Provides strategies to ensure freight and delivery access is available, efficient, and reduces greenhouse gas emissions.

8. **System Maintenance and Preservation** – Provides context and strategies for the maintenance of Redmond's transportation system and facilities.

9. **Curbspace and Parking Management** – Explores how Redmond will manage and optimize curbspace, on-street parking, and off-street parking for equitable access of all transportation modes.

10. **Transportation Demand Management** – Focuses on strategies to shift travel modes in Redmond away from drive-alone vehicles and toward more sustainable travel modes such as transit, walking, and biking.

11. **E-Mobility Strategy** – Outlines Redmond's strategy for implementing electric mobility (e-mobility), including electric vehicles, charging infrastructure, and micromobility devices.

12. **Emerging Trends and Technology** – Explores how Redmond can implement new technologies to create a more efficient and sustainable transportation system.

13. **Monitoring Progress** – Outlines how Redmond will monitor progress on the various goals and initiatives established in the Transportation Master Plan.

14. **Transportation Facilities Plan (TFP)** – A Long-term financially constrained list of projects to ensure multimodal transportation capacity is developed concurrently with development.

15. **Appendices**
    - A. Community Involvement
    - B. Multimodal Level of Service
    - C. Estimated Multimodal Level of Service Impacts to State-Owned Facilities
    - D. Travel Demand Forecast
    - E. Impacts to Neighboring Jurisdictions
    - F. Design Guidance



STREET SYSTEM PLAN

Transportation Master Plan

STREET SYSTEM PLAN

INTRODUCTION

Streets are the backbone of the multimodal transportation system in Redmond. People use Redmond's streets to move around and address their daily needs. Movement comes in many ways—walking, cycling and scooters, mobility devices, public transit, and driving—and streets function to serve all these ways, 24 hours a day, seven days a week. Redmond's street system plan supports Redmond's preferred
land use pattern as presented in Redmond 2050 by providing multimodal access, and conversely, Redmond's land use plan supports the transportation system by creating more compact development that makes walking, biking, micromobility, and taking transit an easy and cost-effective means of travel.

In Redmond's Urban Centers, the streets not only provide mobility, but also comprise the public realm. The quality of the public realm—streets, sidewalks, plazas, and other publicly accessible spaces—influences Redmond's livability, economy, safety, and public health.

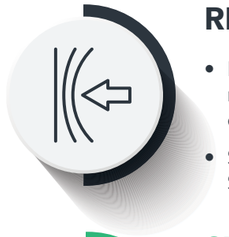
The street network also provides an important stormwater management and environmental services function, and through the integration of green stormwater infrastructure and healthy street trees, can help mitigate pollution and the urban heat island effect.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

This section contains strategies for maximizing the City's return on investment in its transportation system. This means moving the most people and goods possible within the existing street system while also minimizing environmental harms and other negative community impacts. Redmond 2050 establishes three Guiding Principles: Equity and Inclusion, Sustainability, and Resilience. The Street System Section identifies strategies that support these principles and align with Redmond 2050 transportation policies.



Sound Transit Bus



RESILIENCE

- Maintain the street network in a state of good repair to support the mobility and access needs of all modes. Use advanced technology to improve the operations and efficiency of the multimodal transportation system. (TR-5, TR-9 and TR-26)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 5, Strategy 6, Strategy 7



SUSTAINABILITY

- Shifting vehicle trips to transit, walking, and biking will help Redmond achieve its greenhouse gas reduction targets and provide other environmental benefits. (TR-36, TR-38, TR-39)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 1, Strategy 2, Strategy 4, and Strategy 5



EQUITY & INCLUSION

- Implement modal corridors to achieve a more equitable allocation of transportation system resources and ensure safe access for people of all ages and abilities. (TR-10, TR-13, TR-14, and TR-16)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 3, Strategy 8, and Strategy 9

AN INTEGRATED "COMPLETE STREETS" APPROACH

Redmond applies an integrated Complete Streets approach to planning, designing, building, operating, and maintaining streets that enable safe access and accommodation of all users, regardless of mode, age, or ability, including motorists, freight, pedestrians, bicyclists, people with disabilities, children, older residents, and transit riders.

Redmond's Complete Streets Policy states: all transportation projects shall provide **appropriate accommodation** for persons of all ages and of all abilities, including bicyclists, pedestrians, transit users, as well as automobiles, freight, and buses, in comprehensive and connected networks defined in the City's Transportation Master Plan; provided, that such accommodation shall take into account and complement the local context and character of the community and land use.

Examples of appropriate accommodation for transportation projects include, but are not limited to:

- Sidewalks for pedestrians.
- Bike lanes for bicyclists or scooters.
- Special bus lanes or signal operations for transit service.
- Comfortable, safe, and accessible public transportation stops.
- Frequent and safe crosswalks.

These features, and others, work together to create a safe and efficient transportation network for all users.

OVERVIEW OF REDMOND'S STREET SYSTEM AND ASSETS

Elements of the street system are classified by the character of service they provide for planning, design, construction, and operational purposes. The system recognizes that most travel involves movement through a network of streets and each piece of the network exists to provide a combination of mobility and land use access. For example, a principal arterial is more focused on providing through movement mobility than it is direct access to adjacent land uses. On the other end of the spectrum, a local access street provides direct access to many individual land uses.

A street's design and operation are based on its functional classification. However, it is also important for streets to respond to the character of adjacent land uses and the activity they generate. In other words, a street with a singular functional classification may vary in its design and operations based on adjacent land uses and the different modes of travel that are expected to use the street. This is often referred to as context-based design.

The following section provides a definition of the street functional classification in Redmond. Attributes associated with each functional class are summarized in Table 1. Figure 1 is a map of Redmond's street functional classification.

Freeway
State Route 520 is part of the State Highway System and connects Redmond with the region. The SR 520 Freeway provides limited access, allowing traffic to move more freely, and is designed and intended to carry heavy volumes of traffic at high speeds, including a relatively large percentage of trucks. Interconnections with other roadway classifications are accomplished through grade-separated interchanges.

Principal Arterial
A principal arterial provides capacity and continuity for travel between different areas of the city and adjacent jurisdictions. Principal arterials provide direct connections to freeways or other principal arterials. Adjacent land uses may include residential and commercial areas, open space, public lands, industrial sites, and institutional sites. While principal arterials provide important connections between Redmond and the broader region, their function is not solely the through movement of motor vehicles. The through movement of motor vehicles on principal arterials must be balanced with the need to safely serve all travel modes and respond to the adjacent land context, which varies.

Minor Arterial
A minor arterial provides for travel between different areas of the city but does not have the capacity and significance of principal arterials. Minor arterials typically connect with other minor arterials, principal arterials, and collector arterials. Adjacent land uses may include residential property, schools, public parks, retail and commercial uses, or public institutions.

Collector Arterial
A collector arterial receives traffic from connector streets and local streets and provides access to principal and minor arterials. Collector arterials are generally not intended to serve regional trips and generally do not provide route continuity for more than a mile or two. These roadways are generally contained entirely within the city and connect neighborhoods

with each other, terminating only at principal arterials, minor arterials, or other collector arterials. Like minor arterials, adjacent land uses may include residential property, schools, public parks, retail and commercial uses, or public institutions.

Connector Streets
Connector streets are specially designated local streets that provide for direct vehicle, bicycle, and pedestrian connections between adjacent neighborhoods, and between neighborhoods and commercial areas. Connectors typically provide no route continuity beyond the areas they serve. Adjacent land uses may include residential areas, commercial areas, open space, public lands, industrial sites, and institutional sites. Connectors terminate at collector arterials, minor arterials, and/or local access streets.

Local Access Streets
Local access streets provide direct connections to and within neighborhoods and typically terminate at connector streets or collector arterials. These streets provide for direct vehicle, bicycle, and pedestrian access to neighborhood commercial and residential land uses. Local streets do not serve regional trips and provide no route continuity beyond the areas they connect.

Shared Streets
Shared streets are slow-speed streets shared by pedestrians, cyclists, and vehicles. In a shared street, every user yields to any more vulnerable user. Pedestrians may use the full width of the street within an area defined as a shared street. Washington Senate Bill 5595 gives local agencies legal authority to create shared streets that feature speed limits as low as 10 mph and allows pedestrians to walk in the middle of the street. Vehicles would be allowed on these streets, but they must yield the right-of-way to pedestrians.

In Redmond, some local streets will be transitioned to shared streets, which are appropriate on a residential, limited use, or other low-volume street, where the neighborhood desires to create a public space for social activities and play or as an alternative to building conventional sidewalk where there may be environmental or cost constraints. Shared streets are also appropriate on streets with commerce where there is a desire to create an active and attractive people-oriented area.

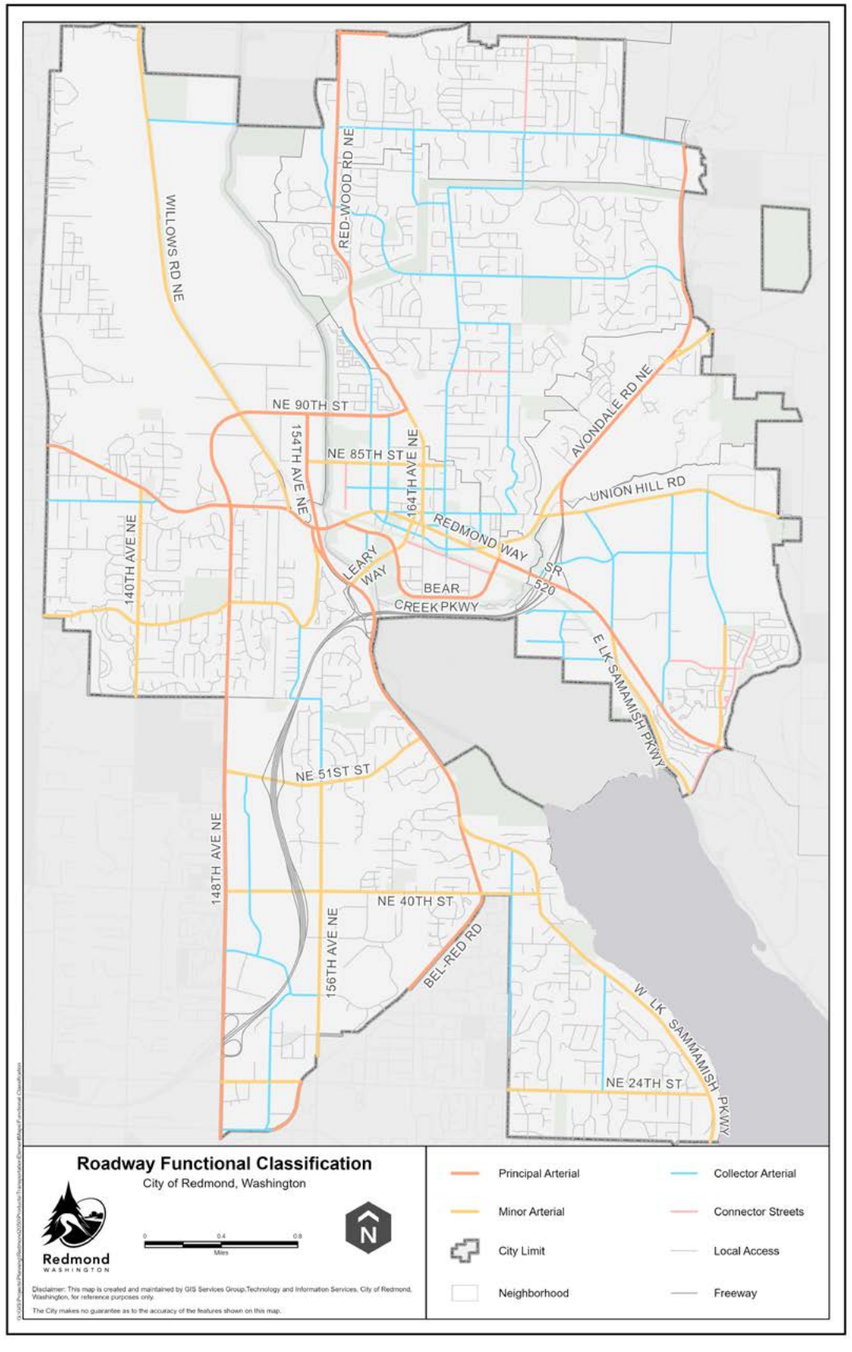
Shared Streets components that help create a people-oriented space can include:
- Special paving and surface treatment to identify these streets as unique people places.
- Flush or reduced curb height and nonexistent curb sidewalk to encourage pedestrians to use the entire street rather than street edges.
- Narrow vehicular lanes to create a safe and comfortable environment for pedestrians and cyclists.
- Chicanes to slow drivers by adding curves to the travel lane to indicate that they are entering a pedestrian area.
- High-quality and artistic street furniture to announce that people are welcome and create a friendly pedestrian environment.
- Plants to increase the quality of the urban space and the pedestrian experience with attention paid to pedestrians who are deaf-blind.
- Pedestrian-scale lighting.

TABLE 1 | SUMMARY OF STREET FUNCTIONAL CLASSIFICATIONS ATTRIBUTES

	Transportation Mode						Typical Trip Type Served		
Functional Classification	Vehicle	Transit	Bicycle	Pedestrian	Traffic Calming/ Speed Mgmt	On-Street Parking	Regional	Citywide/ Local	Neighborhood
Freeway	✓	✓					✓	✓	
Principal Arterial	✓	✓	◐	✓	◐		✓	✓	
Minor Arterial	✓	◐	◐	✓	◐	◐		✓	✓
Collector Street	✓	◐	◐	✓	✓	◐		✓	✓
Connector Street	✓	◐	◐	✓	✓	◐		✓	✓
Local Access Street	✓		◐	✓	✓	✓			✓
Shared Street	✓		◐	✓	✓	✓			✓

KEY: ✓ Prevalent ◐ Common/Possible

FIGURE 1 | REDMOND ROADWAY FUNCTIONAL CLASSIFICATION



Redmond's Transportation Assets

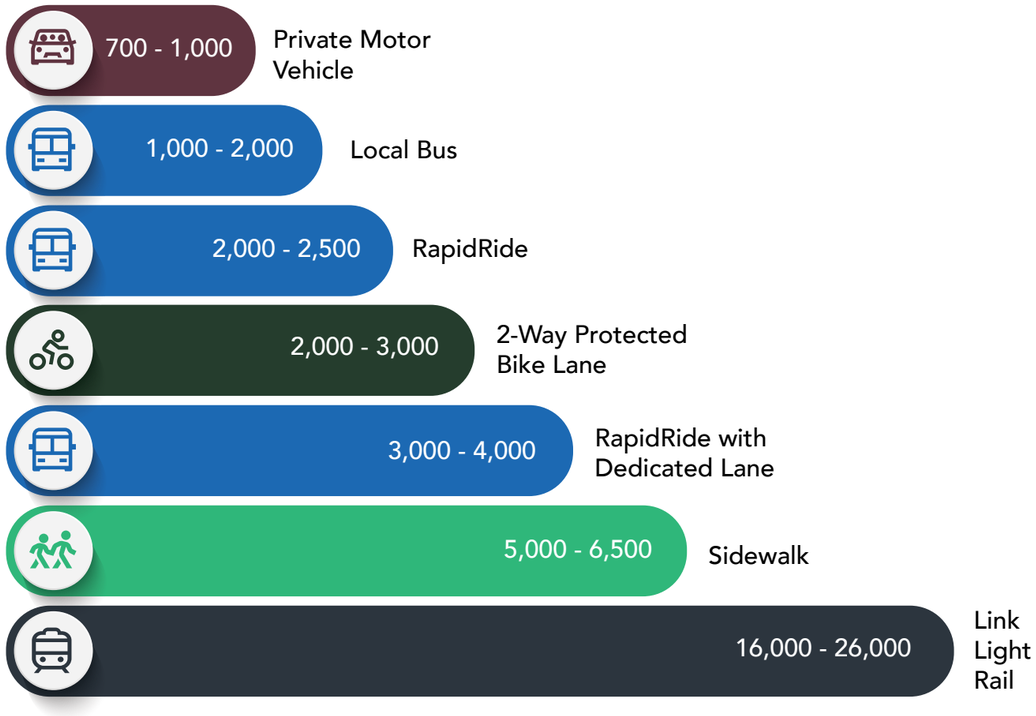
Redmond's transportation assets represent a level of investment that has been made to ensure the safe and efficient movement of goods and people. Some key transportation assets are listed in Table 2 but there are others. Each asset must be managed and maintained to sustain a defined level of service. This level of service is defined by the modal networks and priorities identified in the Transportation Master Plan and tracked at the community-level by the performance measures discussed in the Section 13 – Performance Measures. Redmond's *Transportation System Asset Management Plan* further identifies Redmond's transportation assets and how they should be managed and maintained to achieve the desired level service (or priority) and performance defined in the Transportation Master Plan.

TABLE 2 | REDMOND TRANSPORTATION ASSETS – EXISTING CONDITIONS

Transportation Asset	Quantity (Number/Mileage)
Street Centerline	152 miles
Sidewalk	240 miles
Bike Lanes	61.7 miles
Separated Bike Lanes	2.7 miles
Bridges	20
Traffic Signals	112
City-owned Streetlights	2,100
Street Signs	9,301

More details on assets that comprise the pedestrian, bicycle, transit, and freight modal networks is provided in those respective sections of the TMP. A more comprehensive list of transportation assets and asset performance targets are in the City of Redmond *Transportation System Asset Management Plan*.

Multimodal Level of Service
Redmond 2050 policies state that streets are to collectively serve all modes of travel including passenger vehicles, trucks, transit, bicycles, and pedestrians, and that people walking, biking, and taking transit should be prioritized. Providing more travel options within Redmond's street (and trail) network aligns with Redmond 2050 Guiding Principles (Equity and Inclusion, Resilience, Sustainability), is more cost effective than adding vehicle capacity (i.e., widen streets, add more lanes), and will contribute to a more livable Redmond. Investments in Link light rail, King County Metro bus service, and better pedestrian and bicycle infrastructure will provide people living, visiting, and working in Redmond with more options, thereby relieving congestion and its many negative impacts.



Redmond has long been recognized as a leader in multimodal transportation planning. Specifically, Redmond adopted the first plan-based multimodal transportation concurrency level of service (MMLOS) standard in 2008. This MMLOS standard is still in use today and many communities throughout Washington State have emulated Redmond's plan-based multimodal concurrency standard.

Redmond's MMLOS standard for transportation concurrency is rooted in the City's multimodal Transportation Facilities Plan (TFP) (see Section 14). The TFP is prepared in conjunction with the Comprehensive Plan's Land Use Element and considers the growth in population and employment within Redmond and the neighboring jurisdictions. Unlike systems that focus solely on the performance of the vehicle network, Redmond's MMLOS concurrency standard tracks implementation of the multimodal improvements identified in the TFP and requires that new investments are built ahead of or at-pace with growth identified in the Comprehensive Plan. By way of example, Redmond can accommodate 20 percent of planned growth (demand) so long as it has built or committed funding (public or private) to build 20 percent of the transportation improvements (supply) defined in the TFP. The City's target for a supply to demand ration is 1.05 to ensure concurrency. Historically, supply has well-exceeded demand.

System Performance
Redmond's multimodal concurrency is a broad measure of its transportation system performance as it tracks the ability of the system to provide mobility and access to the wide range of new and existing land uses throughout the city. This is tracked using the TFP as discussed above. There are several other measures that are used to track the performance of Redmond's transportation system such as network completion and mode share, which are discussed in Section 13 – Monitoring Performance.

Safety
Everyone traveling in Redmond should be able to get to their destination safely regardless of where they live or how they chose to travel. As shown in Figure 3 , the number of vehicle crashes, including serious and fatal crashes, involving bicyclists and pedestrians have generally declined over the past 10 years. Figure 4 also shows a similar downward trend for vehicle-only crashes.

As Redmond develops and creates a transportation system that invites more people to walk, bike, roll, and take transit it must also take proactive steps to ensure that conflicts between all road users are minimized and the city meets its goal for eliminating all serious injury and fatal crashes by 2035. Redmond's *Safer Streets Action Plan* is framed around the Safe System approach and identifies specific actions centered on safe street design, safe speeds, safe vehicles, safe road users, land use, and post-crash care. Strategies and actions in the Transportation Master Plan are also aligned with the Safe System approach.


Biker on path

FIGURE 2 | BICYCLE AND PEDESTRIAN SERIOUS AND FATAL CRASHES (2015-2024)

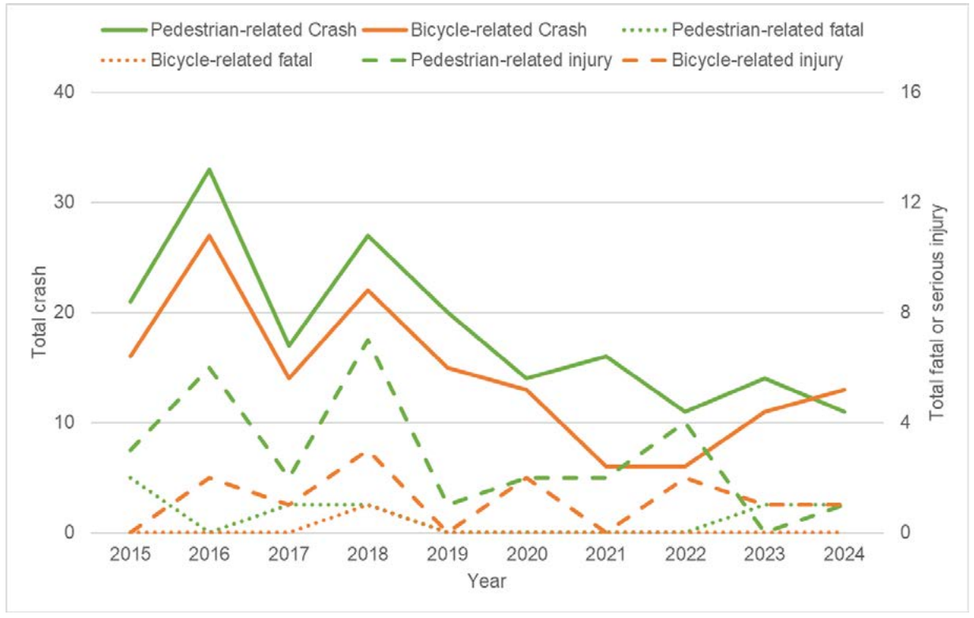
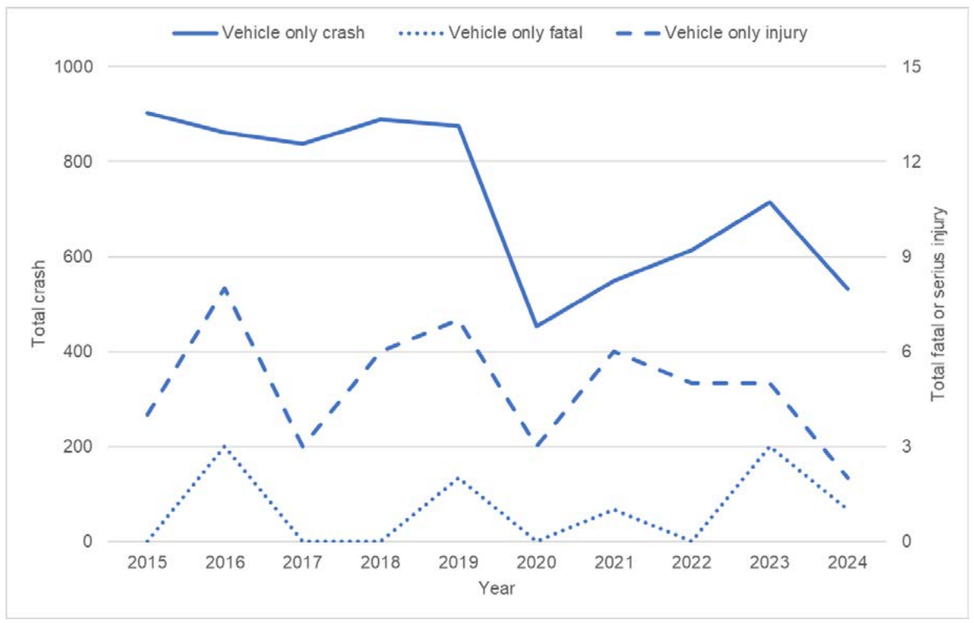


FIGURE 3 | VEHICLE ONLY CRASHES (2015-2024)



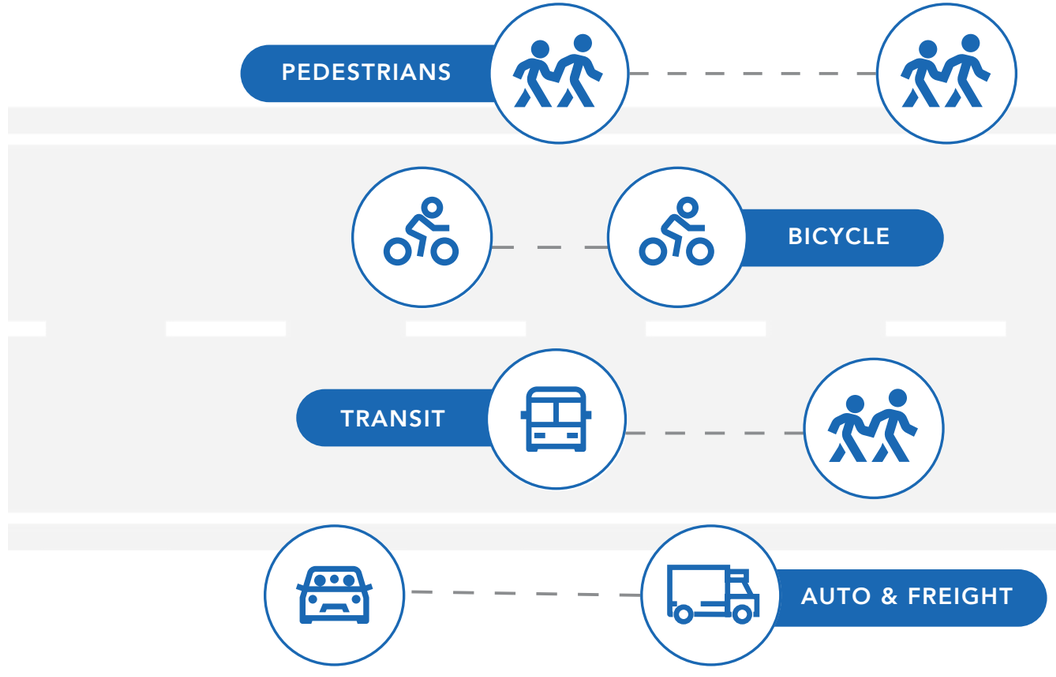
STRATEGIES AND ACTIONS

Strategy 1: Implement an integrated multimodal transportation system that safely and efficiently serves all travel modes.

Redmond's streets serve all modes of travel including passenger vehicles, trucks, buses, bicyclists, and pedestrians. While cars will continue to serve as a prevalent mode of travel for many people living in and visiting Redmond, reorienting Redmond's street system to better serve walking, biking, and public and private transit will allow the city to grow without experiencing extreme congestion. It also will help Redmond meet its goals around reducing vehicle miles traveled and greenhouse gas emissions, and creating a more vibrant, livable, and connected community.

An integrated multimodal transportation system ensures that the mobility and access needs of all people and modes are met while also recognizing that every mode of travel or function can't be prioritized on every street due to both spatial and operational constraints. Therefore, a layered network approach (Figure 5) is necessary to appropriately respond to land use contexts and help balance the diverse and competing needs of pedestrians, bicyclists, drivers, transit, and freight within constrained rights-of-way. Redmond's multimodal transportation system is based on this layered network approach.

FIGURE 4 | LAYERED NETWORK APPROACH



Modal Integration
A modal integration analysis was conducted on the modal networks that comprise Redmond's transportation system – bicycle, pedestrian, freight, transit, auto – to identify where right-of-way, operational or other constraints create conflicts in terms of accommodating priority modes. This analysis revealed that some corridors are already serving priority corridors well while in other cases infrastructure or operational improvements are needed to make the corridor (or segments within corridors) function better for the priority mode(s). Figure 5 shows the planned integrated modal corridors network and Figure 6 shows segments where improvements are needed to achieve modal network integration. Though not shown as a modal corridor type, the pedestrian network, and the infrastructure that supports safe and convenient travel by foot or mobility assistance device, are a priority throughout the Redmond transportation system. Pedestrian Priority Zones correspond with Redmond's Urban Centers where pedestrian infrastructure needs to support the highest levels of pedestrian activity. See Section 4 for more information on the pedestrian network. Table 2 lists the modal corridors and describes the improvements that are needed to achieve the modal network objectives.

Redmond 2050 Policies that support strategy 1:

- **TR-5:** Design and build a transportation system that can be efficiently operated and maintained.
- **TR-9**: Manage public right-of-way to maintain multimodal mobility while recognizing the need for occasional closures for maintenance, construction, or special events. Discourage interruptions to comfortable and convenient walking, bicycling, and transit use.
- **TR-13:** Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.
- **TR-23:** Adopt and implement a street plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. Require that all streets be complete streets, built to accommodate travel modes as defined in the Transportation Master Plan, and be no wider than necessary.
- **TR-24:** Maintain a street classification system in the street plan that is designed to move people by a variety of modes and support Redmond's preferred land use pattern. Classify streets according to function so that system capacity may be properly allocated by mode and planned street improvements will be consistent with those functions.
- **TR-47:** Consider a broad spectrum of revenue sources, including but not limited to general fund contributions, impact fees, local improvement districts, transportation benefit districts, street maintenance utility, grants, right-of-way lease fees, developer and other contributions, business taxes, and debt financing.
- **TR-50:** Include a long-range, funding-constrained Transportation Facilities Plan (TFP) in the TMP that identifies programs, projects, and services to be funded over the life of the TFP.

Recommended Actions

Action 1A	Update the Transportation Facilities Plan (TFP) and the Transportation Improvement Plan to reflect identified improvements within modal corridors to ensure that corridors are implemented through the Capital Investment Program or by new development. (Planning)
Action 1B	Prioritize the TFP and Transportation Improvement Plan to reflect Redmond 2050 goals around sustainability, equity and inclusion, and resiliency. (Planning)
Action 1C	Conduct further study and analysis on modal corridors as needed to develop preliminary designs and cost estimates to advance Capital Improvement Program integration and securing grants and other external funding as appropriate. (Planning, Public Works)



I love the flexibility and beauty of living in Redmond! I can drive when I want to, but I can also park and take the bus or train to other cities when I don't feel like dealing with traffic. When I'm staying in Redmond, the entire downtown core feels safe to bike. And when I don't have a particular destination in mind, I can take a long walk on one of the trails that start in downtown. Redmond is my favorite place on the eastside.

- Aspen Richter

FIGURE 4 | PLANNED INTEGRATED MODAL CORRIDORS NETWORK

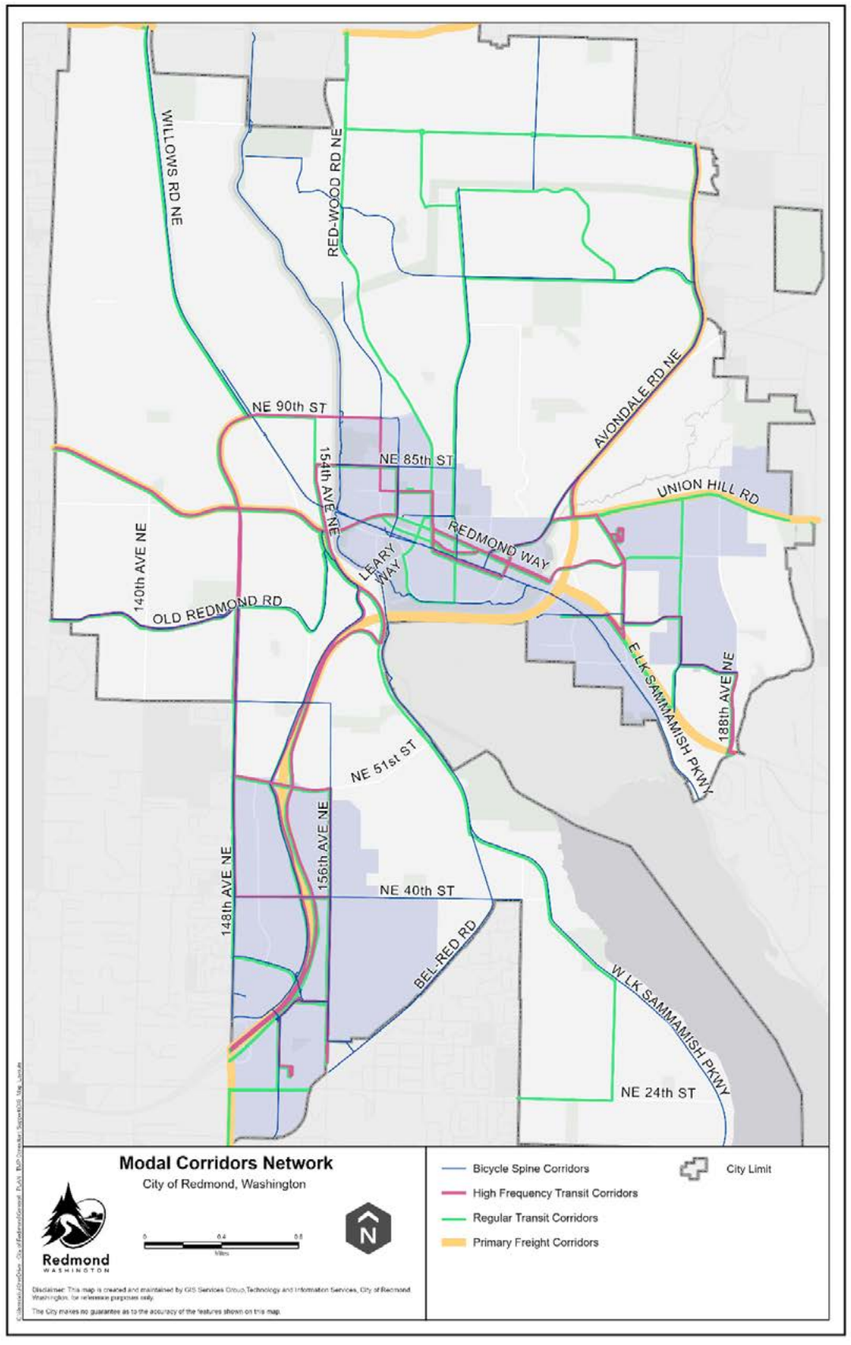


FIGURE 5 | MODAL CORRIDORS PROJECT IDENTIFICATION MAP

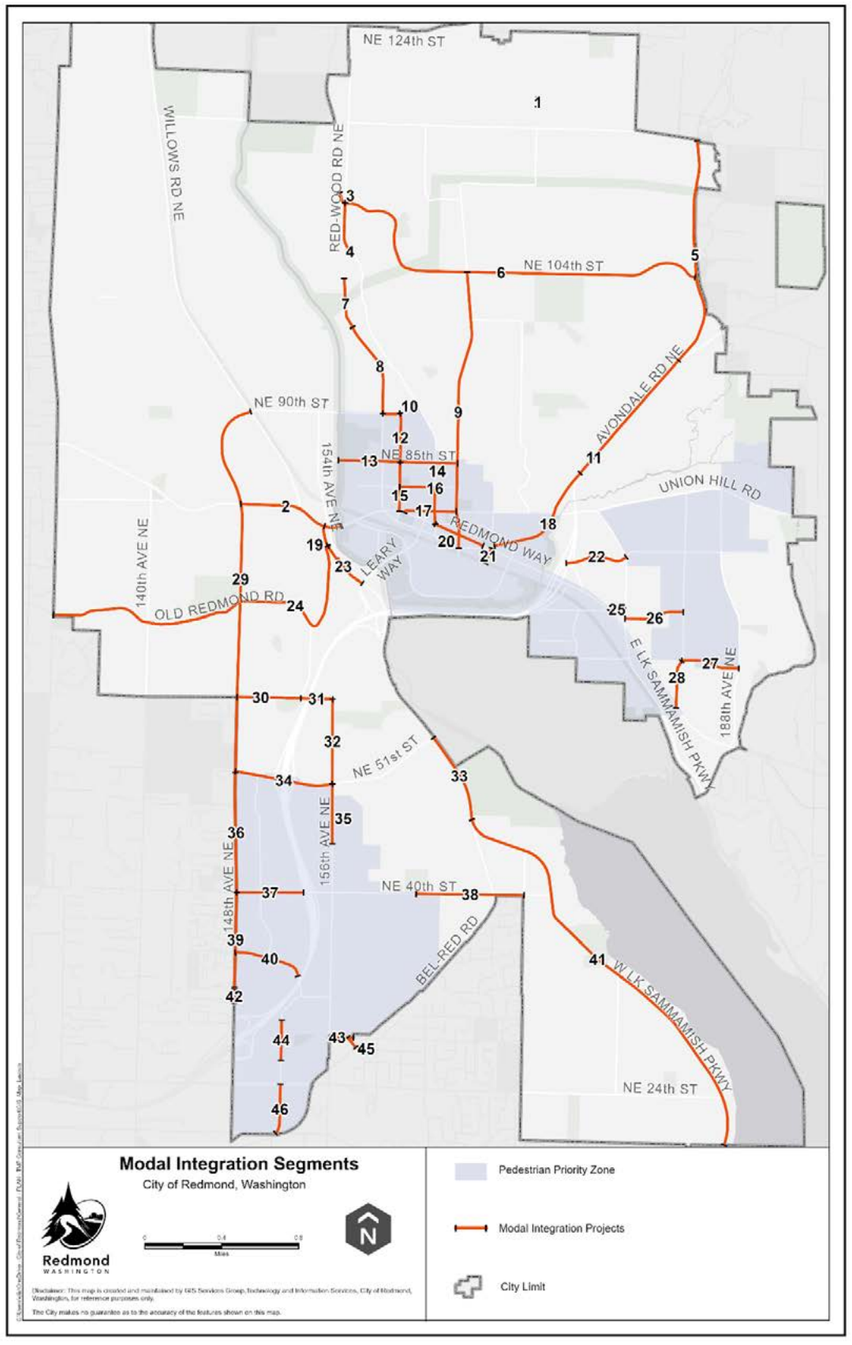


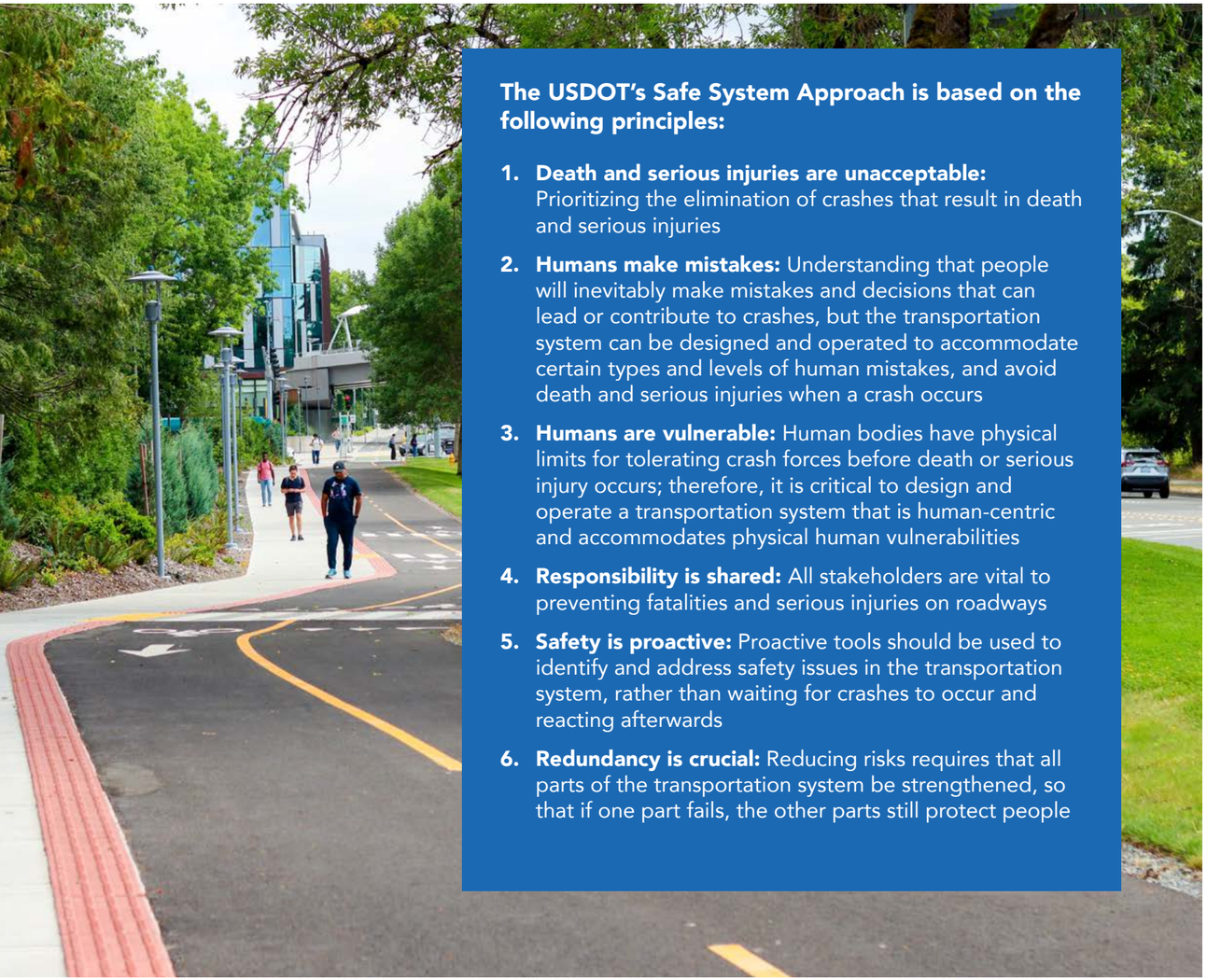
TABLE 3 | MODAL CORRIDORS PLANNED IMPROVEMENTS

Modal Corridor ID	Corridor	Functional Classification	Planned Future Bikeway (Spine Network)	High Frequency Transit Corridor	Primary Freight Route Corridor	Priority Low Stress Crossing	TFP Project	Planned Improvements
1	172nd Ave NE from NE 117th St to 18000 block	Connector Street						Construct a shared use pathway.
2	Redmond Way from 148th Ave NE to Sammamish River Trail	Principal Arterial	X	X	X			Evaluate low-cost improvements to implement a bike boulevard, such as traffic calming, alternative sidewalks, other strategies.
3	Redmond-Woodinville Rd NE from NE 106th St to NE 109th St	Principal Arterial		X				Widen road to provide continuous sidewalk, separated bike lanes, and transit priority at intersections. Evaluate adding turn lane at NE 109th St.
4	Avondale Rd NE from NE Novelty Hill Rd to NE 116th St	Principal Arterial		X	X	X	X	Further study required to determine feasibility of a shared use path or other separated bikeway. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability.
5	NE 109th St/160th Ave NE/NE 104th St from Red-Wood Rd NE to Avondale Rd NE	Collector Arterial	X					Remove the existing on-street parking to construct either a two-way separated bike lane on the north side of the street, or one-way separated bike lanes in each direction.
6	160th Ave NE from Road End to NE 102nd Way	Collector Arterial	X					Construct a shared-use pathway. This project will provide an off-road alternative to Redmond-Woodinville Rd NE, and connect multiple housing developments. Water main project opportunity.
7	160th Ave NE from NE 90th St to Road End	Collector Arterial	X					Construct parking-separated bike lanes.
8	166th Ave NE from Cleveland St to NE 104th St	Collector Arterial	X					Construct separated bike lanes in each direction by removing the existing TWLTL, or provide a two-way separated bike lane on one side of the street. Evaluate the safety of uphill versus downhill cyclists to determine appropriate design.
9	NE 90th ST from 160th Ave NE to 161st Ave NE	Principal Arterial	X					Upgrade existing bike lanes to provide vertical separation.
10	Avondale Rd NE from Avondale Way NE to NE Novelty Hill Rd	Principal Arterial	X	X	X	X		Further study required to determine feasibility of a shared use path or other separated bikeway. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability.
11	161st Ave NE from NE 90th St to NE 85th St	Collector Arterial	X					Construct a separated bike lane by removing the existing TWLTL or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity.
12	NE 85th St from 161st Ave NE to Sammamish River Trail	Minor Arterial	X					Near-term, pilot a demonstration project of parking-protected separated bike lanes on one-side of street, removal of parking and separated bike lane on opposite side. During the pilot program, monitor modal conflicts at existing driveways and crossings, and develop safety improvements to be implemented during construction of the long-term project.
13	NE 85th St from 166th Ave NE to 161st Ave NE	Minor Arterial	X					Near-term, pilot a demonstration project of parking-protected separated bike lanes on one-side of street, removal of parking and separated bike lane on opposite side. During the pilot program, monitor modal conflicts at existing driveways and crossings, and develop safety improvements to be implemented during construction of the long-term project.
14	161st Ave NE from NE 85th St to Redmond Way	Collector Arterial	X	X				Construct a separated bike lane by removing the existing TWLTL or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity.
15	NE 83rd St/164th Ave NE from 161st Ave NE to Redmond Way	Minor Arterial		X				Heavy bus movements NBL/NBT and WBR at NE 83rd St/164 Ave NE. After East Link Restructure is implemented, evaluate if any improvements are needed for transit speed and reliability. The driveways on the south side of NE 83rd St may conflict with westbound buses.
16	NE 80th St from Redmond Way to 166th Ave NE	Collector Arterial	X					Construct a separated bike lane by replacing parking, narrowing lanes, and widening the road at spot locations. Waterline replacement opportunity.
17	Avondale Way NE from Redmond Way to Avondale Rd NE	Principal Arterial	X	X		X		Further study required to determine feasibility of a shared use path on north side. Challenges on this segment include vehicle congestion and high-frequency transit routes. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability.
18	W Lake Sammamish Pkwy/ Redmond Way from Sammamish River Trail to Old Redmond Rd	Principal Arterial	X	X	X			Construct a shared-use pathway.
19	Redmond Way from 168th Ave NE to 164th Ave NE	Minor Arterial		X				Consider implementing transit Intelligent Transportation System (ITS) strategies for the section of 164th between Cleveland and Redmond Way, such as extending green time for buses. Consider extending the southbound left turn pocket at 164th Ave NE/Cleveland St to accommodate bus turning movements, or extending this turn pocket and removing the NBL at 164th Ave NE/Redmond Way to eliminate some general-purpose vehicle conflict with buses traveling northbound through. 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. Waterline replacement opportunity.
20	Amli Development Trail from NE 76th St to Redmond Way	N/A	X				X	Construct a shared use pathway as a part of development.
21	NE 76th St from SR 520 to 180th Ave NE	Collector Arterial		X			X	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.
22	W Lake Sammamish Pkwy from Old Redmond Rd to 520 Bike Trail	Principal Arterial	X	X	X			Construct a shared-use pathway.
23	Old Redmond Rd from W Lake Sammamish Pkwy NE to 132nd Ave NE	Minor Arterial	X	X		X		Construct separated bike lanes and evaluate transit access along the corridor to minimize conflicts with buses. Waterline replacement opportunity.
24	NE 70th St to 180th Ave NE Connector from Redmond Way to 180th Ave NE	Connector Street	X	X			X	Construct a shared-use pathway as a part of new arterial street construction. Construct a new transit-only street connection on NE 70th Street between 180th Avenue NE and Redmond Way.
25	NE 68th St from 180th Ave NE to 185th Ave NE	Connector Street	X	X				Construct a separated bike lane by replacing the existing on-street parking, and consider future connection through development to the east to connect with 188th Ave NE.

Modal Corridor ID	Corridor	Functional Classification	Planned Future Bikeway (Spine Network)	High Frequency Transit Corridor	Primary Freight Route Corridor	Priority Low Stress Crossing	TFP Project	Planned Improvements
26	NE 65th St from 185th Ave NE to 188th Ave NE	Connector Street	X	X				Construct a separated bike lane by replacing the existing on-street parking.
27	185th Ave NE from NE 65th St to Redmond Way	Collector Arterial	X	X		X		Construct a separated bike lane by replacing narrowing vehicle travel lanes. Some segments may require re-purposing existing travel lanes. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity.
28	148th Ave NE from Old Redmond Rd to NE 51st St Extend to Willows Rd	Principal Arterial	X					Construct a shared use pathway that extends from NE 51st St to Bridle Crest Trail, then to Old Redmond Rd. Extend facility to Willows Rd. Regional trail, minimum 12′ wide with 2′ graded area. Consider bus queue jumps along 148th Ave where appropriate for bus volumes. Waterline replacement opportunity.
29	NE 60th St from 154th Ave NE to 148th Ave NE	Collector Arterial	X					Construct a shared-use pathway. Waterline replacement opportunity
30	NE 60th St from 154th AVE NE to 156th AVE NE	Collector Arterial	X					Construct a separated bike lane.
31	156th Ave NE from NE 51st St to NE 60th St	Minor Arterial	X					Construct a separated bike lane by reconfiguring the cross section to include a southbound parking-protected bike lane, two travel lanes, and a buffered northbound bike lane.
32	W Lake Sammamish Pkwy from Bel-Red Rd to NE 51st St	Principal Arterial	X					Construct a shared-use pathway. Implement “quick-build” two-way path on east side of corridor. Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road. Stormwater replacement opportunity.
33	NE 51st St from 520 Trail to 520 Trail	Minor Arterial		X		X	X	Grade separate the 520 Trail at NE 51st Street.
34	156th Ave NE from 4300 Block to NE 51st St	Minor Arterial	X	X			X	Extend the current shared use pathway from its terminus on the 4300 block of 156th Ave NE to NE 51st St. Evaluate if the B Line is getting stuck in congestion trying to merge from the NB curb lane to the NBL turning lanes at NE 40th St/156th Ave NE to identify potential speed and reliability improvements.
35	148th Ave NE from NE 51st St to NE 40th St	Principal Arterial	X			X		Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street or expanding the existing sidewalk. Regional trail, minimum 12′ wide with 2′ graded area. Consider bus queue jumps along 148th Ave where appropriate for bus volumes. Waterline and stormwater replacement opportunity.
36	NE 40th St from 148th Ave NE to SR 520	Minor Arterial	X				X	Construct a shared-use pathway. Regional trail minimum 12′ wide with 2′ graded area.
37	NE 40th St from 163rd Ave NE to 172nd Ave	Minor Arterial	X				X	Construct a shared-use pathway. Shared path on the south side of 40th Street with segments of cycle track where appropriate. Waterline replacement opportunity.
38	148th Ave NE from NE 40th St to NE 31st St	Principal Arterial	X					Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street or expanding the existing sidewalk. Regional trail minimum 12′ wide with 2′ graded area. Waterline replacement opportunity.
39	NE 36th St from 148th Ave NE to SR 520	Collector Arterial	X					Construct separated bike lanes.
40	W Lake Sammamish Pkwy from Southern City Limit to Bel-Red Rd	Minor Arterial	X					Construct a separated bikeway using combination of bike lane and shared-use pathway. Waterline replacement opportunity.
41	148th Ave NE from NE 31st St to NE 31st Way	Principal Arterial	X			X		Construct a shared use pathway.
42	NE 28th Ave NE from 156th Ave NE to Shared-Use Path between Bel-Red Road and NE 28th St	Collector Arterial	X					Remove TWCTL install 2-way separated bike lane on south side.
43	152nd Ave NE from NE Hopper Way to Da Vinci Ave NE	Collector Arterial	X	X			X	Construct a separated bike lane. Consider transit access along the corridor to improve safety between bikes and buses. 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 consistent with the Overlake Village Street Design Guidelines. Regional trail minimum 12′ wide with 2′ graded area.
44	SUP between Bel-Red Road and NE 28th St from Bel-Red Rd to NE 28th St	N/A	X					Construct a shared-use pathway by re-purposing public ROW right on the COB/COR border. Or consider widening the existing, narrow, soft surface trail to the west of the Capgeni North America building to provide a connection between the two adjacent bikeways.
45	152nd Ave NE from NE 20th St to NE 24th St	Collector Arterial	X				X	Construct a separated bike lane by removing the landscaped buffer or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. 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. Regional trail minimum 12′ wide with 2′ graded area.

Strategy 2: Apply a Safe Systems Approach to the transportation system

The City of Redmond is committed to and invested in the improvement of transportation safety on its streets, sidewalks, trails, and other transportation facilities. Redmond's 2024 Safer Streets Action Plan was developed using the Safe System Approach to identify policies, programs, and projects that will improve safety on Redmond's transportation network. Applying the guiding principles of the Safe System Approach, the City's goal is to eliminate fatal and serious injury crashes. With the adoption of the Safer Streets Action Plan, Redmond is committing to a 50 percent reduction in fatal and serious injury crashes by the end of the year 2030 and is committed to eliminating all fatal and serious injury crashes by the end of the year 2035.



The USDOT's Safe System Approach is based on the following principles:

1. **Death and serious injuries are unacceptable:** Prioritizing the elimination of crashes that result in death and serious injuries
2. **Humans make mistakes:** Understanding that people will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs
3. **Humans are vulnerable:** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities
4. **Responsibility is shared:** All stakeholders are vital to preventing fatalities and serious injuries on roadways
5. **Safety is proactive:** Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards
6. **Redundancy is crucial:** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people

Redmond 2050 Policies that support strategy 2:

- **TR-2:** Develop a Vision Zero Action Plan that incorporates a whole-City and whole-community approach to achieving zero deaths and serious injuries.
- **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 2A	Design roadway environments using proven safety countermeasures to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, reduce vehicle speeds, and to facilitate safe travel by the most vulnerable users. (Public Works)
Action 2B	Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement (See Strategy 4) (Public Works)
Action 2C	Wherever possible, separate travel modes moving at different speeds (i.e. pedestrians, bicyclists, and vehicles) to minimize conflicts. These separations can occur in space (i.e. sidewalks, separated bike lanes, or dedicated vehicle turn lanes) or in time (i.e. protected pedestrian or bicycle phases at intersections). (Public Works)
Action 1D	Increase the visibility of road users through infrastructure changes such as high-visibility pedestrian crossings, leading pedestrian intervals, and street lighting. (Public Works)
Action 2C	Increase the attentiveness of road users through infrastructure changes such as rumble strips, roundabouts (see Strategy 5), automated enforcement, and warning devices such as Rectangular Rapid Flashing Beacons (RRFBs). (Public Works)

Strategy 3: Balance the design and implementation of Complete Streets with emergency response benchmarks.

Redmond's transportation planners and engineers are focused on saving lives and reducing injuries by creating a safe transportation system that minimizes conflicts between different street users and the kinetic forces of vehicles to reduce harm when crashes do occur. Redmond's first responders are focused on saving lives by quickly responding to medical calls, fires, vehicle crashes and other emergencies. The risks that a transportation system can pose to its users, particularly its most vulnerable users such as people walking and biking, must be weighed along with other community risks that may require an emergency response.

In Redmond there is strong public support for "Complete Streets" that allow people to walk, roll, bicycle, and take transit easily, safely, and comfortably. This is achieved through the provision of separated bikeways, sidewalks, shorter street crossings, slower vehicle speeds, less delay to cross the street, and a variety of other street design and operational strategies discussed throughout this Plan. Sometimes these Complete Street elements are seen to be at odds with emergency response time targets, however, there are proven strategies to achieve both safer street designs and fast emergency response times.

The Redmond 2050 Capital Facilities Element calls for appropriately located fire stations in relation to where growth is happening in the city. The Fire Functional Plan (2025-2050) identifies new fire station construction and relocations to meet a 6-minute service coverage benchmark and other identified needs. Service coverage is informed by development patterns and the time it takes for units to arrive on the scene, the latter of which can be impacted by traffic patterns (and time of day) and traffic operations.

Redmond 2050 Policies that support strategy 3:

- **TR-8:** Design and build a resilient transportation system. Develop and update incident and disaster prevention and recovery strategies and coordinate them with local and regional partners.

- **TR-25**: Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address modal plans; context-sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; curb lane use; utilities placement; parking for cars, bicycles, buses, and other vehicles; and the comfort and safety of all users.

Recommended Actions

Action 3A	Use context-appropriate, street-scale compatible emergency response apparatus to meet emergency response time targets using a transportation system that prioritizes the safety and accessibility of people walking, rolling, bicycling, and using transit. (Fire)
Action 3B	Employ street design and operational strategies to minimize impacts to emergency response times, including: • Bikeways of sufficient width to accommodate street-scale compatible emergency response apparatus. Use mountable curbs and other strategies at intervals to allow emergency vehicles to easily enter/exit bikeway. • Setback stop bars at intersections to accommodate lane encroachment of large right-turning vehicles such as fire apparatus, buses, and trucks. • Parking restrictions and other measures to ensure sufficient space for equipment deployment. • Avoid certain traffic calming treatments on priority emergency routes or use designs that accommodate the wider axle width and larger turning radius of emergency response apparatus.

Strategy 4: Reduce vehicle operating speeds

There is a direct correlation between vehicle speed and the severity of injury when vehicle crashes occur, particularly for people not traveling inside vehicles, i.e., people walking, biking, and rolling, so called vulnerable road users. Existing posted speeds in Redmond range from 25 mph to 45 mph. As Redmond grows and transitions to a more urban environment that invites more people to walk, bike, and take transit, there is a need to evaluate speeds, determine where speeds should be reduced, and identify what operational and design changes need to be made to get motorists to drive slower.

Redmond 2050 Policies that support strategy 4:

- **TR-2:** Develop a Vision Zero Action Plan that incorporates a whole-City and whole-community approach to achieving zero deaths and serious injuries.
- **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.
- **TR-27**: Maintain a traffic control program based on the fundamentals of education, enforcement, and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.



Speed Safety Camera

Recommended Actions

Action 4A	Establish target speeds of 25 to 30 mph for individual arterial and collector streets. A maximum target speed of 35 mph should typically only be applied where there are no land uses or transit services generating walking or biking activity. (Public Works)
Action 4B	Employ a variety of strategies to create self-enforcing streets that lower the speed at which motorists drive (i.e. operating speed). The operating speed can be lowered using a range of interventions including physical traffic calming, channelization, automated and officer enforcement, education, and awareness (e.g., speed feedback signs), and in certain cases, signal timing. (Public Works, Police)
Action 4C	Lower the posted speed on Local Access (neighborhood streets) from 25 mph to 20 mph. (Public Works)
Action 4D	Consider shared streets with speed limits less than 20 mph as a sidewalk alternative on local streets where there environmental or cost constraints to implementing conventional sidewalks or where bicycle boulevards are planned. (Public Works, Planning)

Strategy 5: Apply a roundabout-first approach to intersection operations

A roundabout is a circular intersection with traffic flowing one-way, counterclockwise, around a central island. Roundabouts are an alternative to a traffic signal or stop-controlled intersection. Roundabouts are a proven safety countermeasure because they substantially reduce crashes that result in serious injury or death. Roundabouts promote lower speeds, reduce conflicts, lead to improved operational performance, continue to provide safe traffic operations during power outages, and can be designed to meet a wide range of traffic conditions due to their versatility in size, shape, and design.

The City of Redmond has a Roundabout Design Manual and has implemented several roundabouts, including at NE 31st Street, NE 36th Street, and 152nd Avenue NE, and at two locations along NE 116th Street (at 162nd Avenue NE and 172nd Avenue).

Roundabouts may not be appropriate or feasible in all instances, but due to their many advantages, the City of Redmond (and new development) will first evaluate the feasibility of roundabout construction before considering a stop-or signal-controlled intersection.

Redmond 2050 Policies that support strategy 5:

- **TR-8 Design and build a resilient transportation system. Develop and update incident and disaster prevention and recovery strategies and coordinate them with local and regional partners.**
- **TR-27**: Maintain a traffic control program based on the fundamentals of education, enforcement, and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

Recommended Actions

Action 5A	Update the Roundabout Design Manual to incorporate current best practice, approved Public Right of Way Accessibility Guidelines, and a prescribed process for evaluating the feasibility and cost-benefit of roundabout versus other traffic control. (Public Works)
Action 5B	Develop a roundabout plan. A first step would be to identify existing signal locations where equipment or geometric upgrades are needed, there are a high number of crashes or other factors that could be mitigated with a roundabout. (Public Works, Planning)
Action 5C	For all new development for which a traffic impact analysis would trigger a new signalized or stop-controlled intersection, first evaluate roundabout implementation as the preferred option. (Public Works, Planning)



Roundabout

Strategy 6: Apply advanced, but proven, technological solutions to maximize the effectiveness, efficiency, and safety of the transportation system

Technologies such as high-definition traffic cameras and intelligent transportation systems (ITS) work to improve the efficiency and safety of Redmond's transportation system. Emerging technologies such as vehicle-to-everything (V2X) promise to further enhance road safety and traffic efficiency while reducing pollution and saving energy. Technological solutions will have an increasingly important role to play as Redmond grows and must move more people and goods through a street network that is not growing. More discussion of technology and its role in planning, operating, and maintaining Redmond's transportation system is included in Section 12 – Technology Forward (forthcoming).

Redmond 2050 Policies that support strategy 5:

- **TR-3:** Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption.
- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-26**: Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.

Recommended Actions

Action 6A	Continue to invest in intelligent transportation systems and asset management systems to improve traffic safety and operations. (Public Works)
Action 6B	Evaluate emerging technologies such as V2X to determine how and when the city should promote deployment. (Planning, Public Works)

Strategy 7: Make timely investments to extend the life and performance of the street system

Neglected infrastructure can impose significant economic burdens on Redmond. Poor road conditions and deteriorating streets reduce productivity by increasing travel times and vehicle maintenance costs. Inadequate infrastructure also leaves communities vulnerable to extreme weather events, potentially causing extensive damage to the natural environment and disrupting local economies. These issues can lead to decreased property values, reduced business investments, and diminished overall economic growth, highlighting the critical importance of proactive infrastructure maintenance. It is imperative to make needed and timely investments in the street network infrastructure to minimize risk and increased costs. More specific maintenance-related discussion, strategies, and actions is included in Section 8 - Maintenance and System Preservation.

Redmond 2050 Policies that support strategy 7:

- **TR-7:** Maximize the safety benefits of transportation system maintenance.
- **TR-46:** Develop and maintain a detailed revenue forecast that funds the ongoing maintenance, operation, and delivery of the transportation system at an adequate level of service.

Recommended Actions

Action 7A	Use outputs from the new Citywide asset management systems to help plan for future capital investments and maintenance activities. (Public Works)
Action 7B	Use the asset management plan and associated data management systems to identify opportunities to bundle street and utility projects to reduce costs and minimize disruption to the transportation system. (Public Works)
Action 7C	Build resilient transportation infrastructure to withstand the effects of climate change. (Public Works)

Strategy 8: Preserve and add green infrastructure within Redmond's street network

Green infrastructure refers to natural vegetative systems and green technologies that provide economic, environmental, health, and social benefits. Green infrastructure within the street network includes trees, bioswales, bioretention cells, rain gardens, and permeable pavement. Green Infrastructure can provide a wide degree of ecological, social, and economic benefits for Redmond. These benefits include:

- Encouraging a varied and rich natural habitat
- Enhancing stormwater management using natural ecosystem functions and processes
- Contributing to more livable streets through improved aesthetics and urban cooling

Redmond 2050 Policies that support strategy 8:

- **TR-13: Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.**
- **TR-39**: Improve surface and groundwater quality by reducing stormwater runoff, minimizing impervious surface area from transportation facilities, providing water quality treatment for transportation facilities, and removing fish barriers.



Recommended Actions

Action 8A	Coordinate street improvements with the Stormwater and Surface Water System Plan to identify opportunities for green infrastructure and transportation project integration. (Public Works, Planning)

Strategy 9: Preserve and add tree canopy within the public right-of-way

Over 20 percent of Redmond's land area is public rights-of-way, most of which are developed with street infrastructure. Streets often have trees planted adjacent to sidewalks and it is within the City's development code to ensure that this is the case for all new street construction. Street trees offer many benefits from a transportation perspective, including encouraging motorists to drive slower, providing shade for people walking, and can even reduce maintenance costs by keeping street surfaces cooler and reducing temperature fluctuations. They also provide environmental benefits such as stormwater intercept and uptake, carbon sequestration, and reducing urban heat island effect. Lastly, there are numerous other community benefits that trees offer from increased property values to lower energy bills to noise abatement. Many mature trees in Redmond that were planted decades ago would now be considered the "wrong" species for the street environment due to their growth characteristics and structural integrity. Furthermore, many trees were planted in native soils not conducive to healthy tree growth in the constrained conditions typical of the street environment. As a result, these trees have caused sidewalk upheavals that contribute to inaccessible sidewalks, as well as damaged street and utility infrastructure. In some cases,large tree species were planted too close to intersections causing visual obstructions and requiring a high level of maintenance to maintain safety.

Redmond 2050 Policies that support strategy 9:

- **TR-78 Enhance green space, tree canopy, habitat quality, and natural drainage systems.**
- **TR-79**: Increase Redmond's tree canopy to 40% of city's land area by 2050.
- **TR-81**: Design and construct City capital projects to maximize tree canopy.
- **TR-84**: Require street trees along all arterial streets and along local streets designated in neighborhood policies. Select, place, and install street trees to maximize tree life, provide shade to sidewalk users, and reduce safety hazards.
- **TR-86**: Maintain and enhance a street tree maintenance program on arterial streets and City-owned trees.

Recommended Actions

Action 9A	Adopt a street tree preservation policy and formal evaluation process for all capital projects and development projects where there are mature street trees that requires an evaluation of the full street tree value and determination of appropriate preservation measures, which could include relocating the tree, replacing the tree with one or more minimum 20 inch dbh tree, or contributing to the planting of trees in a proximate location.
Action 9B	Evaluate the use of rubber pavers or other adaptable surfaces around trees as a flexible solution for maintaining accessibility while promoting mature tree health. (Parks, Public Works)
Action 9C	Bring street trees into the asset management system. (Public Works)





PEDESTRIAN PLAN

Transportation Master Plan

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.

INTRODUCTION

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)

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. (Redmond 2050 FW-TR-2)
- Strategies in this section supporting the Guiding Principle of Resilience include: Strategy 3, Strategy 6, Strategy 7

SUSTAINABILITY

- The pedestrian network creates low-impact, self-sufficient transportation that minimizes dependence on fossil fuel and enhances public health. (Redmond 2050 FW-TR-4)
- Strategies in this section supporting the Guiding Principle of Sustainability include: Strategy 1

EQUITY & INCLUSION

- Accessible curb ramps, traffic-calming measures, and Americans with Disabilities Act (ADA)-compliant pathways ensure mobility for all residents. (Redmond 2050 TR-10)
- Strategies in this section supporting the Guiding Principle of Equity include: Strategy 2, Strategy 4, Strategy 5, Strategy 8, Strategy 9

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 way finding 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
	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	Guide strips, detectable warning surfaces, and safety barriers
	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

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 section.

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, Redmond used 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 Section 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 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

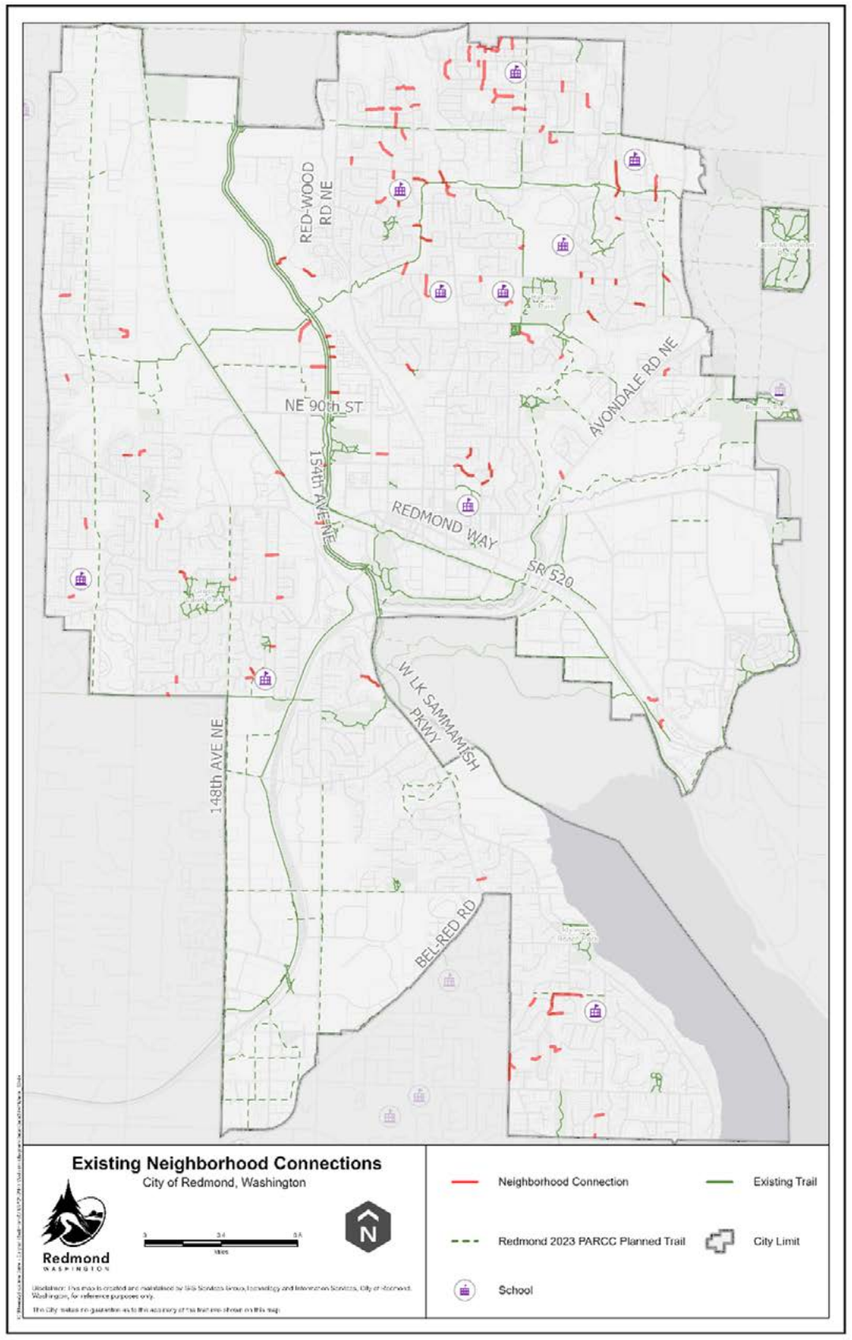
Ownership Agency	Paved Trail (miles)	Soft Surface Trail (miles)
Washington State Department of Transportation (WSDOT)	5	0
King County	9	3
City of Redmond	16	23
Other (i.e. City of Bellevue)	0.5	2

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

FIGURE 1 | NEIGHBORHOOD CONNECTION IN EDUCATION HILL



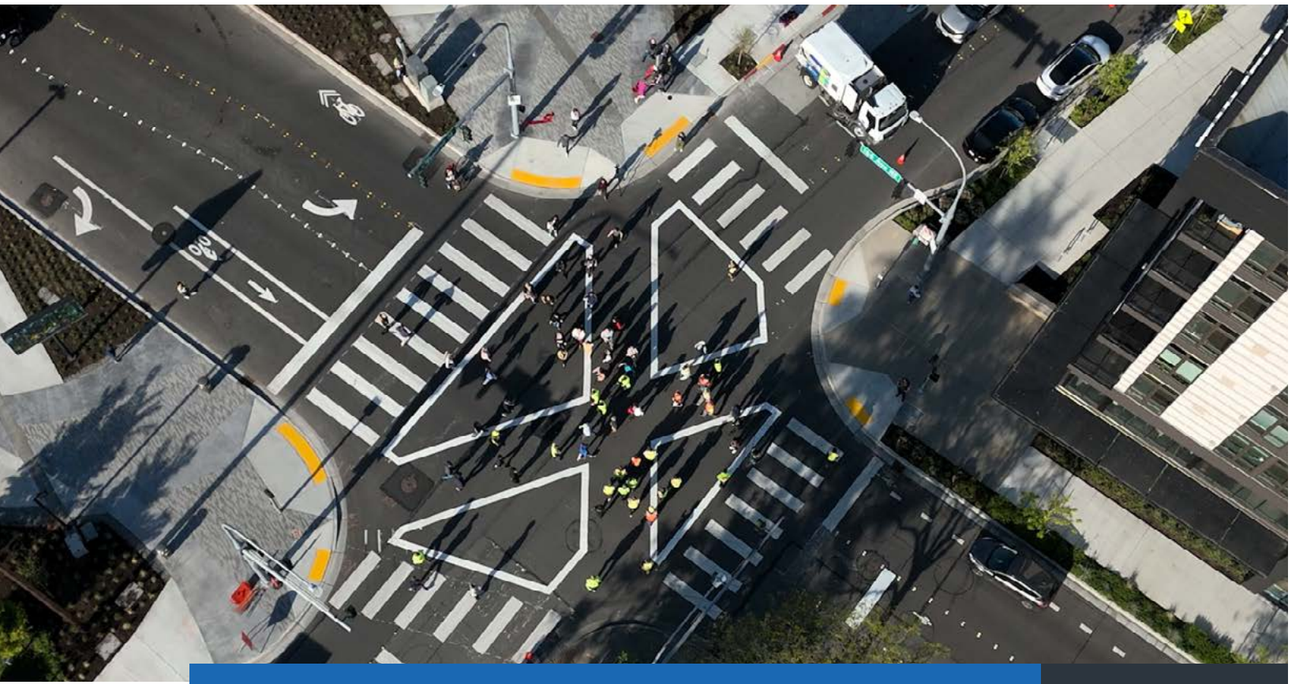
FIGURE 2 | NEIGHBORHOOD CONNECTIONS



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). Low-stress pedestrian crossings (LSPCs) are marked crosswalks that include signalized intersections, roundabouts, Rectangular Rapid Flashing Beacon (RRFB) crossings, High Intensity Activated Crosswalk (HAWK) signal crossings, all-way stop control (AWSC) intersections, and may also have geometric features such as raised crossings, curb extensions or crossing islands that reinforce pedestrian visibility, reduce crossing distance and achieve better driver compliance with stopping for pedestrians entering or walking in a crosswalk.

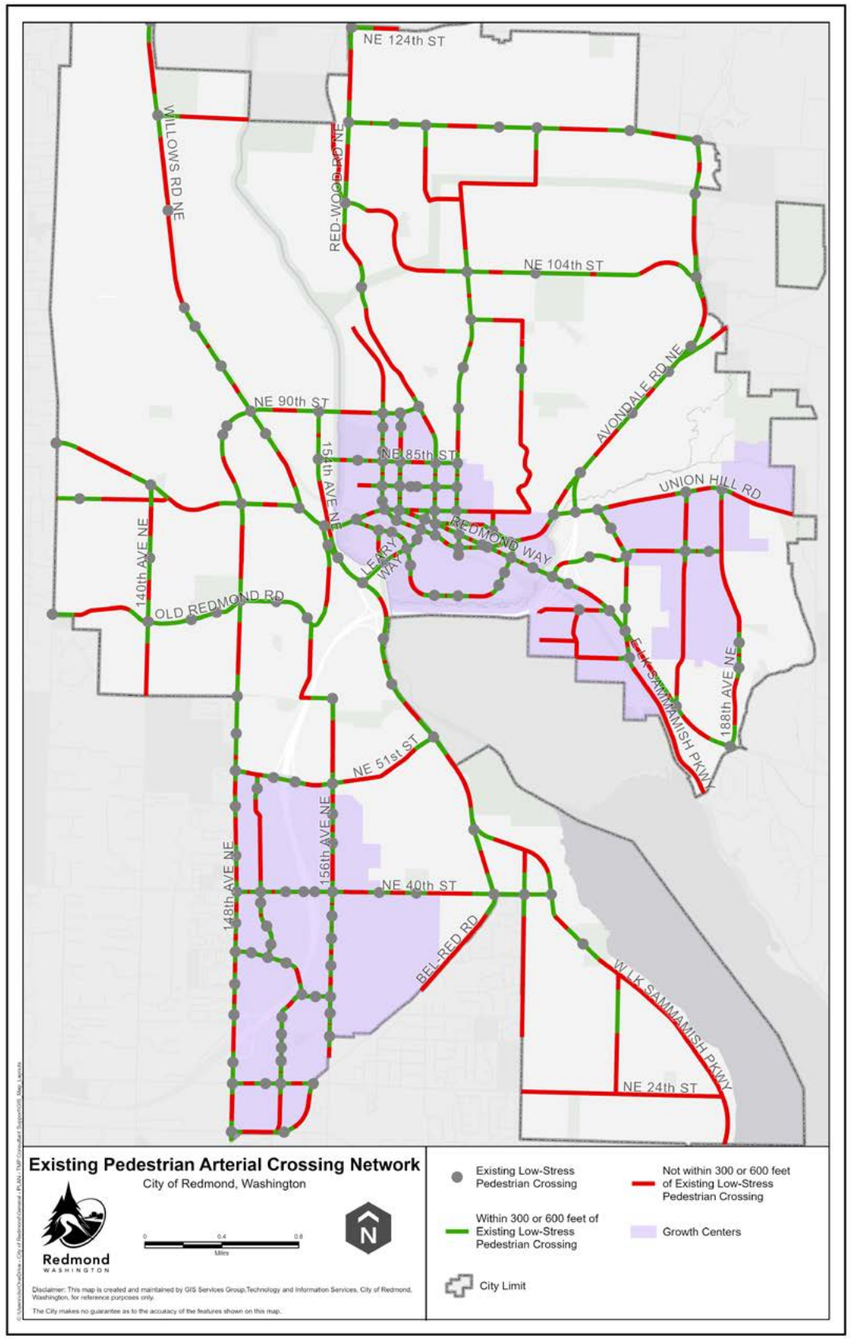
Redmond's current network of LSPCs includes 112 signalized intersections, 40 existing RRFB crossings, and two HAWK signal crossings. This inventory was taken for intersection crossings and does not include highway crossings such as pedestrian bridges.

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.

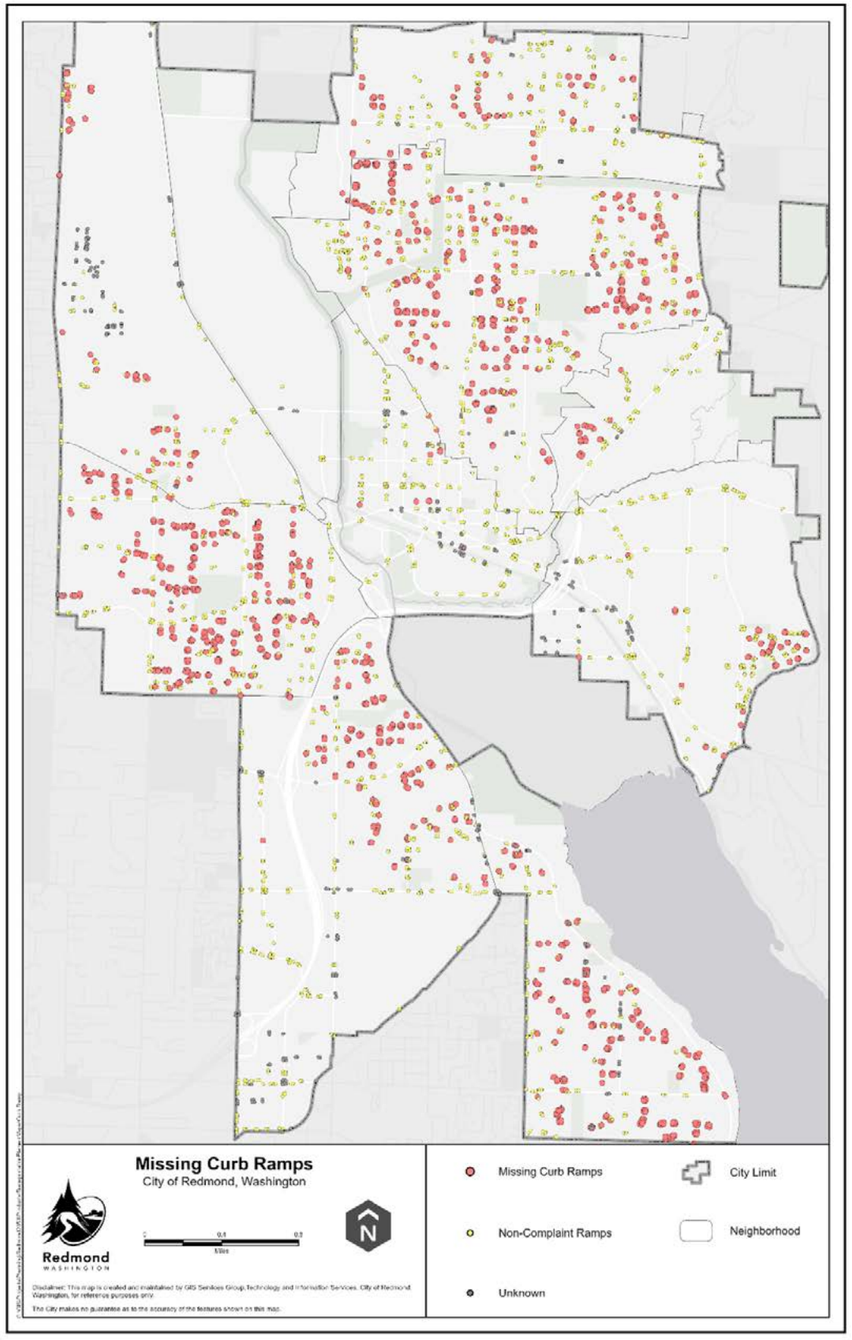
Compliant Curb Ramps
Compliant curb ramps meet all ADA standards, including proper slope, width, landing area, alignment, and the presence of detectable warning surfaces. These ramps ensure accessibility and safety for all users, including those with mobility impairments or visual disabilities.

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. Section 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. The 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 Section 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.


Pedestrians

STRATEGIES AND ACTIONS

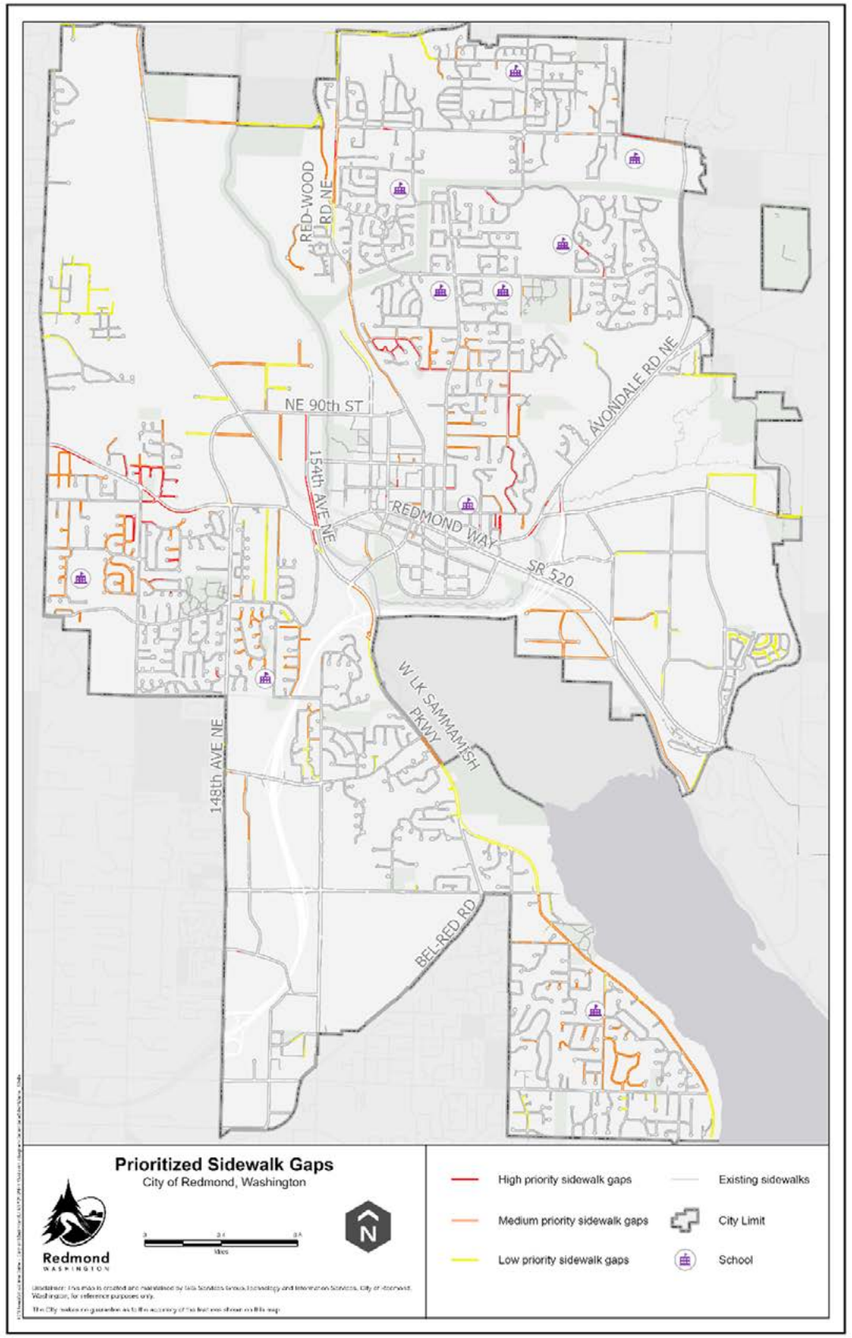
Strategy 1: Complete Redmond's pedestrian network by filling sidewalk gaps and prioritizing new connections

The City's strategic focus on completing connected pedestrian networks in neighborhoods and urban centers to provide direct access to transit, schools, employment, and services will improve safety and reduce reliance on 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. The City's goal is to provide safe and comfortable pedestrian facilities along all streets with traditional sidewalks or alternative sidewalk strategies. A discussion of sidewalk alternatives can be found in Strategy 5 below. 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:

- **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.

- **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 1A	Complete the citywide pedestrian network by filling sidewalk gaps. (Public Works, Planning)
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. (Public Works)

Strategy 2: Construct prioritized low-stress pedestrian crossings

Low-stress pedestrian crossings (LSPCs) are marked crosswalks that include signalized intersections, roundabouts, Rectangular Rapid Flashing Beacon (RRFB) crossings, High Intensity Activated Crosswalk (HAWK) signal crossings, all-way stop control (AWSC) intersections, and may also have geometric features such as raised crossings, curb extensions or crossing islands that reinforce pedestrian visibility, reduce crossing distance and achieve better driver compliance with stopping for pedestrians entering or walking in a crosswalk. 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 existing LSPCs exceeds 300 feet within urban centers or 600 feet outside of urban centers, one or more new LSPCs are recommended to be installed. Figure 6 shows the future pedestrian arterial crossing network including recommended priority LSPC locations. LSPC priorities are based on proximity to key destinations including frequent transit stops, or points of interest including schools, libraries, parks, and healthcare services. The addition of these recommended new LSPCs will improve network connectivity making it easier and safer for people to access transit and neighborhood destinations.

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

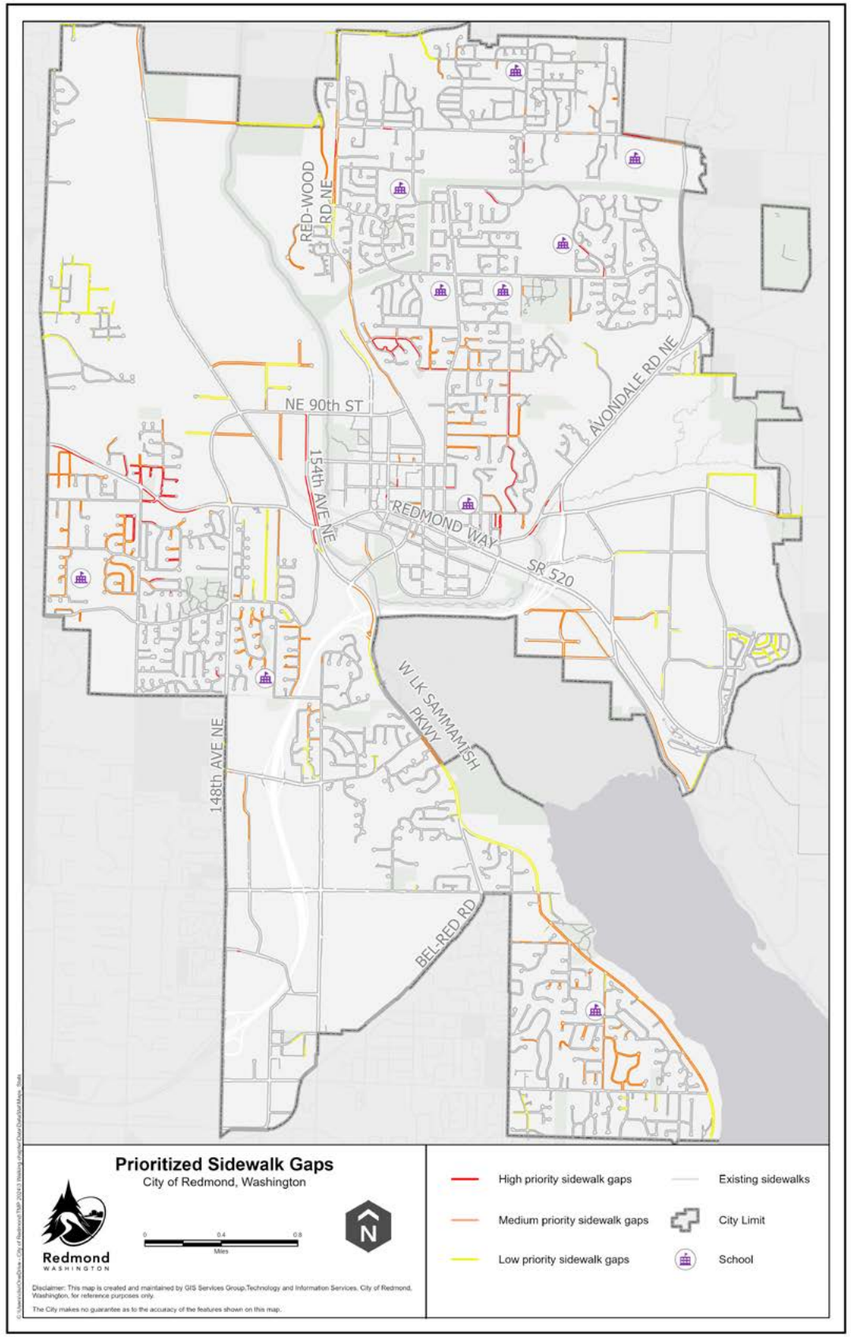


TABLE 5 | PRIORITY LOCATIONS FOR FUTURE LOW-STRESS PEDESTRIAN CROSSINGS

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 ParkPark	NE 24th Street	Intersection	NE 24th Street & 184th Avenue NE	No
4	Park	Westside Park	156th Avenue	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	Park	Heron Rookery	Leary Way	Midblock	Approximately 150 ft east of 159th Place	No
10	Park	Hartman Park	NE 104th St	Midblock	Approximately 618 ft east of 172nd Ave NE	Yes
11	Park	Marymoor Connector Trail	Redmond-Fall City Rd NE	Midblock	Approximately 437 ft northeast of Marymoor connector trail access	No
12	School	Redmond Elementary School	NE 80th Street	Intersection	NE 80th Street & 169th Avenue NE	Yes
13	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
14	School	John James Audubon Elementary School	180th Ave NE	Midblock	Approximately 437 ft north of NE 30th St	Yes
15	School	Redmond High School	NE 104th St	Midblock	Approximately 413 ft west of 178th Ave NE	Yes
16	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
17	High Frequency Bus Stop	Avondale Road NE & NE 85th Place	Avondale Road NE	Intersection	Avondale Road NE & NE 85th Place	No
18	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
19	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
20	High Frequency Bus Stop	Future Transit Stop - Route 269	NE 70th Street	Intersection	NE 70th Street & 176th Avenue NE	No
21	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
22	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
23	High Frequency Bus Stop	NE Redmond Way & 140th Avenue NE	Redmond Way	Intersections	Redmond Way & 139th Avenue NE	No
24	High Frequency Bus Stop	NE Redmond Way & 145th Avenue NE	Redmond Way	Intersection	Redmond Way & 145th Avenue NE	No
25	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
26	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
27	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
28	High Frequency Bus Stop	148th Avenue NE & NE 61st Way	148th Avenue NE	Intersection	148th Avenue NE & NE 61st Court/NE 61st Way	No
29	High Frequency Bus Stop	148th Avenue NE & NE 66th Street	148th Avenue NE	Intersection	148th Avenue NE & NE 66th Street	No
30	High Frequency Bus Stop	NE Old Redmond Road & 147th Court NE	Old Redmond Road & 147th Court NE	Intersection	Old Redmond Road & 147th Court NE	No
31	High Frequency Bus Stop	NE Old Redmond Road & 137th Avenue NE	Old Redmond Road & 147th Court NE	Midblock	Old Redmond Road between 137th Avenue NE & 138th Avenue NE, approximately 100 ft east of 137th Avenue NE	Yes
32	High Frequency Bus Stop	NE 51st Street & 154th Avenue NE	NE 51st Street Court NE	Intersection	NE 51st Street & 154th Avenue NE/154th Place NE	No
33	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
34	High Frequency Bus Stop	NE 65th Street & 185th Avenue NE	185th Avenue NE	Intersection	185th Avenue NE & NE 65th Street	No
35	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
36	High Frequency Bus Stop	152nd Avenue between NE 20th Street and NE 24th Street	152nd Avenue NE	Midblock	152nd Avenue between NE 20th Street and NE 24th Street	No
37	High Frequency Bus Stop	Bear Creek Parkway & 168th Avenue NE	Bear Creek Parkway	Intersection	Bear Creek Parkway & 168th Avenue NE	Yes
38	High Frequency Bus Stop	151st Avenue NE & NE 90th Street	151st Avenue NE	Intersection	151st Avenue NE & NE 90th Street	Yes
38	Other	NE 104th St & 179st Ave NE	NE 104th St	Intersection	NE 104th St & 179st Ave NE	Yes

Redmond 2050 Policies Supporting Strategy 2:

- **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. (Public Works)
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. (Planning, Public Works)

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. For example, 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. (Public Works)
Action 3B	Include safe crossing behavior guidance as part of the city's SchoolPool program materials and general community safety messaging. (Planning, Communications)

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

As shown in Figure 2 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, or Special Purpose Pathways, 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:

- **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. (Public Works, Planning)
Action 4B	Maintain existing off-street neighborhood connections to meet and exceed ADA standards. (Public Works)
Action 4C	Identify locations where additional neighborhood connections would enhance connectivity. (Planning)

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

The City aims to provide safe and comfortable pedestrian facilities on all streets in Redmond, through conventional sidewalks (i.e., elevated above street grade with curb) or through sidewalk alternatives. As shown in Figure 5 above, there are sidewalk gaps throughout Redmond, which present barriers to comfortable pedestrian travel. Less than 10% of Redmond arterials have segments where there are no sidewalk facilities on either side of the street. More 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 that would require property acquisition to construct a sidewalk.

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:

- **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 and design guidance that considers vehicle speed, vehicle volume, roadway classification, land uses, environmental goals and constraints, and other factors. Couple this effort with development of a traffic calming toolkit and potentially a dedicated program that would fund and implement lower-cost safety improvements. (Public Works, Planning)

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

Pedestrian Priority Zones 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.

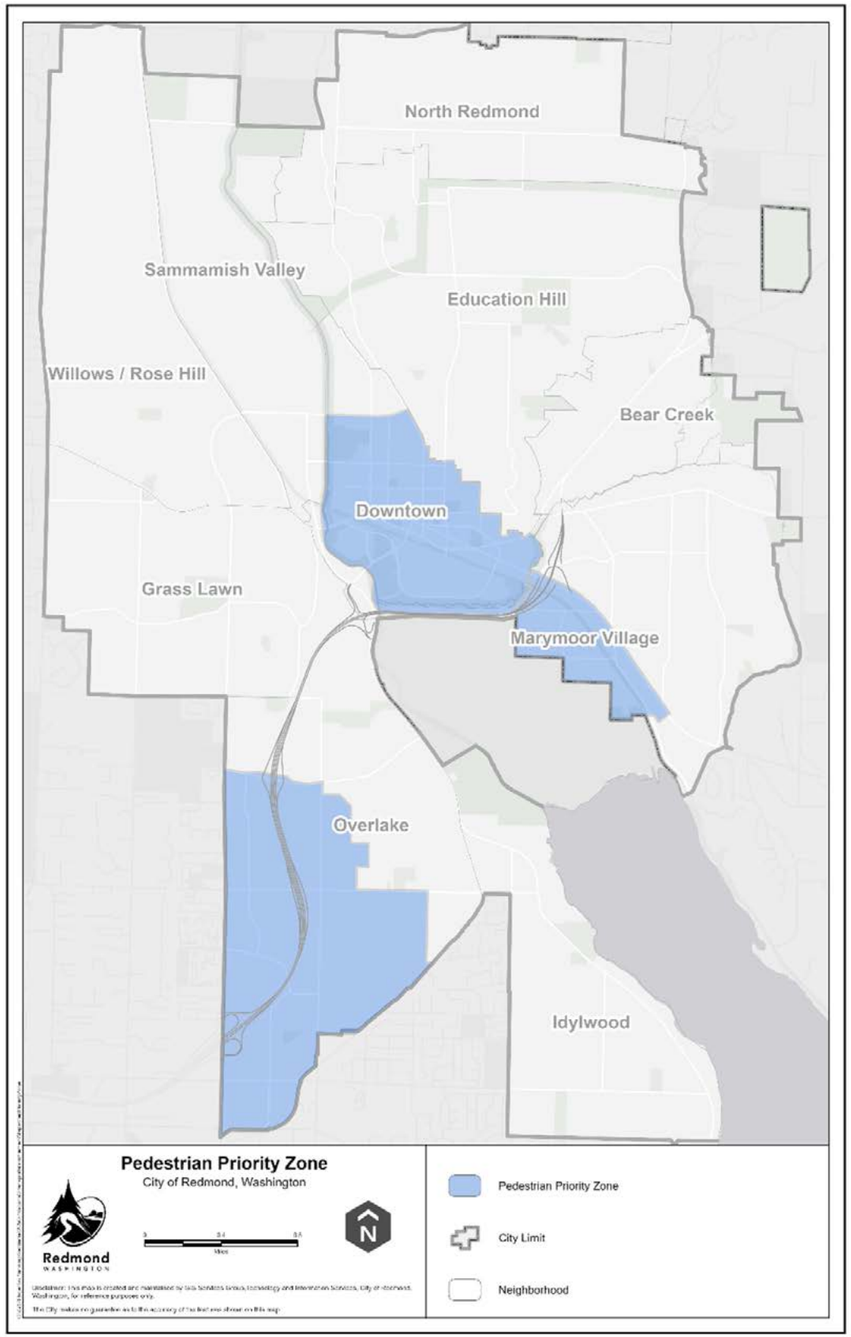
Designated Pedestrian Priority Zones overlap with Redmond's three Urban Centers: Downtown, Overlake, and Marymoor Village. While Pedestrian Priority Zones have been designated at least since 2013, and many improvements have been made to create inviting and safe pedestrian-oriented streets within Urban 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. The Pedestrian Priority Zones are intended to prioritize a comfortable pedestrian experience through street design and operational strategies, including the following:

- **Street design strategies:** traffic calming measures such as narrower streets, raised crossings, landscaping, and pedestrian-scale lighting
- **Operational strategies:** 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)

These street design and operational strategies are impactful in terms of creating an environment in which it is evident to all users that pedestrian mobility is prioritized over all other modes of travel. Prioritizing pedestrian mobility and safety aligns closely with the goals and recommendations 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:

- **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. (Public Works)
Action 6B	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. (Planning, Public Works)
Action 6C	Explore opportunities for increased frequency of temporary street closures in Redmond's centers for open street festivals and other events that highlight pedestrian priority. (Planning, Public Works)
Action 6D	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. (Police, Communications)

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

The City of Redmond is committed to creating a fully accessible transportation system. An ADA Transition Plan will serve as a strategic framework to identify, prioritize, and implement upgrades across the City's pedestrian network, including sidewalks, curb ramps, and signals. This plan will ensure 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:

- **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.
- **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. (Public Works, Planning)
Action 7B	Develop performance measures and processes to track the removal of accessibility barriers based on recommendations in the ADA Transition Plan. (Public Works, Planning)

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

Pedestrian lighting is an important component of the overall comfort and safety of a sidewalk or other walking facilities. 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,parks, and potentially along some shared use paths and neighborhood connections.

Redmond 2050 Policies Supporting Strategy 8:

- **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. (Public Works, Planning)
Action 8B	Complete the upgrading of HPS streetlights to LED streetlights along all school walking routes in Redmond. (Public Works)
Action 8C	Establish a prioritization process for pedestrian lighting upgrades citywide that includes frequent transit routes, parks, and other destinations that generate pedestrian activity. (Public Works, Planning)
Action 8D	Evaluate the provision of lighting on shared use paths and neighborhood connections utilizing best practices to reduce skyglow and environmental impacts. (Planning, Public Works)

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

Redmond's growth has resulted 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:

- **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. (Public Works) • 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. Ensure pedestrian infrastructure is fully restored following the completion of construction and that facilities are ADA-compliant.

Strategy 10: Improve consistency in pedestrian wayfinding signage

Clear and consistent wayfinding helps people navigate the transportation system. For people walking and biking, wayfinding can be especially helpful for understanding the best routes for getting to key destinations such parks, schools, transit, and shopping. As such, wayfinding can be an effective tool for encouraging active travel. 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 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 wayfinding approach will improve clarity and create a more intuitive experience for residents and visitors navigating the broader Eastside network.

FIGURE 8 | WAYFINDING SIGNAGE IN REDMOND



Redmond 2050 Policies Supporting Strategy 10:

- **TR-17:** 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	Based on results of citywide wayfinding effort, undergo a citywide pedestrian wayfinding signage update focusing on clarity and modernization and prioritizing key destinations including all four Redmond light rail stations. (Parks, Planning)
Action 10B	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.



BICYCLE PLAN

Transportation Master Plan

INTRODUCTION

Bicycling (and the use of other micromobility devices) will play a key role in creating a more sustainable, equitable, and livable Redmond. The bicycle provides a level of efficiency, affordability, accessibility, and freedom of movement unmatched by other forms of transportation while integrating easily with transit systems. Advancements in electric bike (e-bike) technology, affordability, and accessibility stand to further increase the importance of biking. The keys to unlocking the potential of bicycling in Redmond is to provide a bike network that most people feel safe using and conveniently connects people to where they need to go, and providing secure and convenient bike parking at destinations. By doing so, Redmond can encourage more people to bike more often while driving less.

What is Micromobility?

Micromobility refers to a range of small, lightweight devices operating at speeds typically below 15 mph. Micromobility includes both human-powered and electric scooters, bicycles, skateboards, one-wheels, hoverboards, cargo bikes, trikes and other similar devices. These devices offer flexible mobility and can provide efficient first-last mile connections to transit, and thus are an important component of Redmond's transportation system. In Redmond, micromobility devices are generally expected to operate within bikeways and trails, and not on sidewalks. While this section largely discusses bicycles, all network strategies pertain equally to micromobility.

HOW BICYCLING SUPPORTS REDMOND 2050 GUIDING PRINCIPLES

Equity and Inclusion

The Bicycle Network Strategy presented in this section will allow people of all ages and abilities to get from anywhere to everywhere by bicycle, or other micromobility device, safely, directly, and comfortably. In doing so, all Redmond community members will have an affordable, efficient, and healthy transportation option that complements other sustainable travel modes such as walking and transit.

Sustainability and Resilience

Redmond 2050 sets goals of a 50% reduction in per capita vehicle miles traveled (VMT)[1] and 71% reduction in transportation sector greenhouse gasses (GHG)[2] by 2050. The Redmond Environmental Sustainability Action Plan (2020) identifies intermediate targets to help move toward the 2050 goals. Namely, reducing GHG transportation emissions 50% by 2030 and reducing single-occupancy vehicle trips by 30% by 2025. Shifting trips from driving to biking can help Redmond achieve these goals and is a key objective of Redmond's Bicycle Strategy. Promoting new technologies such as the e-bike will create opportunities for increased mode shift away from motor vehicles (both internal combustion and electric). In addition to reducing VMT and GHG emissions, shifting more trips to active travel and public transportation will offer other benefits like reduced congestion, more community space, improved air quality, and improved public health.

[1] From 2017 levels.
[2] From 2011 levels.

FIGURE 1 | MICROMOBILIY SUCH AS E-SCOOTERS ARE A FLEXIBLE TRAVEL OPTION SUPPORTED BY THE BIKEWAY NETWORK.

Image Credit: City of Redmond



Goals and Performance Measures

Shifting vehicle trips to bicycling and micromobility is one component of a larger strategy to reduce vehicle miles traveled, particularly single occupancy vehicle trips. To shift trips from driving to biking, Redmond must expand and enhance its bikeway network and make biking an attractive choice, especially for short trips. The following outcome goals and related performance measures will be used to track and evaluate Redmond's implementation of this Bicycle Strategy, especially the development and expansion of the bikeway network.

Outcome Goal	Measures
Bicycle and micromobility mode share at 15% of all trips in urban centers by 2035	Bicycle and Micromobility mode share in Downtown Bicycle and Micromobility mode share in Overlake Bicycle and Micromobility mode share in Marymoor Village
Bicycle and micromobility mode share at 5% of all trips within city of Redmond by 2035	Bicycle mode share city wide for all trips
Connect all key destinations within the City with low stress bikeways by making consistent progress toward bicycle network completion by 2035	Network completion is expressed as the percent of planned bicycle network complete, including measures for spine network, local network, and total network completion.

BICYCLING IN REDMOND TODAY

Estimates from the 2022 American Community Study and Move Redmond's recent surveys of Redmond employees, suggest that only 2% of work trips are by bicycle. Researchers and practitioners have categorized people based on their confidence interacting with motor vehicle traffic while biking. While the percentage varies by community, a national survey found that about 5 out of every 10 adults in major urban areas, labeled as "Interested but Concerned" riders, would like to ride a bicycle but do not currently do so, primarily due to concerns about traffic safety.[4]

The 2024 Bicycle Friendly Community Public Survey[5] received over 300 responses from Redmond community members about their experiences using Redmond's bicycle network. Of the survey responders, approximately 70% ride a bike in Redmond. Survey respondents use bicycle travel for varying purposes in Redmond, with approximately 35% primarily taking transportation or utilitarian trips (commuting, running errands, etc.), approximately 30% primarily riding a bicycle for recreation or leisure, and approximately 25% primarily riding a bicycle for exercise or fitness.

The City of Redmond's focus for the development of the bicycle network is serving people of all ages and abilities, which means building bikeways that are comfortable for the Interested but Concerned population. This strategy will encourage more bicycle trips, which will advance the City's goals around VMT and GHG reduction, while creating a more equitable transportation system that provides affordable and healthy travel options.

[4] Dill, J, and Nathan McNeil, 2016, Revisiting the Four Types of Cyclists: Findings from a National Survey, Transportation Research Record: Journal of the Transportation Research Board, 2587, Retrieved from https://journals.sagepub.com/doi/10.3141/2587-11

[5] League of American Bicyclists 2024 Bicycle Friendly Community Public Survey

Existing Bike Network

Bicycle facility types in Redmond include:

- **Bicycle boulevard:** Streets with low vehicle traffic volumes and speeds, designed to give bicyclists priority by using signs, pavement markings, traffic calming, and improved crossings of arterial streets. They are also referred to as neighborhood greenways, slow streets, or bicycle priority streets.
- **Bike lane:** A portion of the street that has been designated for preferential or exclusive use by bicycles by pavement markings and, if used, signs
- **Buffered bike lane:** A bike lane with pavement markings delineating a buff er space between the bike lane and adjacent motor vehicle lane or parking lane. The buff er may include vertical elements (flexible posts, precast curbs, etc.) placed in the buff er space at regular intervals.
- **Separated bike lane:** A bicycle facility physically separated from vehicle traffic and distinct from the sidewalk. The physical separation includes a designed vertical element between the motor vehicle traffic and the bikeway; these vertical elements may include curb (i.e. the curb of a sidewalk or intermediate-level bike lane), concrete buff er curbs, parking, or other elements that provide similar levels of protection.
- **Shared lane:** A lane where vehicles and bicycles share operating space.
- **Shared use path:** A facility used by pedestrians, bicyclists, and other modes of active transportation in an exclusive right of way with minimal crossflow by motor vehicles.
- **Sidepath:** A facility used by pedestrians, bicyclists, and other modes of active transportation that is physically separated from vehicle traffic on a parallel street and is within the street right-of-way.

More information on bicycle facility design and characteristics can be found in the City of Redmond's Bicycle Facility Design Manual.

The existing bicycle network is comprised of 98.8 miles of bikeways[6] of varying condition and suitability for people of all ages and abilities. This includes:

- 73.5 miles of bicycle lanes (includes buffered bike lanes)
- 2.5 miles of separated bicycle lanes
- 4.2 miles of shared lanes/bicycle boulevard
- 15.2 miles of paved shared use pathways

In addition to the formal bike network, other streets in Redmond can serve people biking. At low volumes and speeds of traffic, many people feel safe and comfortable sharing the street with traffic or crossing the street in unmarked crossings. As traffic speed and volumes increase, their perception of safety degrades significantly, resulting in a feeling of increased stress and discomfort.

[6] Includes funded bikeways to be constructed by 2027, including NE 40th St and 156th Ave NE shared use paths.

Progress Made

Redmond has made notable progress in implementing important bikeway network connections over the past decade through both its capital investment program and requirements for new development. These investments include two new bridges over SR 520 at the Redmond Technology Center and Overlake Village light stations, substantial completion of the Redmond Central Connector, the striping of miles of bike lanes, and bringing e-bike/scooter share to the city. These accomplishments and others contribute to Redmond being the "Bicycle Capital of Washington", but there is much more work that needs to be done to honestly be able to claim that title. The work that needs to be done is the focus of this section.

Level of Traffic Stress

Redmond's existing bikeways were assessed to determine their relative level of comfort using a bicycle Level of Traffic Stress (LTS) analysis, which factors vehicle speeds, vehicle volumes and the degree to which bicyclists are separated from vehicle traffic.[7] Higher vehicle speeds and volumes and less separation between bicyclists and vehicles results in stress and discomfort for bicyclists and according to research and feedback received from the Redmond community.

The results of the LTS analysis based on 2024 conditions show that 79% of existing designated on-street bikeway miles are high stress.[8] That means many of the major bicycle connections in Redmond are LTS 3 or 4. Research and real world examples show that LTS 1 and 2 bikeways are what will get a greater proportion of the population to feel comfortable bicycling.

What is Level of Traffic Stress?

The Level of Traffic Stress (LTS) analysis, based on a methodology developed by Mekuria, Furth, and Nixon (2012), is a system that rates road segments or crossings based on the level of stress they place on bicyclists, ranging from LTS 1 (minimal stress) to LTS 4 (high stress). LTS 1 and 2 are considered suitable for most bicyclists, including children and Interested but Concerned riders, as they involve minimal interaction with traffic. LTS 3 and 4 are for more confident bicyclists, with LTS 4 being the most stressful, requiring high levels of skill and tolerance for high-speed traffic. The overall LTS for a route is determined by the highest stress level encountered along the route's segments.

The updated Redmond Bicycle Facility Design Manual (2023) designates the "Interested but Concerned" bicyclist as the design user. Recent bikeway network investments reflect the City's focus on building out a low-stress network, including separated bicycle lanes recently constructed on 156th Avenue NE and 152nd St Avenue NE, the protected intersection at 152nd Avenue and NE 24th Street, shared use path on NE 40th St, and the pedestrian and bicycle bridge connections to the Overlake Village Light Rail Station and the Redmond Technology Light Rail Station.

[7] Mekuria, Maaza C. , Peter G. Furth, and Hilary Nixon. 2012. "LOW-STRESS BICYCLING and NETWORK CONNECTIVITY." Https://Transweb.sjsu.edu/Sites/Default/Files/1005-Low-Stress-Bicycling-Network-Connectivity.pdf. Mineta Transportation Institute. May 2012.

[8] Includes funded bikeways to be constructed by 2027.

FIGURE 2 | SEPARATED BIKE LANES LIKE THIS ONE ON 156TH AVE NE PROVIDE A HIGHER LEVEL OF COMFORT AND SAFETY AND ATTRACT BICYCLISTS OF ALL AGES AND ABILITIES.

Image Credit: City of Redmond

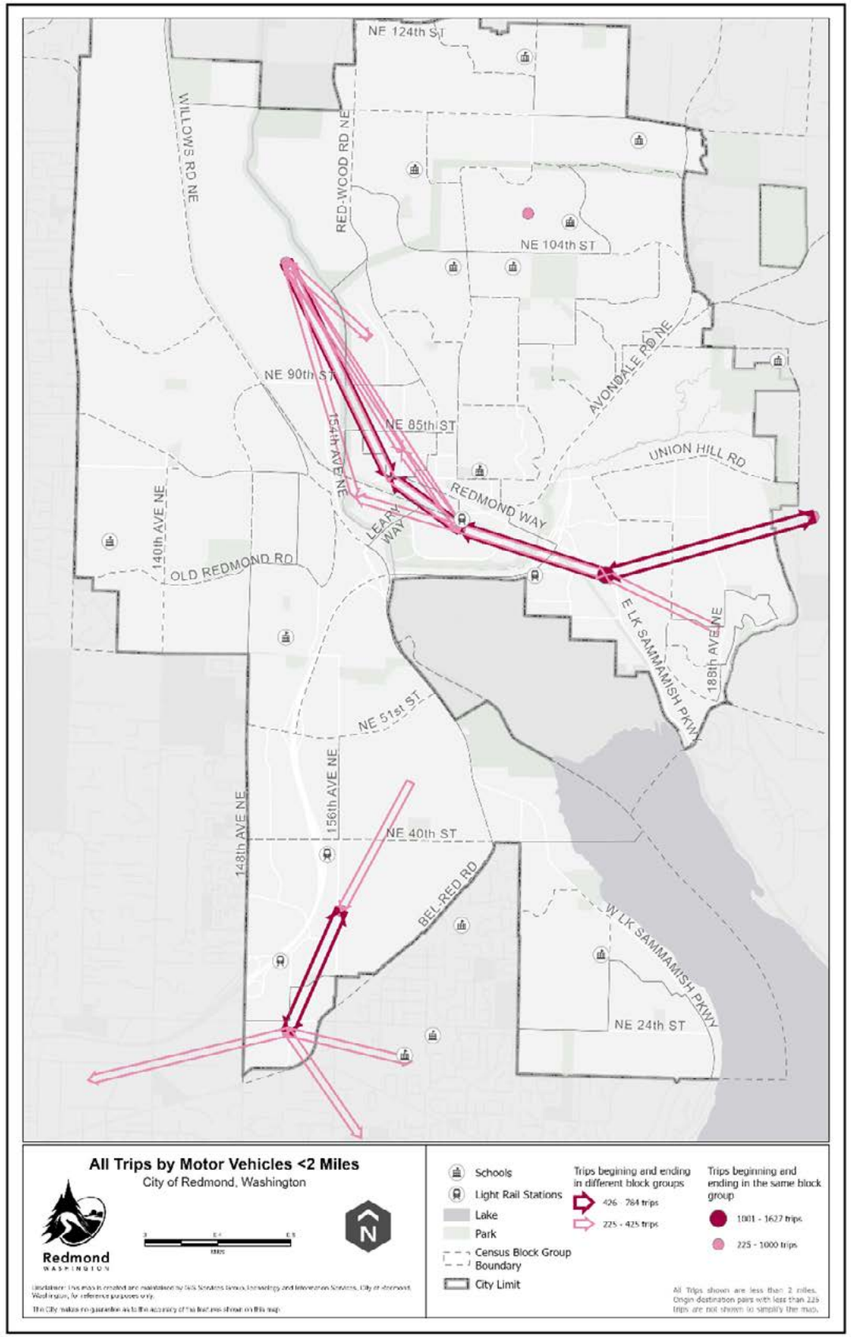


OPPORTUNITIES FOR SHIFTING TRIPS FROM VEHICLES TO BICYCLES AND MICROMOBILITY

Converting short motor vehicle trips of less than 2 miles to bicycling and micromobility offers a significant opportunity to reduce Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions.

In Redmond, areas with high numbers of short motor vehicle trips have been identified as key locations for targeted policies and infrastructure improvements that can encourage a shift from motor vehicle trips to more sustainable modes of transportation such as bicycling, micromobility, walking, and transit. As shown in Figure 3 the data suggests that Downtown Redmond, Overlake, and Southeast Redmond are the primary destinations for short motor vehicle trips under 2 miles. These areas, and routes connecting to these areas, are ripe for improved bicycle connections to facilitate access to the new light rail stations and other destinations and reduce reliance on motor vehicles.

FIGURE 3 | AREAS WHERE MOST TRIPS UNDER TWO MILES OCCUR IN REDMOND



COURAGING MORE PEOPLE TO BICYCLE

When people are faced with the choice of whether to bike or take another mode of transportation for a trip, research suggests that there are several major categories of reasons that influence people's choice. These reasons may include:

- Physical ability
- Seeing people biking
- Understanding benefits
- Automobile ownership
- Weather
- Topography
- Trip length
- Bicycle ownership or presence of bikeshare
- Traffic stress along the entire route
- Crashes
- Personal skill level
- Personal security
- Theft
- Access to transit

The relative weight between the above factors will vary by a person's individual needs and abilities. However, the aforementioned research indicates that the Interested but Concerned population (about half of all people) cite **traffic safety concerns as the main barrier to bicycling more**, and cite low-stress infrastructure (LTS 1 or 2) as the types of bikeways they feel comfortable using. This indicates that to increase bicycle mode share among the largest group of potential bicyclists, people need access to safer, lower-stress bicycling facilities.

Peer City Focus: Palo Alto, CA

The City of Palo Alto is similar to Redmond in terms of demographics, size and having an abundance of tech companies. Palo Alto is a Gold Bicycle Friendly Community and is currently updating its Bicycle and Pedestrian Transportation Plan (BPTP) to be completed in 2025.

Many of Palo Alto's proposed BPTP Update programs align with Redmond's TMP strategies and actions, including: developing a wayfinding plan, conducting an inventory of bike parking and monitoring bike parking usage, and implementing a proactive speed management program to lower speed limits and design speeds on streets within the city's bike network. Additionally, Palo Alto continues to focus on building high-comfort bikeways, especially as first/last mile connections to rapid transit at Caltrain stations. Palo Alto's Traffic Calming Program identifies speed management and multimodal safety measures that can be implemented quickly, and the City is prioritizing the addition of staff to this program who can focus on administering quick-build efforts.

The 2024 Bicycle Friendly Community Public Survey asked respondents what their top priorities would be to make Redmond a better community for bicyclists. Three key themes emerged: providing more bicycle lanes and bicycle paths, improving existing bicycle lanes to add protection for cyclists, and reducing vehicle speeds. Of the approximately 300 responses, 234 listed additional bike paths or bike lanes as a high priority, 179 listed improving existing bike lane protection, and 77 listed reducing vehicle speeds or providing traffic calming options. This data enforces that increasing bike lane milage and bike lane protection (e.g., making bike lanes more comfortable/less stressful) are high priorities for community members.

[9] Schneider, Robert J. "Theory of Routine Mode Choice Decisions: An Operational Framework to Increase Sustainable Transportation." Transport Policy, vol. 25, 2013, pp. 128–137., doi:10.1016/j.tranpol.2012.10.007.

[10] Sanders, Rebecca L., and Belinda Judelman. "Perceived Safety and Separated Bike Lanes in the Midwest: Results from a Roadway Design Survey in Michigan." Transportation Research Record: Journal of the Transportation Research Board, vol. 2672, no. 36, 2018, pp. 1–11., doi:10.1177/0361198118758395.

[11] League of American Bicyclists, 2024 Bicycle Friendly Community Public Survey

STRATEGIC APPROACH TO INCREASING THE NUMBER OF PEOPLE BICYCLING

Cities around the world have achieved their goals to increase the number of bicycling trips (i.e., mode shift) by applying focused strategies to improve bicycle network connectivity and comfort. While some of the examples that are show cased in this section may differ in size or urban form from Redmond, the commonality they all share is they have moved the needle in creating a more connected, high comfort bicycle network or have policies or programs that have increased bicycle ridership. These strategies can be wholly or partially applied in Redmond to significantly increase bicycle ridership.

Strategy 1: Convert Short Trips to Bicycle Trips

Focusing on providing bicycle infrastructure to serve trips under approximately 2 miles in length can maximize the mode shift return on investment. Short trips between 0.5 – 2 miles is a distance range where bicycling and micromobility can be the preferred mode of transportation, as they can be faster and more flexible than driving or using public transit and more time competitive than walking. Making biking (and micromobility) the most convenient choice for these short trips will encourage more people to bicycle and maximize the City's return on investment of bicycle infrastructure, reduce vehicle trips, and reduce GHG emissions. Complementary land use policies that support mixed use development and neighborhood siting of educational and care- facilities provides residents access to a variety of nearby destinations that are easier to get to by bicycle. Redmond 2050 embraces this "complete neighborhood concept" and expands mixed-use development opportunities throughout the city.

Short Trip Focus

Austin's 2014 and 2023 Bicycle Plans focused on expanding bicycle facilities on routes with high concentrations of short trips in central Austin as well as to destinations such as schools, parks, business, and shopping districts in neighborhoods throughout the city. Protected bicycle lanes to transit stations and secure bicycle parking at these stations support linking shorter bicycle trips with longer trips on transit. Separated bicycle facilities, urban trails, and "quiet streets" with traffic calming devices for motor vehicles and wayfinding signage for bicyclists are key features of Austin's bicycle infrastructure.

Recommended Actions

Action 1A	Prioritize bike infrastructure investments in areas where most short trips are occurring (Downtown Redmond, Overlake, and Southeast Redmond)
Action 1B	Implement Redmond 2050 land use policies that reduce distances between residences and destinations that serve people's every day needs and support: • Higher residential densities • Transit-oriented development • Mixed-use development • Reduced parking requirements
Action 1C	Support Transportation Demand Management (See Section 10) and Safe Routes to Schools programs that encourage bicycling and walking, and reduce traffic volumes around schools. [12]

[12] "City of Austin Bicycle Plan." 2023. https://www.austintexas.gov/sites/default/files/files/Transportation/Adopted%202023%20Bicycle%20Plan_FULL.pdf.

FIGURE 4 | BICYCLING AND MICROMOBILITY ARE EASY AND FLEXIBLE WAYS TO ACCESS THE SERVICES AND AMENITIES OFFERED BY MIXED USE DEVELOPMENT

Image Credit: City of Redmond



Bicyclist Safety

Building safe bicycle infrastructure and reducing vehicles speeds are the most effective strategies for making bicycling a safe mode of transportation. Good bikeway design and slower vehicle speeds promote safe interactions between bicyclists, micromobility users, pedestrians, and vehicles. Education does have a role to play in bicycle safety and should be focused on basic bicycle handling skills, understanding laws, e-bikes, and familiarizing people with new bicycle infrastructure such as bicycle signals, bike boxes, separated bike lanes, etc. Section 10 – Transportation Demand Management includes actions that address bicycle safety education (also as means of encouraging bicycling) and the Safer Streets Action Plan also includes an action focused bicycle safety.

Strategy 2: Connect to Light Rail and Bus

Creating low-stress bikeway connections to bus stops and light rail stations is an impactful "first-last mile" strategy to increase access to transit for both local and regional trips.

The new Overlake Village, Redmond Technology, Downtown Redmond, and Marymoor Village light rail stations are fantastic opportunities to connect bicycling with transit. Projected ridership of the East Link extension is 43,000-52,000 daily riders by 2026[13] . Building bicycle facilities that connect with these stations will expand the catchment area of the stations, help form new habits for light rail passengers to reach the station by bicycle and help grow transit ridership. Bicycle facilities that connect stations to destinations such as grocery stores, daycare centers, and schools will allow for trip chaining en route between transit and residences. These facilities are prioritized for implementation as described later in this section.

All Sound Transit and King County Metro buses have bicycle racks on which riders connecting by bicycle can place their bikes to have them transported to their destination. Ensuring that bus stops are accessible by the low-stress bikeway network can encourage bike to bus and bus to bike trips, particularly for more regional bus trips.

Recommended Actions

Action 2A	Prioritize high-comfort bicycle facilities that connect to light rail and bus stops.
Action 2B	Provide sufficient secure bicycle parking at transit centers and mobility hubs (see Section 6 - Transit).
Action 2C	Ensure consistent availability of bike/scooter share at Transit Centers.

[13] "Downtown Redmond Link Extension | Project Map and Summary | Sound Transit." Www.soundtransit.org, www.soundtransit.org/system-expansion/downtown-redmond-link-extension.
Kager, Roland. 2022. Review of The Bike+Train Land-Use/Transportation System. Presented at the Planning the Cycling City Summer Course, July 2022.
"Renting the OV-Fiets | Door to Door | NS." n.d. Dutch Railways. https://www.ns.nl/en/door-to-door/ov-fiets.

FIGURE 5 | THE NEW REDMOND TECHNOLOGY STATION BRIDGE CONNECTS BIKEWAYS, TRANSIT, AND EMPLOYMENT CENTERS

Image Credit: City of Redmond



Strategy 3: Promote E-Bikes and E-Scooters

The growing popularity of electric bikes (e-bikes) can be attributed to their ability to overcome challenging terrain and cover longer distances, making them a viable alternative to motor vehicles. The City of Redmond currently has a contract with a vendor that provides e-scooters and e-bikes for rent throughout the city. This service has proven to be very popular, with over 282,000 rides completed since the pilot program began in 2019. The median distance per trip has increased from 0.5 miles in 2020 to 0.9 miles in 2024, proving that Redmond's Shared Micromobility program is a viable first-last mile transportation mode.

Personal e-bike ownership is rapidly growing in the US and is expected to grow more than 15 percent annually between 2023 and 2030[14]. The rate of e-bike adoption (and its impact on greenhouse gas emissions and vehicle miles traveled) depends on the cost of e-bikes, individual choices, and the provision of infrastructure that is safe and comfortable for e-bike users.

[14] U.S. E-bike Market Size, Share & Trends Analysis Report By Propulsion Type, By Drive Type, By Application, By Battery, By End-use (Personal, Commercial), And Segment Forecasts, 2023 - 2030

An e-bike lending libraries is a strategy Redmond should explore to provide opportunities for more people to see what it is like to ride an e-bike. Such libraries lend e-bikes for an extended period of time (typically 1 to 3 months) so people can experience an e-bike and have time to use it for a variety of trip purposes to discover how they can effectively integrate an e-bike into their daily travel demands.

Another way the City of Redmond can further influence e-bike adoption by providing financial incentives for people to purchase e-bikes. The Rocky Mountain Institute (RMI) developed a calculator that allows users to explore the potential benefits of e-bike incentives of various funding amounts and time horizons. The table below illustrates potential incentive scenarios and anticipated outcomes in terms of reductions in vehicle miles traveled and greenhouse gas emissions.

The RMI calculator estimates that replacing 25% of weekly car trips under 3 miles and 10% of trips under 5 miles with e-bikes over the next 10 years could reduce CO2 emissions and vehicle miles traveled (VMT) by 17% in Redmond. This tool can help Redmond assess the potential impact of various e-bike incentive programs. For example, with an annual $150,000 incentive over 10 years, annual citywide GHG reduction equates to approximately 3%. When annual incentives increase to $500,000 and $1,000,000 over 10 years, GHG reduction increases to 9% and 17%, respectively. More details are included in the appendix of the report.



E-bike

E-Bike Incentives

Denver has gained recognition for its successful e-bike incentives. The city launched an e-bike voucher program in April 2022, offering $400 vouchers for all residents and up to $1,200 for income-qualified individuals, with additional funds for e-cargo bikes. Since its launch, Denver has invested $4.7 million, providing vouchers to 4,734 residents.

A survey of recipients suggested notable changes in transportation habits, with participants riding an average of 26 miles per week and replacing 3.4 vehicle trips, collectively reducing vehicle miles traveled by 100,000 miles per week. Lower-income recipients were particularly active, averaging 32 miles per week.

Washington State DOT is launching its own e-bike rebate program in 2025. This program will offer qualifying applicants rebates for either $1,200 or $300 depending on household income. They expect to give out about 8,500 vouchers, an amount far less than expected demand.

Recommended Actions

Action 3A	Support the establishment of e-bike lending libraries.
Action 3B	Offer financial incentives for e-bike purchase at time of purchase.[15] • Prioritize extensive and early outreach about e-bike incentive programs among lower income populations. • Keep the e-bike incentive program application process simple and easy. • Leverage relationships with local bike shops to support e-bike incentive program rollout and promote local purchase of e-bikes. • Make a plan for how to collect data from individuals once they have purchased the e-bike.[16]
Action 3C	Develop safety and etiquette campaign that targets e-bike users and clarifies laws and possible enforcement actions around e-motorcycles. Bicycle safety education is discussed more in Section 10 – Transportation Demand Management and the Safer Streets Action Plan.

[15] If e-cargo bikes receive a different level of incentive, try to make the definition of e-cargo bike as objective as possible.

[16] City and County of Denver et al. Review of Denver's 2022 Ebike Incentive Program Results and Recommendations.

FIGURE 6 | SHARED E-SCOOTERS AND E-BIKES ARE INCREASINGLY POPULAR IN REDMOND

Image Credit: City of Redmond



Strategy 4: Implement a High Comfort, Spine Network

The Spine Network (Figure 14) provides the primary, most direct connections between all of Redmond's neighborhoods and one or more Urban Centers. It is envisioned to be comprised of high comfort bikeways (level of traffic stress 1 and 2), including trails such as the Redmond Central Connector, Sammamish River Trail, and East Lake Sammamish Trail, separated bike lanes such as 156th Ave NE and Bel Red Rd, and bicycle boulevards such as 150th Ave NE in the Grass Lawn neighborhood.

Implementation of the Spine Network is a high priority as these routes are expected to have the highest return on investment in terms of ridership given their directness to the major destinations people want to connect to. Some corridors on the Spine Network will take longer to implement due to costs while other segments can be more rapidly implemented using low-cost, "quick-build" materials. See Bicycle Network Strategy below.

Bicycle wayfinding and enhanced lighting along bikeways and shared use paths are investments that can increase the appeal of biking. Wayfinding signage helps direct bicyclists to key destinations. Good lighting and visibility at bicycle parking areas, on shared use trails, and at intersections will help enhance safety, personal security, and comfort.

Recommended Actions

Action 4A	Complete "Spine Network" to include 100% high comfort bicycle facilities by 2035.
Action 4B	Install wayfinding, lighting, and other features such as lean bars, bicycle near-side signals to enhance safety and comfort on the Spine Network.
Action 4C	Install traffic diverters and traffic calming interventions on bike boulevards to complete local neighborhood network.
Action 4D	Craft tailored messaging with compelling case studies and data to support bike network build out, especially when tradeoffs might be involved.[17]
Action 4E	Deploy quick build and pilot projects.[18]
Action 4F	Evaluate quick build and pilot projects, iterate designs as needed.
Action 4G	Develop effective maintenance strategies for all bikeways (See Section 8-Maintenance and Preservation).
Action 4H	Update quick build and pilot projects with more durable, permanent infrastructure.
Action 4I	Update the Bicycle Wayfinding Design Manual (2015) to align with current best practices and design standards.

[17] "The Final Mile." 2022. Peopleforbikes.org. 2022. https://finalmile.peopleforbikes.org/.

[18] Streetfilms®. 2019. "Jersey City Uses Surveys, Rides & Tactical Urbanism to Generate a Bike Master Plan." YouTube. August 15, 2019. https://www.youtube.com/watch?v=G3I1_ud5c94.

FIGURE 7 | QUICK BUILD MATERIALS SUCH AS THESE "ARMADILLOS" ON THE 150TH AVE NE BIKE LANE CAN BE USED TO ROLL OUT NEW HIGHER COMFORT BIKEWAYS MORE RAPIDLY

Image Credit: City of Redmond



Quick Build, Funding, and Communication

Jersey City, New Jersey, successfully implemented 10 miles of protected bike lanes in one year using quick-build materials, completing about a quarter of its planned bike network. Seattle used similar techniques for a rapid roll out of separated bike lanes on 2nd and 4th Avenues, with 4th Avenue recently receiving a permanent upgrade.

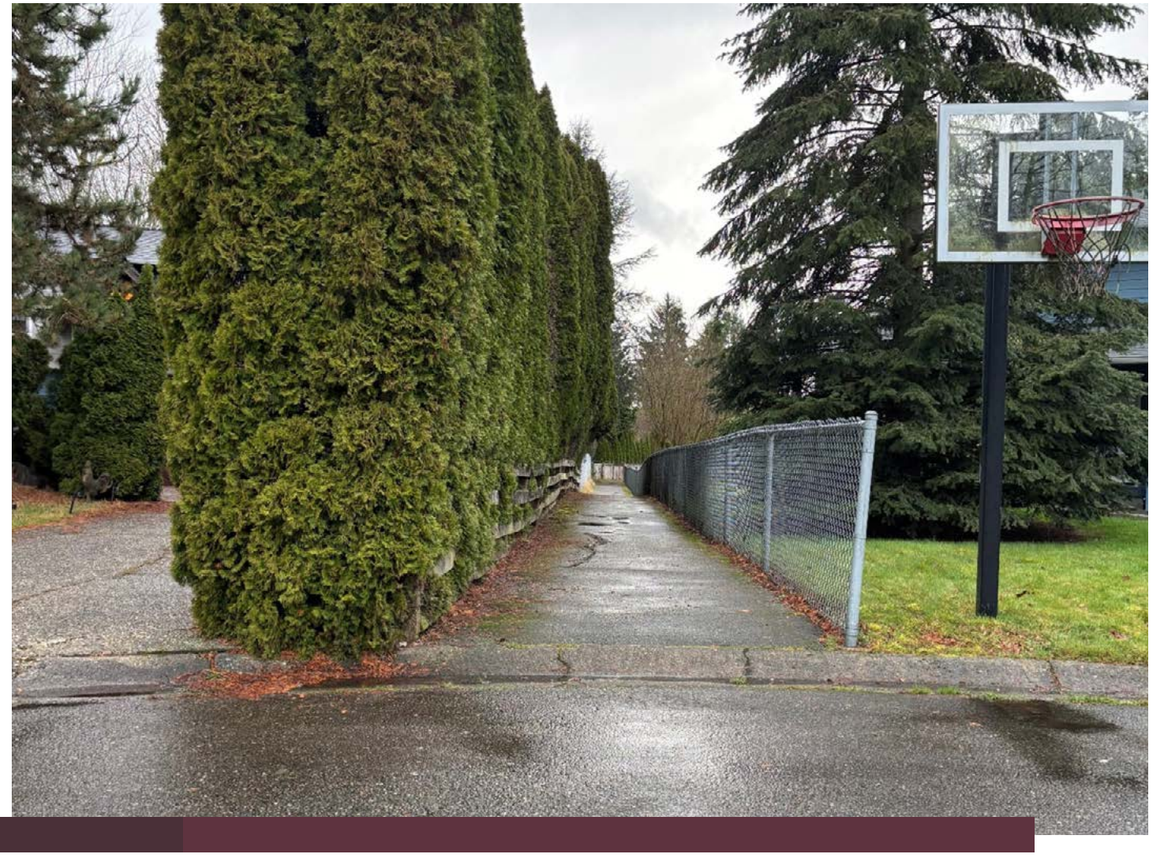
In 2020, the Cambridge, MA City Council amended its Cycling Safety Ordinance, setting ambitious requirements for 25 miles of separated bike lanes within seven years. Using a "quick build" approach with lightweight materials like flex posts and on-street parking lanes, the City rapidly installed 14.22 miles of separated lanes in four years.

In addition to infrastructure funding, coalition building, and targeted messaging are key to gaining community support for more rapid bike network expansion. The People for Bikes "Final Mile" program illustrates this point.

Strategy 5: Implement the Neighborhood Bikeway Network

The Neighborhood Bikeway Network provides local connections between neighborhood destinations such as schools and parks, connects people to the Bicycle Spine Network and provides first-last mile connections to transit. The Neighborhood Bikeway Network is comprised primarily of bike boulevards, bike lanes, and short off-street paved pathway connections. Low vehicle speeds achieved through traffic calming, wayfinding signage to help people navigate the network, and safe crossings of major streets are important components of the Neighborhood Bikeway Network. Infrastructure investments for the Neighborhood Bikeway Network include traffic calming, signage, pavement markings, and in some cases may require enhanced crossing treatments such as signals, crossing islands, etc. at major street crossings.

FIGURE 8 | PATHWAYS SUCH AS THIS ONE CONNECTING TO 161ST COURT NE ENHANCE THE NEIGHBORHOOD BIKEWAY AND PEDESTRIAN NETWORKS BY PROVIDING MORE DIRECT ROUTING AND ACCESS TO SCHOOLS AND OTHER NEIGHBORHOOD DESTINATIONS.



Strategy 6: Balance Modes

Fulfilling Redmond 2050 goals and policies, and shifting trips from motor vehicles to bicycles requires making bicycling a competitive choice for travel in Redmond. Achieving this requires taking actions to rebalance Redmond's transportation system to strive for modal parity i.e., how Redmond allocates its public right of way and financial investments. It is important to consider how the entire population's transportation needs are being served, especially those unable to drive and those who choose not to (potentially up to 25 percent of the driving age population[19]).

Balancing modes requires various actions that may reduce the convenience of driving, such as reducing motor vehicle speeds or space allocated to vehicle traffic or parking to create safer and more comfortable conditions for bicycling, as well as enacting various policies to discourage driving, especially for short trips (reducing car parking availability, charging more for parking, etc.).[20,21]

Recommended Actions

Action 6A	Implement traffic calming and traffic diversion measures to create higher comfort conditions for bicyclists of all ages and abilities.
Action 6B	Establish parity in transportation funding and street space allocation to achieve mode shift and equity goals. For example, if the goal is to achieve 15 percent bicycle mode share, it would be reasonable to spend at least 15 percent of transportation funding on building a high comfort bike network.
Action 6C	Within constrained corridors evaluate the expected costs and benefits of removing vehicle lanes to create space for high comfort bikeways, taking into account safety, vehicle congestion, VMT and GHG reduction.
Action 6D	Prioritize high comfort bicycle access over on-street parking (see Section 9 – Curbspace Management).
Action 6E	Evaluate bicycle signal timing at intersections to align with vehicle signal timing and balance the operations between vehicle and bicycle movements so bicycles can travel efficiently along the bikeway.

Strategy 7: Provide Convenient, Plentiful, and Secure Bike Parking

The bicycle can be a door-to-door travel mode if bicycle parking is sufficient for both short- and long-term needs at neighborhood commercial centers, grocery stores, schools, transit facilities, and multi-family housing. Bike parking should be ubiquitous, easy to use, and free or very low-cost.

Recommended Actions

Action 7A	Conduct inventory of existing public bike parking and update inventory as new bike parking is installed.
Action 7B	Explore partnerships to establish an on-demand secure bike parking system throughout the city with initial focus within Urban Centers.
Action 7C	Incentivize existing multi-family housing to retrofit property to include secure bicycle parking inside property or contribute to other secure, sheltered parking facilities in the public right of way adjacent to the property.
Action 7D	Retrofit existing public facilities such as parks and schools to provide secure and easy to access bicycle parking. Partner with Lake Washington School District to ensure that secure bike parking is provided for e-bikes and other high-value micromobility devices.
Action 7E	Collaborate with Sound Transit to ensure sufficient secure bicycle parking is provided at light rail stations as bicycle use grows.
Action 7F	Create a city program for short-term bicycle parking, for example, providing businesses and organizations bike racks within the adjacent public right-of-way upon request, which could include conversion of an on-street parking spot(s) to a bicycle parking corral where multiple bicycles can be parked[22, 23]
Action 7G	Update City of Redmond Long-term Bicycle Parking Guidelines and Bicycle Parking Requirements and Standards in the Redmond Municipal Code to reflect best practices and bicycle owner feedback.

Changing Priorities

Portland, Oregon expanded its bike network in the 1990s by leveraging traffic calming and diversion in residential areas, creating a network of 100 miles of neighborhood greenways that are considered the "backbone of the city's Safe Routes to School network" and connect neighborhoods, parks, schools, business districts, and residences.

In addition to its neighborhood greenway program, Portland has a long history of supporting multimodal trips to its downtown central business district when it began limiting motor vehicle parking availability in the 1970s to address air quality issues. From 1975 to 1997, Portland maintained a cap on the total number of parking spaces allowed Downtown, even as the metro area's population increased by 50%.

[22 22] "Apply to Install Bike Racks on the Sidewalk." 2018. Portland.gov. 2018. https://www.portland.gov/transportation/walking-biking-transit-safety/apply-install-bike-racks-sidewalk.

[22] "Apply to Install Bike Racks in the Street." 2024. Portland.gov. 2024. https://www.portland.gov/transportation/walking-biking-transit-safety/apply-install-bike-racks-street.

[23] "Bicycle Parking | Ddot." 2022. Dc.gov. 2022. https://ddot.dc.gov/page/bicycle-parking.

FIGURE 9 | SECURE BIKE PARKING CONVENIENTLY LOCATED IN THE STREET ENCOURAGES PEOPLE TO USE BICYCLES FOR RUNNING ERRANDS AND ACCESSING SERVICES.

Image Credit: Cycle Hoop



Retrofitting Bike Parking

Portland's Bureau of Transportation (PBOT) offers a bike parking program in commercial districts, allowing property owners to request up to two free bike racks for installation on the sidewalk in front of the property, with additional racks available for $150 each. PBOT also has a program that converts on-street parking spots into bike corrals (groups of 6-12 racks), which can accommodate 12-24 bikes in the space of one or two parking spots. These corrals are prioritized at street corners to increase parking, improve pedestrian crossings, and boost business visibility.

BICYCLE NETWORK STRATEGY

Equity and Inclusion

The bicycle network strategy includes planned new connections and upgrades to existing bikeways to create higher comfort bikeways. The network builds upon the existing bikeways in Redmond and past planning efforts, with the ultimate goal of people of all ages and abilities being able to get from anywhere to everywhere by bike or other micromobility devices. The build out of the Spine Network and a local neighborhood network will support this goal. The prioritized implementation of the bicycle network will maximize the opportunity to convert short driving trips to biking. The bicycle network also includes connections to surrounding communities such as Bellevue, Kirkland, Sammamish, and Woodinville and their bikeways.

The planned bicycle network is grounded in the following principles:

- **Connected:** It is possible to get from anywhere to everywhere by bicycle. Emphasis is placed on creating a Spine Network and connecting people to light rail, schools, major employment centers, and commercial centers.
- **Direct:** Going by bicycle offers the most direct route to important destinations.
- **Cohesive:** Similar designs provide consistency, so bicyclists, pedestrians, and motorists know what to expect when they encounter a bicycle facility.[24]
- **Safe and Comfortable:** On streets with high motor vehicle traffic volumes and speeds, high comfort, separated bicycle lanes or shared use paths are provided. Protected intersections and other treatments provide safer continuity for bicycle facilities at intersections. Bicycle boulevards provide further comfort on streets with lower traffic volumes and speeds.
- **Multimodal:** Bicycling is the preferred mode to reach light rail stations and bus stops for trips 0.5 – 3.0 miles in length, with high comfort bicycle facilities provided to all existing and future light rail stations and other mobility hubs. Bicycle racks on buses support connections to transit in areas not connected by light rail.

The Bicycle Spine Network

Figure 14 below shows the foundation of Redmond's planned network of bikeways, a Bicycle Spine Network, which includes key links providing connectivity from and within each of Redmond's neighborhoods to key destinations and activity centers. The Spine Network will consist of high comfort (LTS 1 or LTS 2) bicycle facilities—primarily shared-use pathways, separated bike lanes, and bicycle boulevards. The City of Redmond's goal is to complete the Spine Network by 2035, recognizing that some corridors that have significant physical or environmental constraints and high costs could take longer to implement.

The Neighborhood Bikeway Network

This network will connect people's homes to neighborhood schools, parks, the Bicycle Spine Network, and serve as first-last mile connections to bus routes. It will focus on traffic calming and be comprised primarily of bike boulevards, bike lanes, and short off-street paved pathway connections.

[24] The 2023 updated Bicycle Facility Design Manual will support consistency in the design and construction of future bicycle facilities in Redmond.

Bikeway Types

Figure 15 later in this section shows the planned bicycle network, identifying existing bikeways and planned bikeways by bikeway type (e.g., separated bike lane, shared use path, etc.). These bikeway types, their design parameters, and compatibility with various contexts and conditions are explained in the Bicycle Facility Design Manual (2023). Figure 10, Figure 11, Figure 12, and Figure 13 illustrate some examples of existing high comfort bikeways in Redmond.

FIGURE 10 | SEPARATED BIKE LANE ON 152ND AVENUE NE

Image Credit: City of Redmond



FIGURE 11 | TRAFFIC CALMED BICYCLE BOULEVARDS SUCH AS THIS ONE ON 152ND AVENUE NE IN REDMOND PROVIDE IMPORTANT CONNECTIONS BETWEEN HOMES AND NEIGHBORHOOD DESTINATIONS LIKE SCHOOLS AND PARKS.

Image Credit: Toole Design



FIGURE 12 | REDMOND'S SHARED USE PATHS (REDMOND CENTRAL CONNECTOR TRAIL SHOWN HERE) ARE POPULAR TRANSPORTATION AND RECREATIONAL FACILITIES.

Image Credit: City of Redmond



FIGURE 13 | WAYFINDING SIGNAGE HELPS BICYCLISTS NAVIGATE THE NETWORK AND CONNECT TO THEIR FINAL DESTINATION.

Image Credit: City of Redmond



FIGURE 13 | SPINE NETWORK

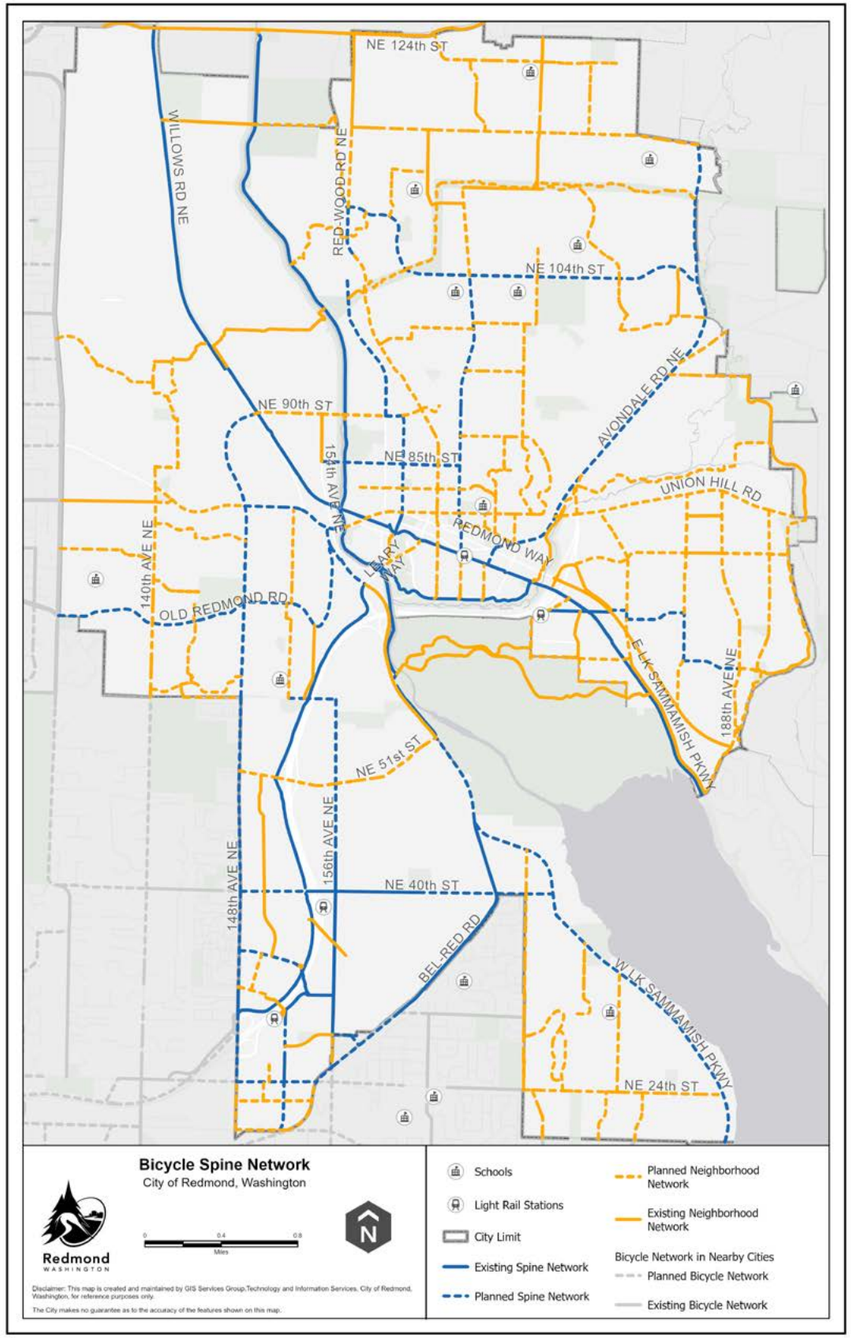
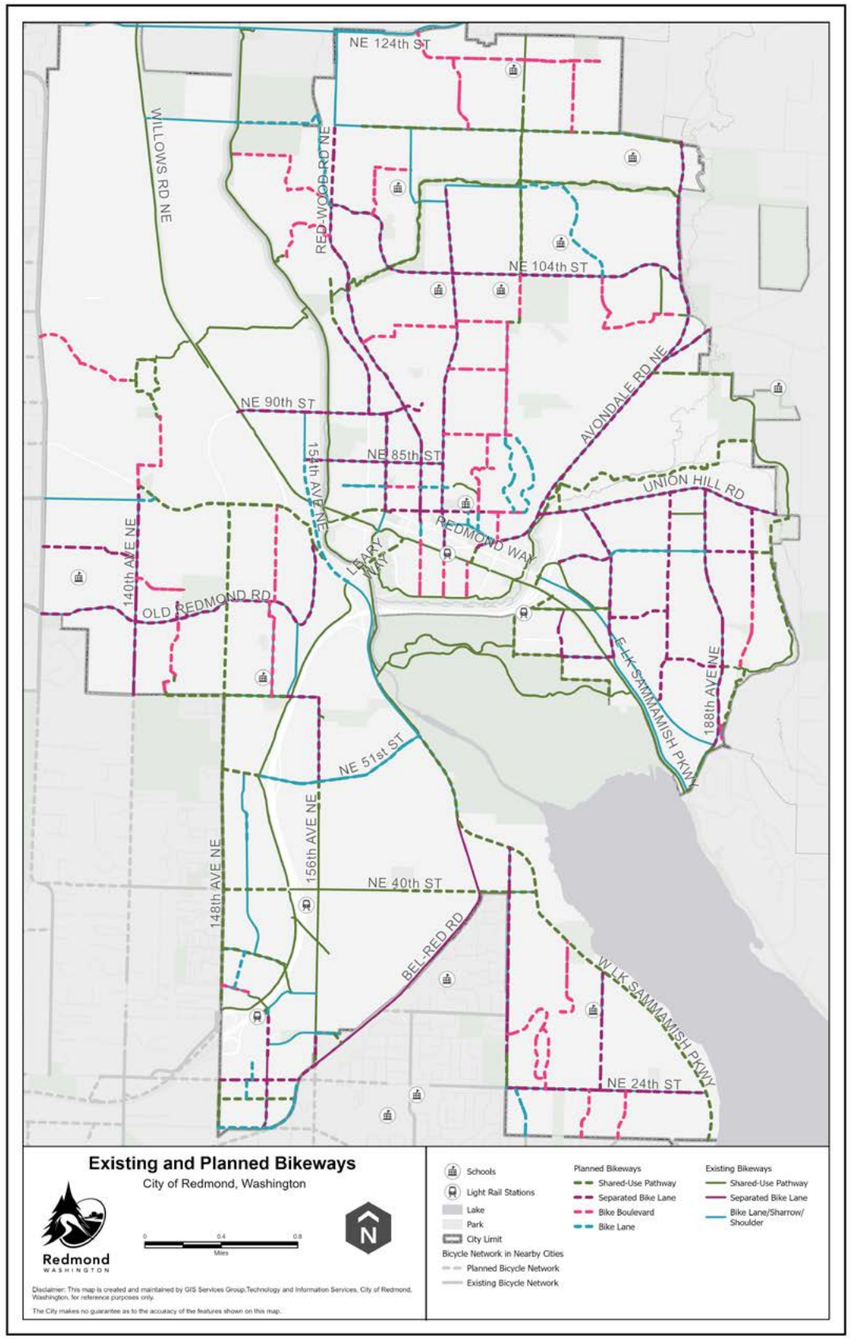


FIGURE 15 | EXISTING AND PLANNED BICYCLE FACILITIES



Implementation

The City of Redmond will focus on implementing the Spine Network and other high priority projects identified in Figure 16 below. However, the City will also consider other factors when deciding what to build each year, such as the feasibility and cost of each project; opportunities to "piggyback" on other capital projects (e.g., stormwater); and time needed to plan, apply for grant funding, and conduct engineering and design.

NEAR-TERM VS. LONG-TERM IMPLEMENTATION

To maximize bicycle and micromobility ridership the City of Redmond needs to implement a connected network of low-stress bikeways that connect people to destinations and allow them to meet their everyday needs, including schools, transit, parks, shopping, and services. Communities that have had the most success in significantly increasing the number of people bicycling have strategically invested in building out their bike networks and doing so quickly. Often these cities have relied on so called rapid implementation with a focus on using lower- cost quick build materials. While some critical connections in the planned bicycle network can be accomplished in the near-term (0-5 years) using rapid implementation methods, others will be longer-term (5-10 years or more) due to physical or environmental constraints and associated high costs.

IMPLEMENTATION THROUGH CAPITAL PROJECTS

Typically, bikeway projects such as separated bike lanes, shared use paths, and bicycle boulevards are implemented through the City's capital improvement program, which dedicates City funds to implement capital projects (i.e., major infrastructure projects). These types of projects tend to have longer implementation timeframes as it may take time to allocate sufficient City funds to cover the total project costs given many other competing capital project funding needs and/or secure grant funding. Examples of bikeways that have been implemented in this way include the Bel-Red buffered bike lanes and Redmond Central Connector Trail.

IMPLEMENTATION THROUGH DEVELOPMENT

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. Several key segments of Redmond's Bicycle Spine Network have been built by development, including shared use paths on NE 40th St and 156th Ave NE and separated bike lanes on 152nd Ave NE. As Redmond continues to grow there will be more opportunities to leverage this growth to build the planned bikeway network.

RAPID IMPLEMENTATION

More rapid implementation of bikeways is possible, in some cases. Such projects use lower cost quick build materials (e.g., flexible posts, c-curb) to separate bicyclists from motor vehicles. Projects that do not require modifications to other infrastructure such as traffic signals, drainage, etc., and that can be designed and implemented by City staff are typically the best candidates for rapid implementation. Many parts of the Neighborhood Bikeway Network are good candidates for more rapid implementation, however it is necessary to prioritize these connections given the extensiveness of the network and budget limitations. The City will look for these rapid implementation opportunities to close priority gaps in the bikeway network in the nearer-term until funding can be secured for longer-term, more permanent solutions.

PRIORITIZATION FRAMEWORK

Planned bicycle facilities have been prioritized using a framework that reflects the goals and strategies outlined earlier in this section. Specifically, the following metrics were used to prioritize segments of the bicycle network for implementation:

- **Safety:** Locations with high density of fatal and serious injury (FSI) crashes received higher priority.
- **Equity:** This metric prioritized projects that would serve people with greater needs for active transportation, based on the City of Redmond's Equity Analysis tool.
- **Proximity to key destinations** (transit, schools, daycare centers, parks, and grocery stores): Prioritizes projects close to clusters of pedestrian and bicycle activity centers
- **Comfort:** Facilities designed to serve All Ages and Abilities provide a higher level of comfort and may attract more users. On steep streets, providing higher comfort is even more important to serve all users.
- **Route Connectivity:** Connection to one or more existing bikeways or modal corridors serves to extend the bike network and increase the ability for people to use the network to access destinations.
- **Topography:** Factors hilly routes into the prioritization of bicycle facility projects
- **Spine Network:** Projects along the Spine Network receive additional priority
- **Short trip density areas:** Locations where the highest density of short trips occur have the greatest potential for mode shift to reduce VMT and GHG emissions. Facilities in hilly areas with high short trip density may receive higher priority because if an area is flat, we may see more trip conversion from vehicle to bikes.

Table 1 below provides a summary of the planned bicycle facility mileage by bikeway type and priority level. The planned bikeway network includes 72.8 miles total of planned bikeways, including 22.4 miles of shared-use pathways and 29.3 miles of separated bike lanes. The planned Spine Network includes 24.7 miles of bikeways.

FIGURE 16 | PRIORITIZED BICYCLE NETWORK

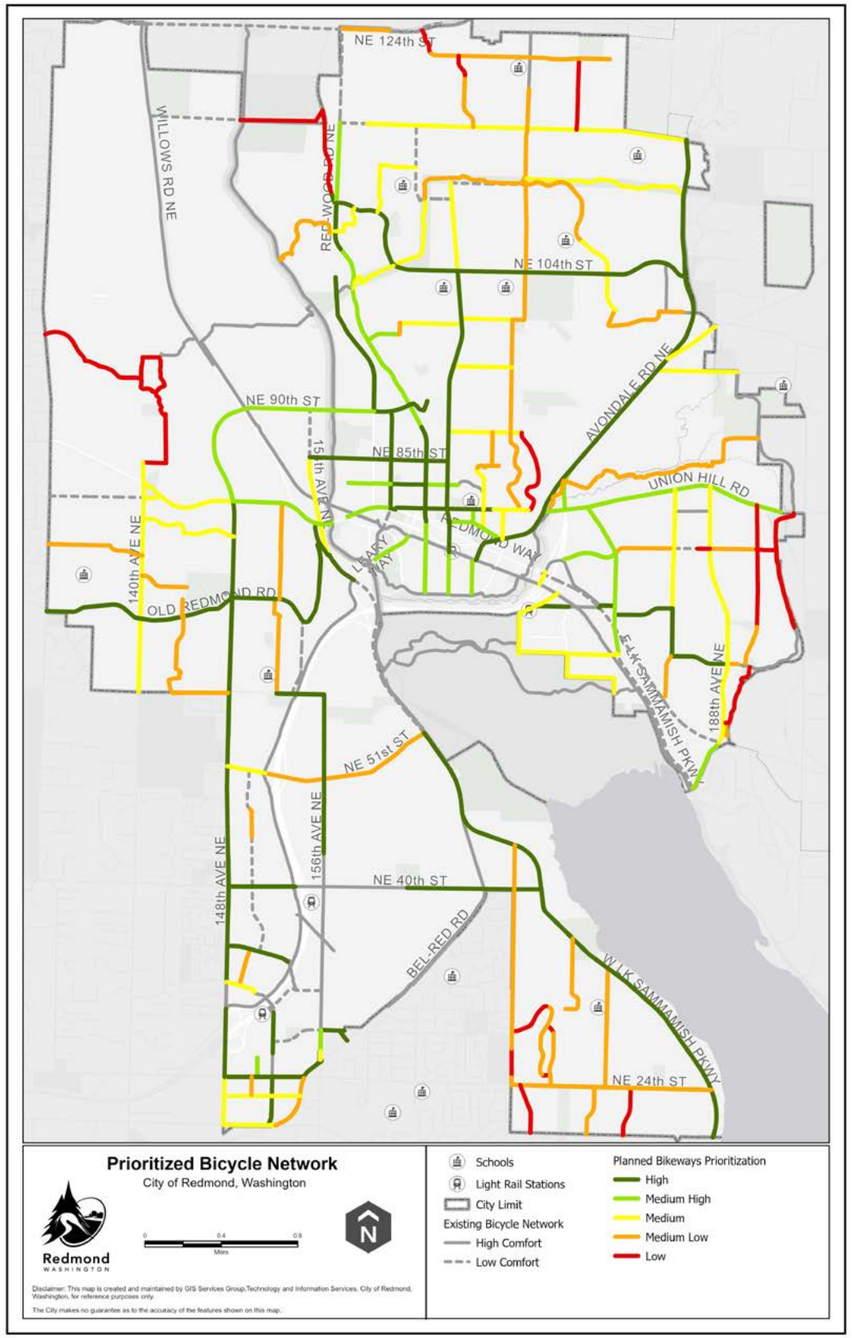


TABLE 1 | PLANNED BICYCLE NETWORK MILEAGE BY BIKEWAY TYPE AND PRIORITY LEVEL

Priority Level → / ↓ Bikeway Type	High No. Miles	Medium High No. Miles	Medium No. Miles	Medium Low No. Miles	Low No. Miles	Total No. Miles by Bikeway Type
Shared-Use Pathway	8.9	1.82.5	7.6	3.2	1.6	23.7
Separated Bike Lane	15.9	4.7	4.9	3.6	0.4	29.5
Bicycle Boulevard	0.2	1.1	3.7	6.8	1.9	13.8
Bike Lane	0.6	0.6	1.4	3.3	1.7	7.5
Total No. Miles by Priority	**25.5**	**8.8**	**17.2**	**16.9**	**5.6**	**74.8** Total Miles Planned Bikeways
Spine Network	22.5	2.4	1.0	0.0	0.0	**26** Total Miles Spine Network

Spine Network

The Spine Network consists of separated bike lanes, shared use paths, and bicycle boulevards on low-speed, low-volume neighborhood streets. Table 2 below summarizes the remaining segments of the Spine Network and the anticipated timeframe (Near-term, or 0-5 years and Long-term, or 5-10 years) for their implementation. Some segments with near-term implementation timeframes may be good candidates for more rapid implementation (0 – 2 years), which will be determined by staff capacity, street work capabilities, and whether there are major costs items related to drainage, signals, etc.

TABLE 2 | REDMOND PAVED TRAILS BY AGENCY

Street Name	From	To	Planned Bikeway	Status	Timeframe
148th Avenue NE	Old Redmond Rd	NE 60th Streets	Shared-Use Path	Planned	5 - 10 years
148th Avenue NE	NE 51st Street	NE 40th Street	Shared-Use Path	Planned	5 - 10 years
148th Avenue NE	NE 40th Street	NE 31st Street	Shared-Use Path	Planned	0 - 5 years
148th Avenue NE	NE 24th Street	3000 Block	Shared-Use Path	Planned	5 - 10 years
148th Avenue NE	Old Redmond Rd	NE 40th Street	Shared-Use Path	Planned	5 - 10 years
148th Avenue NE	Willows Road	Old Redmond Rd	Shared-Use Path	Planned	5 - 10 years
152nd Avenue NE	NE Hopper Wy	Da Vinci Avenue NE	Seperated Bike Lane	Planned	0 - 5 years
152nd Avenue NE	NE 20th Street	NE 24th Street	Seperated Bike Lane	Planned	5 - 10 years
160th Avenue NE	NE 90th Street	Road End	Seperated Bike Lane	Planned	0 - 5 years
160th Avenue NE	Road End	NE 102nd Way	Shared-Use Path	Planned	5 - 10 years
NE 109th Street / 160th Avenue NE / NE 104th Street	Red-Wood Road NE	Avondale Road NE	Seperated Bike Lane	Planned	5 - 10 years
161st Avenue NE	NE 90th Street	Redmond Way	Seperated Bike Lane	Planned	0 - 5 years
28th Avenue NE	156th Avenue NE	Shared-Use Path between Bel-Red Road and NE 28th Street	Bike Lane	Planned	0 - 5 years
NE 36th Street	148th Avenue NE	SR 520	Seperated Bike Lane	Planned	0 - 5 years
Old Redmond Rd	W Lake Sammamish Parkway NE	132nd Avenue NE	Seperated Bike Lane	Planned	0 - 5 years
W Lake Sammamish Parkway NE	Bel-Red Road	NE 51st Street	Shared-Use Path	Planned	0 - 5 years
W Lake Sammamish Parkway NE	Southern City Limit	Bel-Red Road	Shared-Use Path	Planned	5 - 10 years
W Lake Sammamish Parkway NE	Old Redmond Rd	Redmond Way	Shared-Use Path	Planned	0 - 5 years

Street Name	From	To	Planned Bikeway	Status	Timeframe
166th Avenue NE	Cleveland Street	NE 91st Street	Seperated Bike Lane	Planned	5 - 10 years
Avondale Road NE	Redmond Way	NE Novelty Hill Road	Seperated Bike Lane	Planned	5 - 10 years
Avondale Road NE	NE Novelty Hill Road	NE 116th Street	Seperated Bike Lane	Planned	5 - 10 years
NE 40th Street	163rd Avenue NE	172nd Avenue	Shared-Use Path	Constructed by 2028	0 - 5 years
NE 40th Street	148th Avenue NE	SR 520	Shared-Use Path	Planned	0 - 5 years
NE 40th Street	172nd Avenue NE	W Lake Sammamish Parkway NE	Seperated Bike Lane	Planned	0 - 5 years
NE 85th Street	166th Avenue NE	Sammamish River Trail	Seperated Bike Lane	Constructed by 2027	0 - 5 years
NE 70th ST to 180th Avenue NE Connector	Redmond Way	180th Avenue NE	Shared-Use Path	Constructed by 2026	0 - 5 years
NE 90th Street	160th Avenue NE	161st Avenue NE	Seperated Bike Lane	Planned	5 - 10 years
Red-Wood Road NE	NE 106th Street	NE 109th Street	Seperated Bike Lane	Planned	5 - 10 years
Redmond Way	148th Avenue NE	Sammamish River Trail	Shared-Use Path	Planned	0 - 5 years
154th Avenue NE	Old Redmond Road	Leary Way/ SR 520 Trail	Shared-Use Path	Planned	0 - 5 years
154th Place NE	NE 110th Place	Red-Wood Road NE	Shared-Use Path	Planned	5 - 10 years
156th Avenue NE	NE 51st Street	NE 60th Street	Seperated Bike Lane	Planned	0 - 5 years
166th Avenue NE	Cleveland Street	NE 76th Street	Shared-Use Path	Planned	0 - 5 years
180th Avenue NE	NE 70th Street	NE 68th Street	Seperated Bike Lane	Planned	0 - 5 years
185th Avenue NE	NE 68th Street	NE 65th Street	Seperated Bike Lane	Planned	0 - 5 years
Amli Development Trail	NE 76th Street	Redmond Way	Shared-Use Path	Planned	0 - 5 years
NE 60th Street	154th Street NE	156th Street NE	Seperated Bike Lane	Planned	0 - 5 years
NE 60th Street	154th Street NE	148th Street NE	Seperated Bike Lane	Planned	0 - 5 years
NE 60th Street	154th Street NE	156th Street NE	Shared-Use Path	Planned	0 - 5 years
NE 65th Street	185th Street NE	188th Street NE	Shared-Use Path	Planned	0 - 5 years
NE 68th Street	180th Street NE	185th Street NE	Seperated Bike Lane	Planned	0 - 5 years
NE 80th Street	Redmond Way	164th Avenue NE	Seperated Bike Lane	Planned	0 - 5 years

Related Plans, Policies, and Programs

The Bicycle Network implementation is supported by several complementary plans, policies, and programs, including:

- **Bicycle Facility Design Manual (2023):** The recently updated manual provides design guidance for bikeways to ensure consistent design of new bikeways in Redmond. Notably, the design user for the Manual is the "Interested but Concerned" bicyclist, someone who is not comfortable with bike lanes and may bike on sidewalks if bike lanes are provided. These bicyclists prefer LTS 1 or 2, off-street or separate bikeways or quiet traffic-calmed residential streets.
- **City of Redmond Municipal Code: 12.06 Complete the Streets:** Code requiring all transportation projects to provide appropriate accommodation for persons of all ages and all abilities, including bicyclists, pedestrians, transit users, as well as automobiles, freight and buses, in comprehensive and connected networks defined in the City's Transportation Master Plan.
- **City of Redmond Municipal Code: 21.52.010 Transportation Concurrency:** All proposed new developments are required to analyze its impacts to the transportation system. If the new development is located in an area identified in the Transportation Facilities Plan for an improvement, such as a planned bikeway or sidewalk, the developer would be required to incorporate this as part of the project or pay impact fees to the City for its implementation. Many of Redmond's existing bikeways have been constructed as part of new development through the Transportation Concurrency program.
- **City of Redmond Municipal Code: 21.52.020 Mobility Management Program:** Requires building owners to implement a mobility management program to reduce the level of traffic generation during the a.m. and p.m. peak hours. Requires all development applications that warrant transportation mitigation to comply with this code's requirements.
- **City of Redmond Municipal Code 21.40.020 Bicycle Parking Requirements and Standards:** Purpose is to (1) Promote bicycling as an important and integral mode of transportation which enables healthy lifestyles, is affordable, and reduces greenhouse gas emissions; (2) Provide requirements and standards efficient and safe bicycling parking meeting the parking needs of specific uses; and (3) Provide the necessary bicycle parking facilities for a bicycle-friendly community.

- **Safer Streets Action Plan (2025):** This plan provides a roadmap for achieving zero fatal and serious injury crashes in Redmond. Grounded in the Safe System approach, it identifies policy, programmatic, a high risk network where safety improvements should be prioritized, and provides details on infrastructure improvements that should be made on specific corridors.
- **Redmond School Pool Program:** City of Redmond active travel to school encouragement program that works with Lake Washington School District schools located in Redmond to provide marketing materials, education on alternative commuting safety topics, and ideas for events like Walk to School Days to encourage a reduction in drive alone trips to school and Bike Rodeos to learn about road safety and bike handling.
- **Parks, Arts, Recreation, Culture, and Conservation (PARCC) Plan:** This plan identified completing and expanding trail system connections as one of the highest capital project priorities during the community engagement process, and walking was the top activity for Redmond residents. The plan supports improving trail access for transportation options as essential to maintaining a healthy and livable community and promoting alternatives to motor vehicle use.
- **Stormwater and Surface Water System Plan:** The City of Redmond Stormwater and Surface Water Systems Plan (SSWSP) guides actions to reduce and prevent flooding, protect and restore natural habitat, keep pollutants away from fish and wildlife, protect our drinking water aquifer, and keep our lake, river, and streams healthy for everyone to enjoy. The SSWSP identifies where stormwater and water system infrastructure needs be built or replaced, which can present opportunities to make modifications to the street, including construction of bikeways. Capital transportation projects are also opportunities to upgrade stormwater and water system facilities.
- **Transportation Facilities Plan:** The Transportation Facilities Plan (TFP) guides transportation investments that the City of Redmond expects to deliver by 2050.
- **Six-Year Transportation Improvement Program:** The six-year Transportation Improvement Program (TIP) is an annual planning document that outlines Redmond's transportation projects and programs for the next six years, based on the city's Comprehensive Plan and Transportation Facility Plan. It includes a list of projects with secured or expected funding, with the first three years typically fully funded, and the last three years often partially or completely unfunded.

PLANNING FOR MAINTENANCE OF REDMOND'S BIKEWAY NETWORK

As Redmond plans and builds new bikeways, there will be a need for additional maintenance, potentially requiring increased staffing levels, additional funding, and/or the development of new maintenance protocols to maintain a level of service that supports safe and comfortable bicycling and micromobility use. This is particularly true for separated bike lanes that may require more frequent seasonal maintenance, specialized equipment, and have more pavement markings and other features requiring periodic maintenance and replacement. It is important for the City to proactively plan and account for these needs. Section 8 – Maintenance and Preservation provides more discussion on maintenance of the bikeway network.

TRANSIT SYSTEM PLAN

Transportation Master Plan



INTRODUCTION

This section establishes a transit vision and strategies for achieving this vision. This section describes how Redmond will work to:

1. Influence regional transit investments in the community;
2. Make investments in street system infrastructure to optimize transit service and projects in Redmond; and finally,
3. Make investments in first/last mile solutions.

Redmond's transit network serves all Redmond community members, including residents, commuters, and visitors. In this section, references to the transit network include fixed-route bus and light rail routes provided by King County Metro and Sound Transit. With the recent growth and opening of the Sound Transit Link Light Rail 2 Line, the vision for Redmond's future builds on better regional connectivity and calls for more connections to neighboring jurisdictions and more frequent service. The transit network also includes flexible options that deviate from a fixed route.

Transit trips have steadily increased since the precipitous decline in transit ridership during and following the COVID-19 pandemic. At the same time, travel demand and patterns have changed with more people working from home. The times of day when people use transit are more distributed rather than being primarily focused during peak commute travel times. As the Puget Sound Region grows, the destinations people want to connect to are changing. Redmond's transportation planning accommodates for a level of uncertainty, as the city acknowledges that travel patters continue to be in a state of flux. A reevaluation of transit routes and service to accommodate new travel behaviors is needed and the City of Redmond will be an active participant in these conversations with regional transit agencies. transit agencies.

Transit is an essential element of the transportation system in Redmond which serves several important functions:

- Primary method of travel for Redmond community members who rely on transit for their daily travel needs.
- Affordable travel option.
- Provides freedom to live in, work in, and visit vibrant urban areas without the hassle of finding and paying for vehicle parking.
- Essential to supporting the Redmond 2050 land use vision.
- Key to supporting City goals for reducing greenhouse gas emissions and vehicle miles traveled.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Equity and Inclusion, Sustainability, and Resilience. The Transit Section identifies strategies that support these principles, as shown below.



RESILIENCE

- Increased transit ridership decreases single-occupant vehicle trips, 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 supporting the Guiding Principle of Resilience include: Strategy 1, Strategy 4,and Strategy 7



SUSTAINABILITY

- Increasing transit access and ridership enables more people to enjoy low-carbon mobility. (See Redmond 2050 FW-TR-4)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 3, Strategy 8, and Strategy 9



EQUITY & INCLUSION

- Transit access provides an equitable and affordable non-auto transportation mode available to every Redmond community member. (See Redmond 2050 TR-10)
- Strategies in this section supporting the Guiding Principle of Equity include: Strategy 2, Strategy 4, Strategy 5, Strategy 8, Strategy 9

OVERVIEW OF REDMOND'S TRANSIT SYSTEM

Transit Service in Redmond

Transit service in Redmond is provided by King County Metro (Metro) and Sound Transit, with 11 Metro routes and 4 Sound Transit routes serving stops in Redmond. Metro, established in 1973, serves approximately 260,000 passengers per day.[1] Sound Transit is an independent transit authority that was created by the King, Pierce, and Snohomish County Councils with the purpose of establishing a network of light rail, bus, and commuter heavy rail services. Both agencies offer targeted transit options for populations with specific mobility needs.

King County Metro fixed-route bus service includes a variety of service levels, as defined in Table 1. Based on Metro's 2021 Service Guidelines, routes are classified into six service levels defined by the frequency and span of service provided.

[1] Source: Average weekday daily boardings, 2024, Metro ridership performance report

TABLE 1 | SUMMARY OF TYPICAL SERVICE TYPES

Service Level	Service Level Frequency (Minutes between trips)				Days of Service	Daily Hours of Service
	Peak Period	Off-Peak Period	Night	Weekend		
Very frequent or RapidRide	≤10 minutes	≤15 minutes	≤15 minutes	≤15 minutes	7 days	16 - 24 hours
Peak frequent	≤15 minutes	≤30 minutes	≤30 minutes	≤30 minutes	7 days	16 - 24 hours
Local	≤30 minutes	≤30 minutes	≤60 minutes	≤60 minutes	5 - 7 days	12 - 18 hours
Hourly	≤60 minutes	≤60 minutes			5 days	8 - 12 hours
Peak only	8 trips per day minimum				5 days	Peak

Source: Metro Connects 2021 Service Guidelines

TABLE 2 | KING COUNTY METRO ROUTES SERVING REDMOND

Route	Service Area	Service Type	Approximate Weekday Hours of Service
B	Redmond, Overlake Crossroads, Bellevue	RapidRide	4:00 a.m. – 1:00 a.m.
222	Cottage Lake, Redmond Technology Station	Local*	5:30 a.m. – 12:00 a.m.
223	Eastgate P&R, Downtown Redmond Station	Frequent*	5:00 a.m. – 12:00 a.m.
224	Redmond, Duvall	Hourly	5:00 a.m. – 8:00 p.m.
225	Kenmore, Kingsgate, Totem Lake, Redmond, Overlake	Local	6:00 a.m. – 10:30 p.m.
226	Bellevue, Overlake, Crossroads, Lake Hills, Bellevue College, Eastgate P&R	Local	5:30 a.m. – 12:00 a.m.
245	Kirkland, Houghton, Overlake, Crossroads, Bellevue College, Eastgate, Factoria	Frequent	6:00 a.m. – 11:30 p.m.
249	Redmond Technology Station, Overlake, South Kirkland, Bellevue, Beaux Arts, South Bellevue Station	Local	6:00 a.m. – 7:00 p.m.
250	Avondale, Bear Creek P&R, Redmond, Kirkland, Bellevue	Frequent	5:00 a.m. – 11:30 p.m.
251	Woodinville P&R, Marymoor Village Station	Local	6:00 a.m. – 9:00 p.m.
269	Issaquah, Pine Lake, Sahalee, Bear Creek P&R, Overlake	Local	6:45 a.m. – 7:00 p.m.

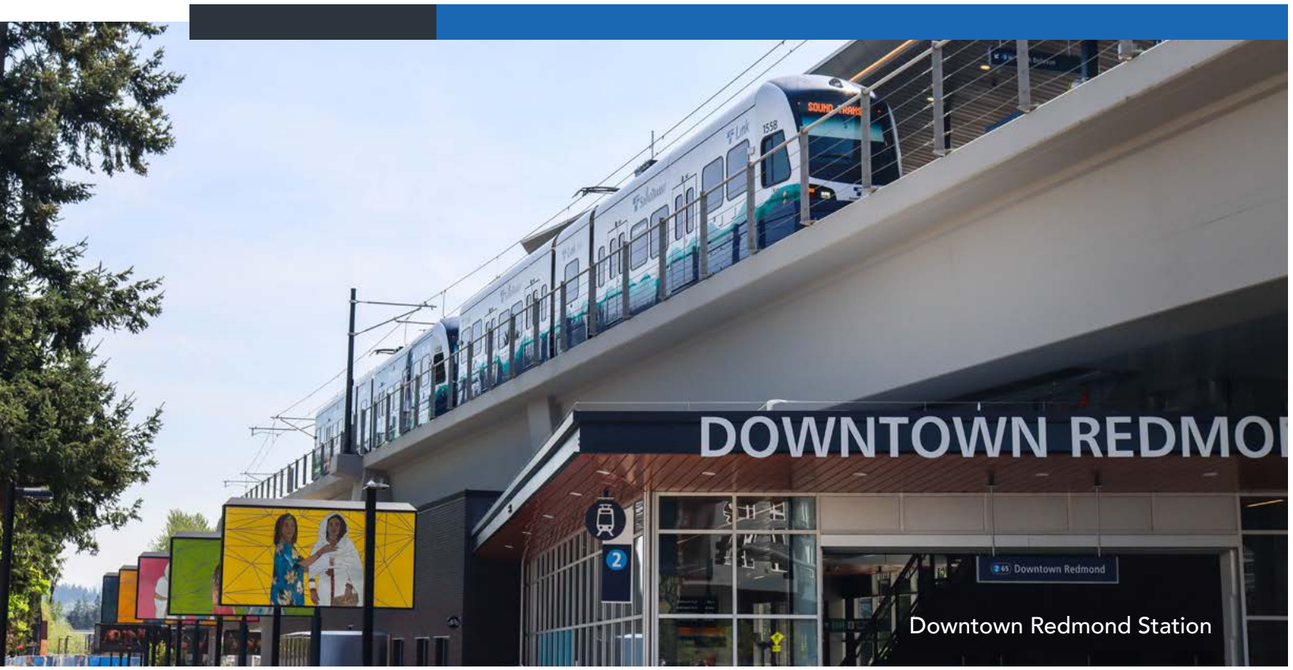
Source: King County Metro East Link Connections Network, as of adoption in March 2025
*Route will be implemented with the East Link Connections Network, anticipated in fall 2025

Sound Transit began serving customers in 1999 and now carries approximately 127,000 passengers per weekday across all Link Light Rail, ST Express Bus, Sounder Train, and T Line Light Rail modes[2].

TABLE 3 | SOUND TRANSIT ROUTES SERVING REDMOND

Route	Service Area	Service Type	Hours of Service
2 Line	Redmond, South Bellevue, Seattle, Lynnwood*	Link Light Rail	6:00 a.m. – 10:00 p.m.
542	Redmond, University District	Local	5:30 a.m. – 11:15 p.m.
544	Overlake, South Lake Union	Peak Only**	6:30 a.m. – 9:30 a.m. 3:30 p.m. – 6:30 p.m.
545	Redmond, Downtown Seattle	Frequent	4:30 a.m. – 12:35 a.m.

Source: King County Metro East Link Connections Network, as of adoption in March 2025
*2 Line will connect to Seattle and Lynnwood with the completion of the Eastlink Extension I-90 segment, anticipated in spring 2026
**Route will be implemented with the East Link Connections Network, anticipated in fall 2025



Downtown Redmond Station

[2] Source: Average weekday boardings, 2024, Sound Transit Ridership System Performance Tracker

FIGURE 1 | EXISTING TRANSIT NETWORK

Figure 1 illustrates Redmond's existing transit network. This map incorporates Metro's East Link Connections Network, adopted in March 2025.

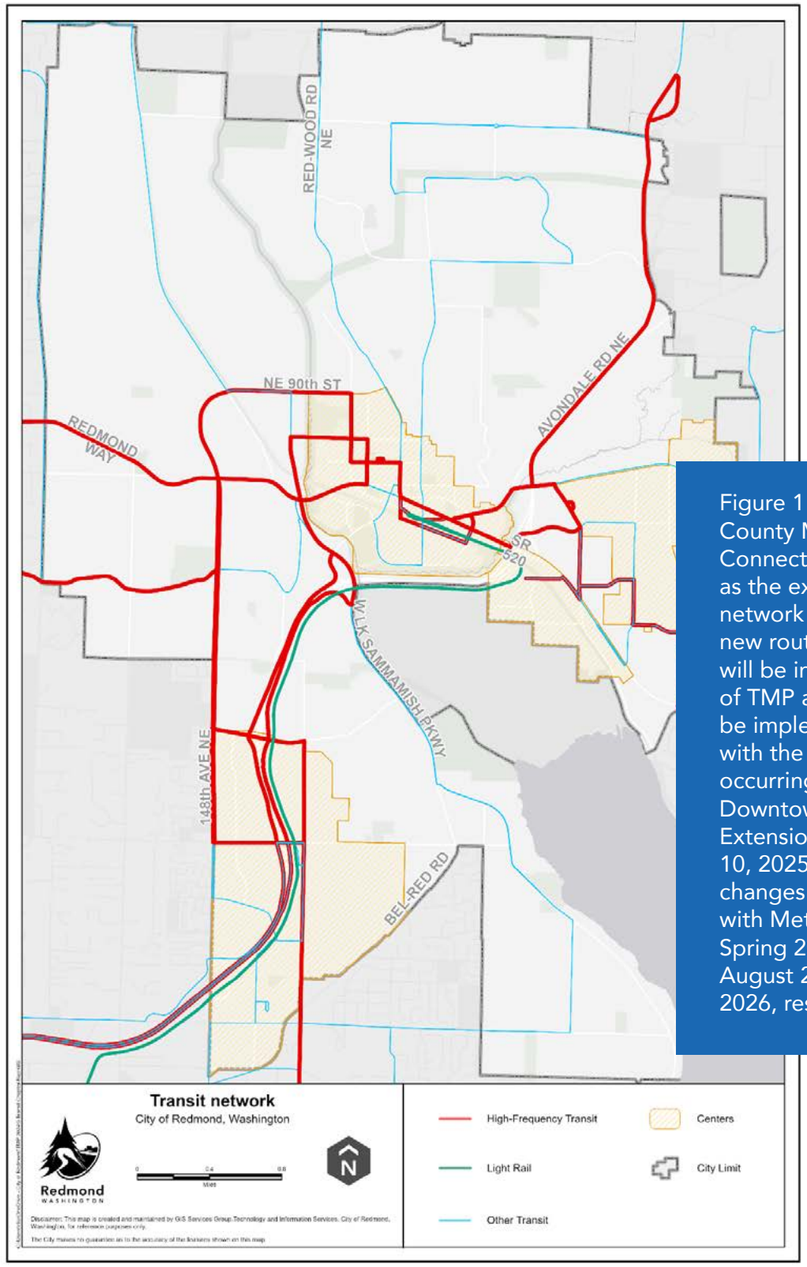


Figure 1 includes King County Metro's East Link Connections Network as the existing transit network as it is anticipated new routes and revisions will be in place by the time of TMP adoption. ELC will be implemented in phases, with the first changes occurring alongside the Downtown Redmond Link Extension opening on May 10, 2025. Additional route changes are anticipated with Metro's Fall 2025 and Spring 2026 Service in August 2025 and March 2026, respectively.

As shown in Table 4 below, the 2 Line and B Line lead Redmond's fixed transit routes for route-wide average daily ridership. Other commonly utilized transit routes in Redmond include the 545 to Seattle and the 245 to Kirkland and Bellevue. It should be noted that transit service routes and scheduling are determined by King County Metro and Sound Transit, respectively, and are outside of the City of Redmond's control and subject to change.

TABLE 4 | REDMOND TRANSIT ROUTES WITH HIGHEST WEEKDAY RIDERSHIP

Route	Service Provider	Service Type	Average Weekday Daily Boardings for the entire route
2 Line	Sound Transit Link Light Rail	Link Light Rail	5,650
B Line	King County Metro RapidRide	RapidRide	4,790
545	Sound Transit Express	Frequent	4,740
245	King County Metro	Frequent	3,000
554	Sound Transit Express	Local	2,670
250	King County Metro	Frequent	2,380
542	Sound Transit Express	Local	1,330
221	King County Metro	Local	1,030
269	King County Metro	Local	870
225	King County Metro	Local	570

Source: King County Metro, 2024

TABLE 5 | REDMOND TRANSIT STOPS WITH HIGHEST DAILY BOARDINGS

Stop ID Number	Stop Name	Routes Serviced	Average Daily Boardings
71335	SR 520 Ramp & NE 40th St	542E, 545E, 566E	834
71961	NE 83rd St & 161st Ave NE	221, 250, 672	592
81755	Bear Creek P&R Access Rd & 178th Pl NE	250, 269, 545E, 982E	399
71954	NE 83rd St & 161st Ave NE	545E	393
68398	156th Ave NE & NE 40th St	245, 672	287
71341	SR 520 Ramp & NE 51st St	542E, 545E	268
71960	Redmond Transit Center Access Rd & NE 83rd St	221, 542E	240
73758	NE 85th St & 160th Ave NE	542E, 545E	200
72487	Redmond Way & 166th Ave NE	250, 545E	167
71346	Redmond Tech Station Access Rd & 156th Ave NE	245, 672	157
71331	152nd Ave NE & Overlake P&R Access Rd	221, 249, 672	142
71326	152nd Ave NE & Overlake P&R Access Rd	221, 249, 269, 672	140
72456	West Lake Sammamish Pkwy NE & Leary Way NE	542E, 545E	135
72305	NE 76th St & 177th Pl NE	269, 545E	122
68498	156th Ave NE & Redmond Technology Station Access Rd	245, 672	116
98750	NE 83rd St & 161st Ave NE	250	110
71345	Redmond Technology Station Access Rd & 156th Ave NE	225, 249, 566E	108
71322	NE 24th St & Bel-Red Rd	249, 672	99
73407	NE 40th St & 148th Ave NE	225, 269, 672	84
71336	SR 520 Ramp & NE 40th St	542E, 545E, 566E, 982E	82

Source: King County Metro, 2024

TABLE 5 | REDMOND TRANSIT STOPS WITH HIGHEST DAILY BOARDINGS

Stop ID Number	Stop Name	Routes Serviced	Average Daily Boardings
2-62	Overlake Village Station	2 Line	362
2-63	Redmond Technology Station	2 Line	1,366
2-64	Marymoor Village Station	2 Line	TBD
2-65	Downtown Redmond Station	2 Line	TBD

Source: Sound Transit, May 2024 through February 2025

The Connection between Transit and Land Use

Redmond will accommodate most of its future growth in the Downtown, Overlake Village, and Marymoor Village centers. With increased density in these areas comes changes to the transportation context, and therefore the transit network. Redmond will bring a multimodal approach to its centers, prioritizing transit, walking, and biking over auto capacity.

Transit vehicles are highly space-efficient and allow Redmond to accommodate growth while meeting increases in travel demand. Shifting drive-alone trips to transit will support and accommodate Redmond's growth throughout the city and especially within centers. Transit is necessary to support the vibrant, dense, walkable Downtown that is emerging in Redmond, and will be critical to the success of Overlake Village and Marymoor Village as they grow. Increased transit use also supports Redmond's Environmental Sustainability Action Plan (ESAP) goals and desired outcomes.

Demand for transit is linked to the land uses near transit service. More homes, jobs, schools, and other activities (origins and destinations) with safe and convenient access to transit increases the number of potential transit riders. As a result, the number of transit trips increases. Aligning transit service levels with land use has many benefits for local communities and helps Redmond realize its economic, environmental, and equity goals. Four characteristics that support transit demand include:

- **Density:** More people and activities in an area increase the number of potential riders.
- Mix of uses: More types of uses in an area increase the number of potential origins and destinations, such as home, work, school, shopping, medical, and transit connections, at all times of day.
- **Connections:** More compact development with good multimodal connections for walking and biking increases access to nearby transit service.
- **Transit supportive policies and programs:** These might include zoning changes, affordable housing incentives, and removal of parking requirements. Policies and programs in a corridor or subarea can support the development of equitable transit-oriented communities, improve access for all people—particularly historically disadvantaged communities and people of color—and increase the number of potential riders. These would be consistent with Metro's Equitable Transit-oriented Communities policy.

Aligning service levels with land use helps ensure transit service is productive and supports the demand for service. Local jurisdictions can improve transit service levels and increase demand by implementing the four land use characteristics above. Examples of supporting actions include:

- Rezoning land within walking distance of transit routes to allow for higher densities and more types of uses. Redmond implemented rezones in Overlake (November 2024), Downtown (June 2025), and Marymoor Village (June 2025) to accommodate additional growth. In addition, Redmond implemented transit-oriented development (TOD) focus areas in each of these three centers where additional height and density are possible.
- Establishing policies and programs to increase the amount of affordable housing and reduce the displacement of existing residents near transit service (e.g. affordable housing incentives). Redmond 2050 has prioritized the expansion of affordable housing as a key pillar of the Housing Element.
- Removing or reducing parking minimums for new development near transit service. With the adoption of Redmond 2050 in November 2024, Redmond removed parking minimums for multifamily development within the city's centers.
- Improving street and sidewalk connections around bus stops and corridors.

As shown in the Figure 2 and Figure 3 below, under existing conditions, 43% of Redmond's total housing units were within a 0.5-mile walkshed of a frequent transit stop; however, using Redmond 2050 land use and population growth projections, Redmond is projected to have 54% of total housing units within a 0.5-mile walkshed of frequent transit in 2050. Considering this growth, it is important to acknowledge the need for more frequent transit in Redmond as well as the need for safe and accessible walking and biking connections to frequent transit stops.

FIGURE 2 | EXISTING CONDITIONS HOUSING UNITS WITHIN 0.5-MILE WALKSHED OF FREQUENT TRANSIT

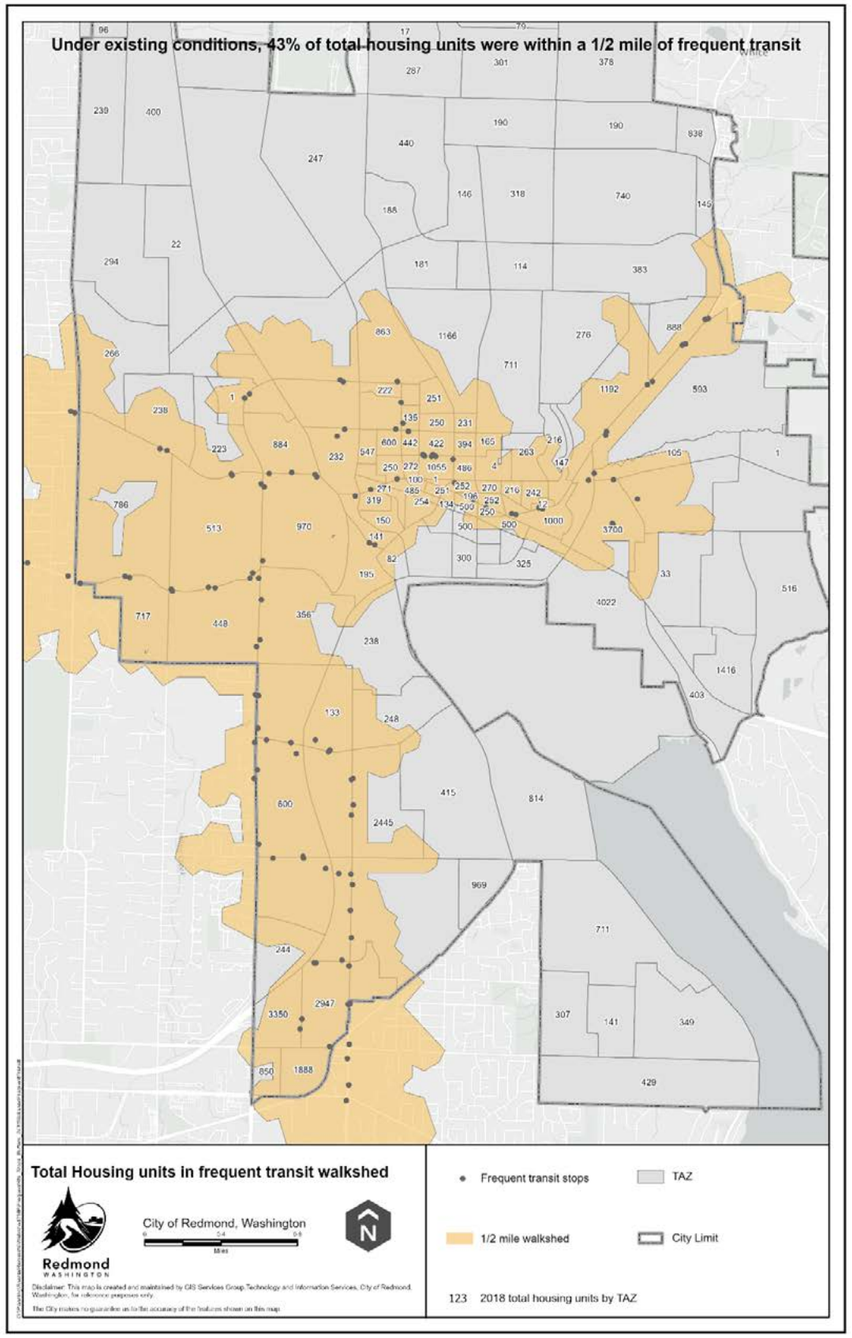
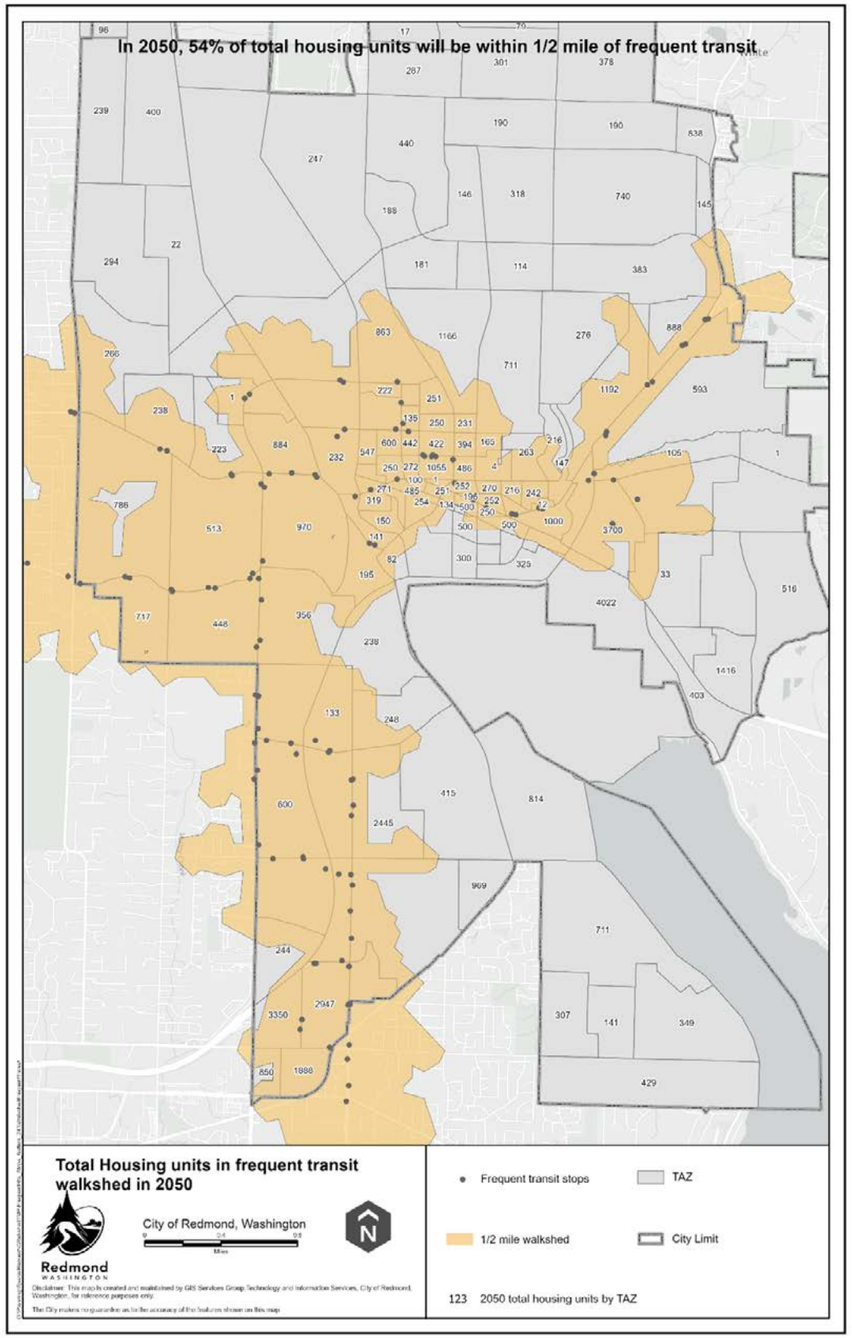


FIGURE 3 | PROJECTED 2050 HOUSING UNITS WITHIN 0.5-MILE WALKSHED OF FREQUENT TRANSIT



Park & Ride Facilities

TABLE 6 | REDMOND PARK & RIDE FACILITY UTILIZATION

Park & Ride Facility	Available Parking Spaces	Occupied Parking Spaces	Average Daily Utilization
Redmond Transit Center	377	330	88%
Bear Creek Park & Ride	283	112	40%
Redmond Technology Center Garage	314	TBD*	TBD*
Overlake Park & Ride	203	77	38%
Marymoor Village Garage	TBD*	TBD*	TBD*

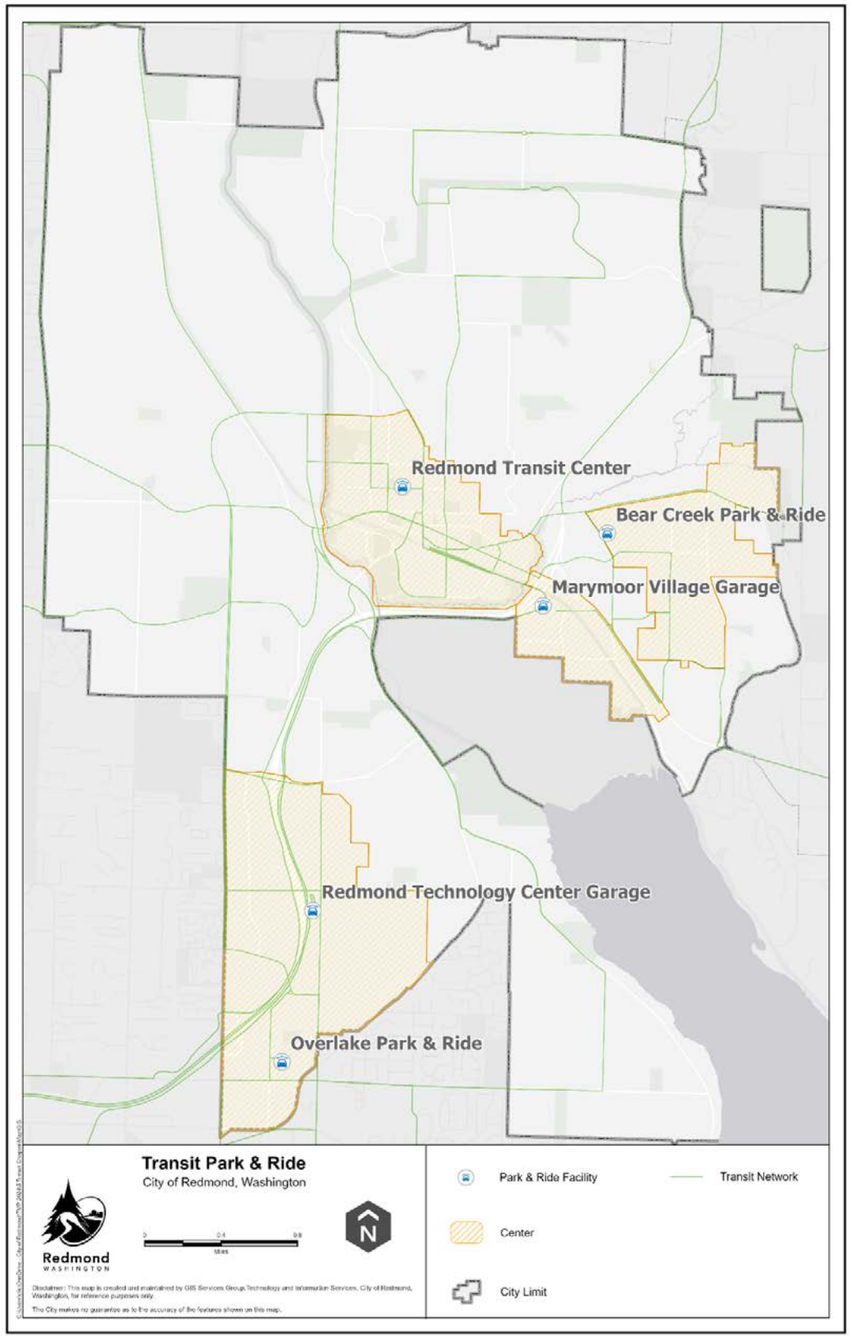
Source: King County Metro, 2024
*Note: Complete occupancy and utilization data not yet available. Data to be updated when Downtown Redmond Link Extension is operational.

"WHY DO YOU PREFER BIKING, WALKING, OR TAKING TRANSIT OVER DRIVING?"



> There are several different reasons, but honestly driving is such a stressful activity for me that, even though I have a drivers license, I'd rather just avoid it entirely—to my own benefit, but also to that of everyone else on the road. Not owning a car also saves a significant amount of money which I can instead save up or put toward other expenses. And it undoubtedly has by far the biggest impact on my personal carbon footprint.
>
> *- Tj Horner*

FIGURE 4 | EXISTING PARK & RIDE LOCATIONS



FUTURE TRANSIT RIDERSHIP PROJECTIONS

Ridership Growth Trends

Throughout the Puget Sound region, transit ridership is expected to grow in the coming years. Based on the Puget Sound Regional Council (PSRC) Regional Transportation Plan (RTP) for 2022-2050, continued growth to the regional transit system and to boardings is expected. By 2050, PSRC anticipates that approximately 36% of all households will live within 0.25 mile of the region's anticipated 2050 high-capacity transit system (up from 9% in 2018) and 59% of households will live within 0.5 mile of high-capacity transit in the region (up from 25% in 2018). Based on a sensitivity test of PSRC's regional travel demand model, implementation of multimodal access improvements (such as improving walk/bike access to transit stations) could result in an approximate 40% increase in transit boardings.

Based on housing and employment growth projections in Redmond 2050, Redmond's growth is anticipated primarily within the city's centers of Downtown, Overlake, and Marymoor. Given the expansion of light rail to Overlake in April 2024 and to Marymoor and Downtown Redmond in May 2025, the city anticipates these centers will draw increased transit, walking, and biking trips. Significant transit changes are coming to the Eastside in 2025 and 2026 as Sound Transit's 2 Line extends across Lake Washington to Seattle and into downtown Redmond. To prepare for this expansion, Sound Transit and King County Metro developed East Link Connections, a coordinated effort to redesign transit service across the Eastside. This process aims to integrate Metro's updated bus network with the new 2 Line, and improve connections between Seattle, Mercer Island, downtown Bellevue, the Spring District, Overlake, and downtown Redmond. Because these service changes take effect late 2025/early 2026, East Link Connections serves as the foundation for Redmond's Strategic Transit Plan Network described in Strategy 1 below.

East Link Connections introduces two additional frequent service routes[3] to the current transit service in Redmond, enhancing both regional and local connections. Route 269, which currently operates between Redmond and Issaquah, will see increased frequency and be extended to Mercer Island instead of terminating in Issaquah. Route 542, which currently connects Redmond to the University of Washington, will also operate more frequently. Additionally, a new Route 544 (which replaces the existing Route 545) will provide a high-frequency connection between Overlake and South Lake Union.

In addition to these service changes, the existing frequent routes serving Redmond today—including the 245, 250, and RapidRide B-Line—will remain in place.

While these service changes will improve regional and local transit access, the project team's analysis of East Link Connections revealed gaps in service for Redmond's existing population, including:

- Limited route options and less frequent service along Willows Road NE than along other key Redmond modal corridors
- Service gap for residents north of downtown due to limited transit access along Redmond-Woodinville Road NE and infrequent service
- Lack of transit connections to Downtown for residents in Southeast Redmond
- Limited service for areas of Overlake and Idylwood

[3] Frequent service routes are defined as routes with a headway of 15 minutes or less during peak hours.

In the interim time period before King County Metro updates their Long Range Transit Plan, Metro Connects, the City of Redmond can continue to identify transit enhancements that will improve multimodal connectivity. Strategy 3 and Strategy 6 below discuss Mobility Hubs and flexible transit options that can bring transit connectivity outside of traditional fixed-route transit. Additionally, the Bicycle Strategy presented in Section 5 of this plan outlines methods for promoting nonmotorized mobility in Redmond.

STRATEGIES AND ACTIONS

Strategy 1: Establish a Strategic Transit Plan Network that Complements Redmond's Growth Vision in Redmond 2050.

- **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 particularly for more regional bus trips.
- **Supports Redmond 2050 TR-18:** Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.

The Strategic Transit Plan Network builds on the East Link Connections to establish priorities for future transit improvements, ensuring alignment with other modal networks and Redmond's long-term growth vision. The East Link Connections network was analyzed to determine how well it serves Redmond's current population and how it will accommodate future growth. With transit propensity mapping, census data, and Redmond 2050 land use projections, key service gaps were highlighted that could limit access to frequent and reliable transit.

Additionally, the project team reviewed King County Metro's Long Range Transit Plan, Metro Connects, to identify additional bus routes, service areas, and connections that could further enhance transit access. While Metro Connects is the current vision for transit service over the next 30 years, the plan will be updated in 2026. This Strategic Transit Plan identifies Redmond's vision for future transit service, which the City will use to communicate their priorities during the forthcoming Metro Connects update.

In addition to evaluating how the East Link Connections network will serve Redmond's existing population, analysis of projected household and job growth in Redmond was used to assess future transit access. While most of the projected growth is expected to occur within 0.25 miles of a bus stop or 0.5 miles of a Link station in the East Link Connections network, key service gaps remain:

- Service gap for expected residential and job growth adjacent to Bel-Red Road and NE 40th Street [4]
- Limited transit connections to Link stations for growth along Willows Road NE

[4] The Microsoft Campus is primarily served by an internal shuttle program rather than public transit.



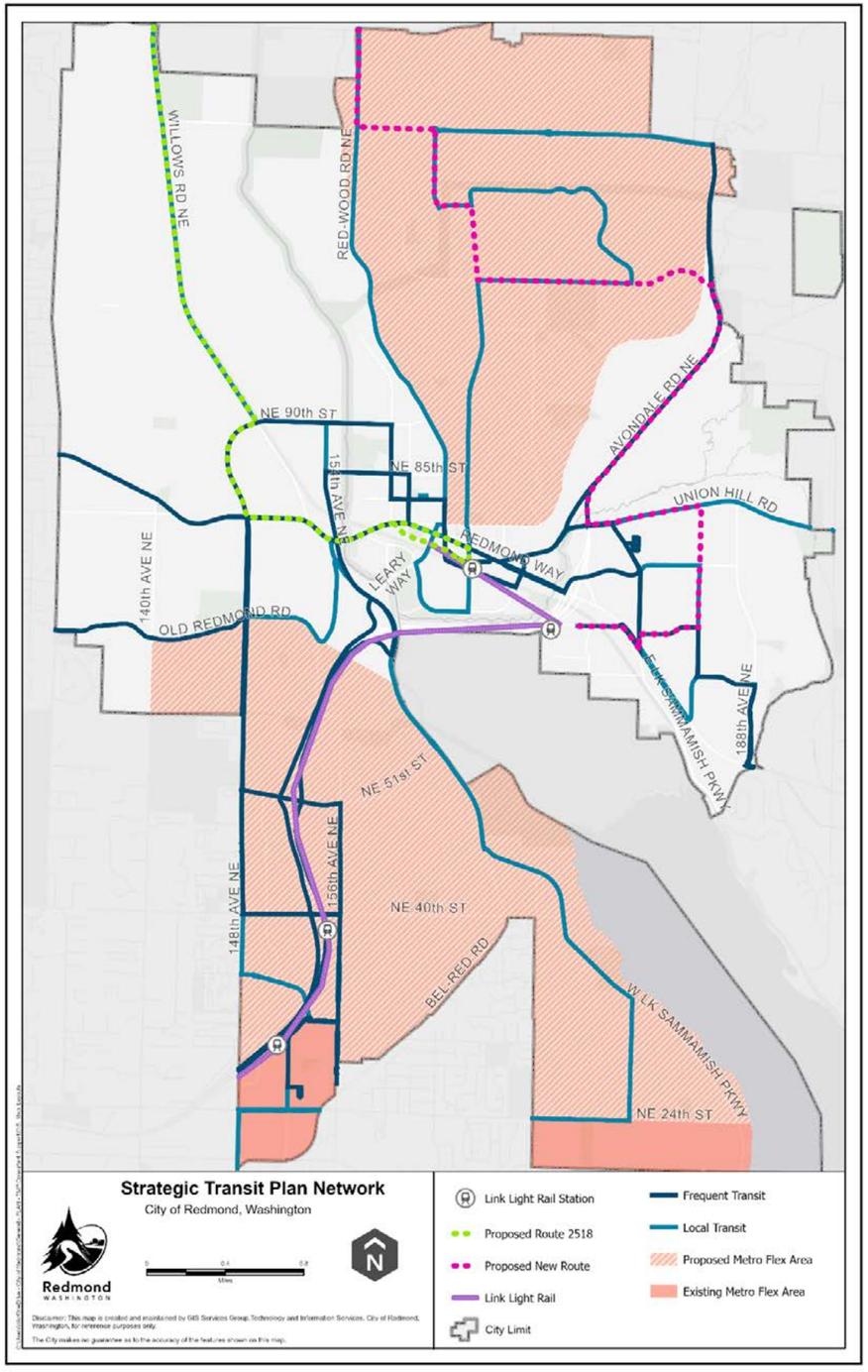
The Strategic Transit Plan network shown below identifies the need for the following priorities, detailed in the remaining Strategies of this section:

- **Increased service frequency** – Aiming for all routes to operate at least every 15-20 minutes.
- **Stronger connections** – Enhancing transit links between Education Hill, Willows Road NE/NE 90th Street, downtown Redmond, and regional destinations like Woodinville and Totem Lake.
- **Metro Flex service** – Continuing to prioritize on-demand service in areas where fixed-route transit is not feasible or practical.
-

In addition to the proposed expansion of the Metro Flex service area, the Strategic Transit Plan builds upon the East Link Connections network by adding two new frequent routes. The first, Route 2518 from Metro Connects, would enhance regional connectivity between downtown Redmond and Edmonds, serving Totem Lake, Woodinville, Bothell, Lake Forest Park, and Mountlake Terrace while also improving transit access along the Willows Road NE corridor to support anticipated job growth. This route would replace the relatively infrequent Route 930. The second proposed route would connect downtown Redmond to Kenmore via Education Hill. Expanding transit options to this neighborhood.

Beyond adding these routes, the city advocates for more frequent service to advance the city's goal of 15-20-minute frequency on all routes serving Redmond. The remaining East Link Connections routes align with the city's identified transit needs and are therefore incorporated into the Strategic Transit Plan Network. The Strategic Plan Network is shown in Figure 5.

FIGURE 5 | STRATEGIC TRANSIT PLAN NETWORK



Recommended Actions

Action 1A	Advocate to King County Metro for better service frequency (e.g., 15-20 minute headways) on Redmond transit routes, especially focusing on local routes.
Action 1B	Collaborate with neighboring jurisdictions (such as Bellevue, Kirkland, Woodinville, and Sammamish) to align transit priorities and communicate these priorities to King County Metro in a unified manner.
Action 1C	Explore models and methods for City of Redmond to pay King County Metro for additional transit service if regional funding timeframes are insufficient for meeting Redmond community needs.

Strategy 2: Promote seamless connections to light rail and bus networks

- **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.

Redmond 2050 includes the goal to create a citywide transportation system that is designed for people. This includes enabling affordable and sustainable mobility options. By organizing around light rail and promoting transit accessibility, Redmond's transit network aspires to seamlessly connect community members from all Redmond neighborhoods to light rail.

Recommended Actions

Action 2A	Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bikeshed of frequent transit stops.
Action 2B	Establish regular coordination meetings between agency staff from Sound Transit, King County Metro, and the City of Redmond to discuss mobility needs.
Action 2C	Work with Sound Transit to establish designated micromobility parking zones at all light rail stations in Redmond.

Strategy 3: Establish Mobility Hubs that promote multimodal first/last mile connections and enhance micromobility usage

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.
- **TR-21:** Use transit to support equitable, inclusive, sustainable, and resilient transit-oriented communities, especially in Downtown, Overlake, and Marymoor Village.

Mobility Hubs are established and designated locations that bring together many types of transportation modes or services to promote alternative modes to driving alone. For example, a Mobility Hub could include any of the following:

- **Bicycle options:** Long-term and short-term bicycle parking and storage; connection to separated bicycle lanes or multiuse trails.
- **Transit options:** Fixed route or flexible transit service.
- **Shared mobility options:** Micromobility designated parking; shared e-bikes or e-scooters available; carshare parking; or designated rideshare pick-up and drop-off zones.
- **Vehicle options:** Passenger pick-up/drop-off; Community Van parking.
- **Amenities:** Benches or street furniture; restrooms; water fountains; options for buying a snack or beverage; free Wi-Fi. The level of amenity would depend on scale and level of service of available transportation options.

Mobility Hubs can have a regional transportation focus, or can focus on neighborhood connections, as shown in the Figure 6 below:

FIGURE 6 | MOBILITY HUB TYPES (CREDIT: FEHR & PEERS)

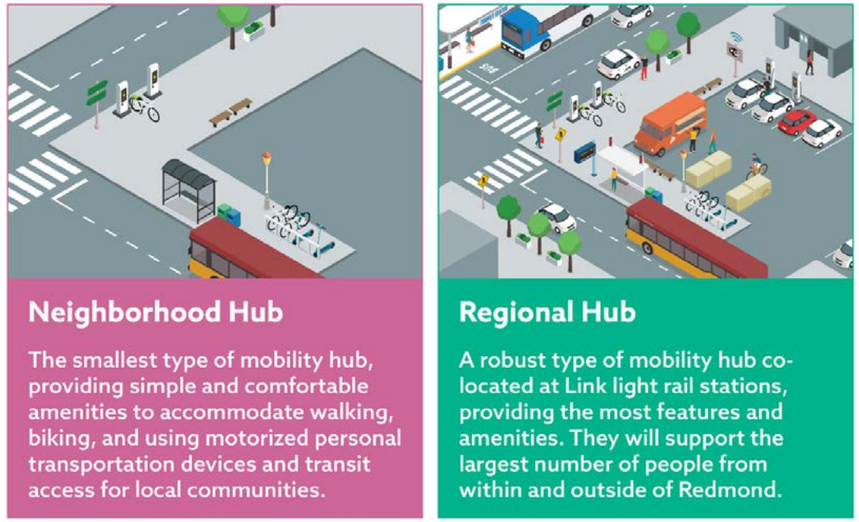


Table 7 includes a comparison of mobility hub attributes.

TABLE 7 | REDMOND MOBILITY HUB COMPARISON

Mobility Hub Element	Regional Mobility Hub	Neighborhood Mobility Hub
Primary Objective	Facilitate connections to employment and recreation within Redmond and in surrounding cities for those living in, working in, and visiting Redmond	Facilitate residential connections to surrounding Redmond neighborhoods and to centers
Potential Location Type	Light rail stations, transit centers, and park & rides within Redmond's centers	Residential neighborhoods, shopping centers, schools, or other neighborhood destinations outside of Redmond's centers
Example Locations to Consider	Overlake Village Station, Redmond Technology Station, Downtown Redmond Station, Marymoor Village Station	Redmond Transit Center, Bear Creek Park & Ride, Avondale Road PCC shopping center, Hartman Park, NE 76th Street Fred Meyer or Target shopping centers, Grass Lawn Park
Target Trip Types	Regional and Local Trips	Local Trips

Establishing designated Regional and Neighborhood Mobility Hubs in Redmond will provide connections between Redmond's transportation networks and facilitate pedestrian and bicycle connections, in addition to encouraging transit use. Redmond's light rail stations currently serve as Regional Mobility Hubs in practice, and undertaking the following strategies will establish the title of Regional Mobility Hub and continue to prioritize these locations for multimodal connectivity.

Recommended Actions

Action 3A	Establish at least one Regional Transit Mobility Hub in each of Redmond's centers, including every light rail station.
Action 3B	Develop a process for identifying and prioritizing Neighborhood Mobility Hub locations.
Action 3C	Establish Neighborhood Mobility Hubs in every Redmond neighborhood that does not include a light rail station.

Strategy 4: Promote transit stop facility comfort and safety

- **TR-20:** Work with transit providers and community members to address:
  - Placement of shelters and lighting at bus stops, including accessibility for people using mobility assistance devices; and
  - Student access to and from school and school-related activities.

The safety and comfort of transit users are critical for a successful transit network. Transit riders should feel that a transit system is an easy and intuitive transportation option. If the transit system offers convenient, safe, clean, and comfortable facilities at bus stops and onboard transit vehicles, then community members are more likely to use it. Dignity should be at the core of the transit experience in Redmond, meaning transit users should feel like their safety, comfort, and convenience matters and has been considered in the way that transit stops are designed and the amenities they provide.

Many of Redmond's bus stops are not ADA-compliant, and do not include a shelter, bench, or other street furniture sufficient lighting. The City will work with Metro to bring more comfortable and accessible bus stop facilities to Redmond to create a more dignified transit experience and encourage more transit use.

Redmond requested community feedback on transit access via an online questionnaire in early 2025, ahead of the Downtown Redmond Link Extension opening on May 10, 2025. The questionnaire focused on how community members choose to access transit and what current barriers to transit ridership exist in Redmond. The questionnaire received 261 responses.

Of the 261 respondents, 63% ride bus transit and 79% ride light rail transit in Redmond, with the majority riding transit between a few times per week and a few times per month. Of those taking transit, work, social events, and errands are popular destinations. In addition, approximately 30% indicated that they utilize bus service to access regional transit networks such as Link Light Rail service.

The questionnaire responses indicated that the most impactful barriers to transit ridership in Redmond are frequency of bus service, prevalence of bus stops within walking distance to riders' origins and destinations, and improved lighting or weather protection at bus stop facilities.

Redmond community members weighed in on how they feel about the City's current transit network:

> "Metro Flex, please! Education Hill is a tough area for us in terms of transit. The one-way loop makes getting to downtown difficult. Ed Hill to RSCC is a 7-minute drive, a 33-minute walk, and a 33-minute bus ride. Why would I choose the bus?"

> "I'm thrilled with all of the transit options available from Redmond Transit Center, would appreciate more frequent buses and safety checks at night so I can go to events downtown."

> "Cannot wait for the light rail to begin."

> "I would ride transit/bus to Seattle more frequently if my local bus stop was more frequent instead of 30-minute gaps. AND ran later in the night after events. Currently I drive a mile and park at the transit [Park & Ride]."

Recommended Actions

Action 4A	Establish a city capital program that allows the city to easily partner with King County Metro on bus stop facility improvements that could include shelters, benches, lighting, and ensuring stops are fully ADA-accessible.

Strategy 5: Encourage education of transit options and ease of information on transit use

- **TR-22:** Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments. Consider opportunities for public arts and culture amenities in these areas.
- **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.

Encouraging transit ridership also involves improving access to information and awareness about Redmond's transit system. If community members can easily access resources that clearly explain their transit travel options, then transit ridership will become more readily available and accessible. The Transportation Demand Management (TDM) section (Section 10) of the Transportation Master Plan expands upon this concept with strategies that will reduce drive-alone trips in Redmond and encourage transit use. These TDM strategies will improve awareness of transit in Redmond and improve accessibility to transit.

Recommended Actions

Action 5A	Manage and update GoRedmond resources to ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers.
Action 5B	Educate and emphasize the options and benefits of existing and planned public transit service through the City of Redmond transportation demand management program and partnerships with local organizations.

Strategy 6: Bring more flexible transit service to Redmond

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

Flexible transit programs offer additional sustainable mobility options to access transit for those living in areas that are not as well-served by frequent or local bus and light rail routes. King County Metro has four flexible transit programs, including:

DART (Dial-A-Ride Transit): Fixed-route service operated under contract with Hopelink; can go off-route to pick up and drop off passengers within a defined service area. Uses a smaller transit vehicle that is equipped for wheelchairs and bicycles. Requests for rides taken on first-come first-serve basis via online form up to 30 days in advance, at least 2-hours before pick-up time.

Community Van: Program providing a van for pre-scheduled trips. Rides must have at least 2 riders and must be matched with a volunteer driver. Rides must be scheduled at least 2 days in advance. Redmond's Community Van program in partnership with Hopelink includes 2 vans stationed in the city and is looking to expand to 3 vans total.

Vanpool and Vanshare: Vanpool joins 5 or more commuters who share a similar route and schedule and provides a van for a direct route commute in areas where fixed-route options are not available. Vanshare connects commuters with similar routes and schedules to split driving and connects to another mode of public transportation.

Metro Flex: An on-demand transit service providing rides within multiple King County neighborhoods. Service is currently limited to service areas in Juanita, Kent, Othello, Rainier Beach/Skyway, Renton Highlands, Tukwila, Issaquah, and Sammamish. Rides must start and end within the service area. This service provides another option for people to connect to transit and other points of interest in areas that are difficult to serve with traditional fixed route bus service.

As a part of the East Link Connections network, King County Metro is proposing a two-year pilot Metro Flex service area that covers the southeast area of Overlake and northeast Bellevue.
Based on the expected future growth along Bel-Red Road and NE 40th Street east of SR 520, and 148th Avenue NE west of SR 520, this plan proposes expanding the Metro Flex service area (as shown in the Redmond Strategic Plan Network – see Strategy 1) to provide transit access to these growing communities. Note also that these areas are identified as "Highest Equity Priority Areas" by King County Metro as part of the East Link Connections project.

Education Hill is another area of the city with high demand for better transit service; the East Link Connections includes just one non-frequent fixed bus route to serve the neighborhood. This area is expected to grow quickly with new middle housing and mixed-use developments. Redmond has applied for a Regional Mobility Grant to provide on-demand shuttle service to a portion of this neighborhood, and if the program is successful, it could be a candidate area for Metro Flex operations in the future. The Redmond Strategic Transit Plan Network (see Strategy 1) shows the proposed service area for future Metro Flex service, covering Education Hill and parts of the North Redmond neighborhood.

Recommended Actions

Action 6A	Promote participation in Redmond's existing flexible transit programs, including Community Van, Vanpool, Paratransit, and Metro Flex. Continue to work with Metro and Hopelink to spread Community Van program awareness and encourage participation in the volunteer driver program.
Action 6B	Advocate for expansion of Metro Flex to Redmond neighborhoods outside of the Overlake service area with fewer connections to frequent transit routes. Prioritized neighborhoods for future Metro Flex include Education Hill, Rose Hill/Willows, and Idylwood (as shown on the Strategic Transit Plan Network in Strategy 1)

Strategy 7: Identify and prioritize transit-supportive capital projects

- **TR 14:** Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.
- **TR-51:** Ensure that all transportation planning and investment decisions:
  - Support the preferred land use pattern contained in the Land Use Element
  - Advance equity and inclusion, sustainability, resiliency, and safety
  - Advance the strategies of organizing around light rail, maintaining transportation infrastructure, improving travel choices and mobility, and enhancing freight and service mobility; and
  - Leverage funding

Although Metro and Sound Transit determine the ultimate transit service networks in Redmond, the City of Redmond can influence bus operations through the design of local streets and transit access through the design of the transportation network around bus stops, especially pedestrian and bicycle connections. A transit-supportive local transportation network holds equal importance to transit service in determining the quality of transit mobility. The purpose of this strategy is to identify capital projects with the potential to benefit the speed, reliability, and accessibility of Redmond's transit system.

Transit speed, meaning the average travel time between two given points, determines whether a route is time-competitive with other modes of travel including driving. A transit route that offers time savings over driving has obvious benefits, especially for riders who have the option of selecting other modes.

Reliability is another important factor that includes the consistency of trip lengths on a given route. A common symptom of low reliability is bus bunching, in which some of the buses fall behind in their schedule (usually due to congestion), to the point of overlapping with later trips. This can leave passengers waiting for extended periods of time for a bus. Chronic unreliability forces riders to build extra time into their trip to compensate, decreasing the attractiveness of transit. Eventually riders may shift to other, more reliable forms of transportation. It also consumes more financial resources from the transit agency by forcing them to run additional trips in response. Service that is unreliable is more expensive to operate and provides a lower quality of service to the customer. Nationally as congestion increases and there is more demand on our roadways, communities that do not invest in speed and reliability fall behind. To achieve Redmond's transportation vision, it is important to get ahead of this trend and make the prudent, forward-thinking investments to ensure that our transit service gets better, faster, and more reliable over time.

Congestion analysis was conducted to identify where frequent transit routes may encounter significant vehicle congestion and assessed how all routes access light rail stations, a key component of Redmond's future transit network. The analysis revealed likely candidates for transit speed and reliability improvements.

Table 8 summarizes planned and potential transit supportive capital projects in Redmond. The potential projects listed that are not currently included in a Redmond planning document will be evaluated for inclusion in the Transportation Facilities Plan (TFP) or existing Capital Improvement Program project. In addition to these recommended projects, Redmond should continue to collaborate with King County Metro and Sound Transit to monitor transit speed and reliability and identify additional improvements as needed after the East Link Connections network is implemented.

TABLE 8 | POTENTIAL REDMOND TRANSIT-SUPPORTIVE PROJECTS

Project ID	Project	Description	Transit-Supportive Component
1	Willows Road Widening	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.	Transit amenities, possible queue jump or transit-only lane
2	150th Ave NE/NE 51st Street Traffic Signal	Add north leg (on private property) to intersection of 150th Avenue NE and NE 51st Street and signalize this intersection. North leg improvements include two southbound left-turn lanes, one through lane in each direction, bike lanes, sidewalks, transit amenities, streetlights, utilities, and stormwater drainage. Relocate eastbound transit stop to far side of new intersection.	Transit stop amenities, possible transit signal phasing
3	Adaptive Signal System – Overlake	Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals throughout Overlake.	Transit signal phasing
4	Adaptive Signal System – South-east Redmond	Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals in Southeast Redmond and on Avondale Road.	Transit signal phasing
5	Adaptive Signal System – Neigh-borhood Arterials	Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time.	Transit signal phasing
6	NE 70th Street/ Redmond Way intersection	Consider building out the westbound approach of the NE 70th Street/Redmond Way intersection for general purpose traffic with turn restrictions that would limit left turns, or for transit traffic only. Building out this intersection approach provides a more reliable and less circuitous route for buses to access Marymoor Village station instead of navigating through the Redmond Way/180th Avenue NE intersection.	Transit-only lane and transit signal phasing
7	156th Avenue NE between NE 36th Street and NE 40th Street	Evaluate if the B Line is delayed trying to merge from the northbound curb lane on 156th Avenue NE to the northbound left turn lanes at NE 40th Street/156th Avenue NE. Consider a queue jump or transit only left turn lane at the NE 40th Street/156th Avenue NE intersection if congestion is an issue. This lane could also be utilized by private shuttles, if there is adequate capacity.	Transit only-lane and transit signal phasing

Project ID	Project	Description	Transit-Supportive Component
8	SR 520 Restriping	Restripe SR 520 in the northbound/eastbound direction at the NE 40th Street exist to add a peak-only hard shoulder for northbound transit. Would require coordination and partnership with WSDOT.	Transit-only lane
9	Redmond Way between 168th Avenue NE and 164th Avenue NE	Consider implementing additional transit Intelligent Transportation System (ITS) strategies for the section of 164th Avenue NE between Cleveland Street and Redmond Way, such as transit green time extension. To accommodate the heavy southbound left bus turning movement at 164th Avenue NE/Cleveland Street, consider extending the southbound left turn pocket for additional storage, or extending the turn pocket by removing the northbound left turn at 164th Avenue NE/Redmond Way. Eliminating the northbound left turn may help to eliminate some general-purpose vehicle conflict with buses traveling northbound through.	Transit signal phasing
10	164th Avenue NE/NE 83rd Street intersection	After the East Link Restructure is implemented, evaluate if any improvements are needed for transit speed and reliability at the intersection of NE 83rd Street/164th Avenue NE. This intersection serves multiple high frequency bus routes traveling northbound left/through, and westbound right.	Transit only lane and/or transit signal phasing
11	148th Avenue NE between Old Redmond Road and NE 40th Street	After the East Link Restructure is implemented, evaluate transit speed and reliability along the corridor and consider bus queue jumps at intersections.	Transit signal phasing
12	Avondale Road between Avondale Way and NE Novelty Hill Road	If the street is reconstructed or modified, consider adding queue jump lanes at signalized intersections.	Transit only lane and/or transit signal phasing
13	Willows Road between NE 90th Street and NE 124th Street	In conjunction with the Willows Road Widening project (see line 4), add northbound bus only or HOV only lane, replacing one general purpose lane south of 9900 Block and replacing bike lanes from 9900 Block to 124th Street following completion of the Redmond Central Connector trail.	Transit only lane

Recommended Actions

Action 7A	Partner with Metro and Sound Transit to identify transit-supportive capital projects that can be incorporated into Redmond's capital planning processes.
Action 7B	Consider transit improvements when planning capital projects with roadway repaving or redesign.
Action 7C	Prioritize implementation of transit signal phasing and/or queue jumps within Redmond's centers.

Strategy 8: Create regular coordination between private transit operators and agencies in Redmond

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

In addition to the public transit agencies operating in Redmond (Sound Transit and King County Metro), some of Redmond's major employers also operate their own private transit shuttles. These private transit operators offer shuttles for employees commuting to and from large technology industry campuses in Redmond. With more knowledge about private employer shuttle ridership, the City of Redmond can better understand the full scope of transit usage in the city.

Recommended Actions

Action 8A	Track private employer shuttle ridership data via Commute Trip Reduction program participation to better understand private transit shuttle operations and tailor the City's transportation demand management efforts.
Action 8B	Establish metrics such as origin-destination data to track private transit shuttle usage on a regular basis

Strategy 9: Maintain consistency with King County Metro and Sound Transit policies to align Redmond's vision with the regional transit landscape

- **FW-TR-5:** Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.

Continuity in policy and planning efforts across agencies will help bring Redmond's transit goals to reality in a more efficient manner. Redmond's efforts should align with King County Metro's and Sound Transit's

long range planning efforts including Metro Connects, the Metro Service Guidelines, the Metro Strategic Plan, the Sound Transit Regional Transit Long-Range Plan, and the Sound Transit Development Plan 2024-2029. Redmond should also have a strategic approach to influencing Metro's and Sound Transit's long-range plans so that they align with the city's objectives. Redmond already incorporates many of Metro's policies for transit planning, including:

- Prioritizing improvements for people to walk/bike/roll safely to connect to transit service within half-mile walkshed and 3-mile bikeshed of frequent transit
- Including Transportation Demand Management strategies that support transit use (see Section 10 for TDM strategies)
- Planning for increased density within a quarter mile of frequent transit service, such as RapidRide or Link light rail
- Including a mix of residential, commercial, and institutional land uses within a quarter mile of transit service
- Including housing policies for reductions in parking requirements and zoning flexibility to increase density within one-quarter mile of RapidRide and frequent transit
- Including housing policies for anti-displacement including incentives for affordable housing development near transit

Metro recommends additional transit planning policies that the City of Redmond does not yet actively incorporate into the city's processes, as shown in the Recommended Actions below.

Recommended Actions

Action 8A	Prioritize transit speed & reliability in project prioritization process (see Strategy 7).
Action 8B	Consider curb management and parking strategies that remove or reduce parking near transit stops to facilitate bus operations in future parking management implementation work and as part of the Curbspace Management Plan.
Action 8C	Accommodate bus layover to support growth in fixed route transit service.
Action 8D	Consider implementing electric charging infrastructure that could be utilized by an electrified bus fleet (see Section 11 for E-Mobility strategies)

"WHAT EXCITES YOU MOST ABOUT REDMOND'S GROWING ACTIVE TRANSPORTATION NETWORK?"



"Especially with the recent and upcoming 2 Line projects, I'm really excited to see Redmond's trail network expand even further, such as with the Redmond Central Connector Phase 3 opening and the trail connection over Bear Creek to East Lake Sammamish Trail as part of the 2 Line extension. These allow easy and safe access to southeast Redmond and Kirkland from downtown Redmond and help make a car-free or car-lite lifestyle accessible to more people, creating a truly connected network across the entire eastside."

- Tj Horner



FREIGHT AND GOODS DELIVERY PLAN

Transportation Master Plan

INTRODUCTION

The movement of freight and goods is a critical component of Redmond's transportation system. Between long-haul arrivals and last-mile deliveries, Redmond's entire street system is used in the movement of goods. The Southeast Redmond Industrial Center is an important freight hub for the Eastside, where long-haul trucks arrive with goods that are then sent to destinations across the Eastside in smaller vehicles. E-commerce is expected to have sustained growth resulting in more package deliveries to residents. Between 2017 and 2050, the Puget Sound Regional Council forecasts that freight transported within Washington state will increase by more than 40%, and that imports and exports will grow by more than 50%. These trends point to a need to maintain Redmond's designated truck routes to ensure timely and reliable movement of goods and to be forward thinking in terms of new approaches and technologies last-mile delivery solutions.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

RESILIENCE

- Promote freight delivery strategies that minimize disruptions and impacts to the surface transportation network and livable Urban Centers. (TR-28, TR-29)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 1, Strategy 2

SUSTAINABILITY

- Reduce overall GHG emissions by implementing electric or low emissions delivery and pick up systems. (TR-31, TR-38)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4, Strategy 5

EQUITY & INCLUSION

- Ensure freight and goods delivery access is available to all Redmond residents and businesses. (TR-28, TR-29)
- Strategies supporting the Guiding Principle of Equity and Inclusion include: Strategy 1, Strategy 3

FREIGHT AND GOODS MOVEMENT IN REDMOND TODAY

Redmond's freight route network consists of truck routes that connect to regional truck routes and provide local access to industrial areas such as the Southeast Redmond Industrial Center. Lacking direct rail and port access, Redmond's freight network is completely road-based.
The Redmond truck route system is based on the Washington State Department of Transportation's Freight and Goods Transportation System (FGTS). The FGTS features a ranking system of truck routes based on volume data and estimated tonnage. T-1 and T-2 class routes, or primary truck routes, are recognized as the highest volume and tonnage truck routes in the State, carrying at least four million tons of gross truck tonnage per year. Secondary truck routes are made up of T-3 and T-4 truck routes. T-3 class truck routes carry between 300,000 to 4 million tons per year. T-4 class truck routes carry at least 100,000 to 300,000 tons per year.



Redmond maintains a 39.7-mile four-tiered freight route system that includes local arterials. The 7.3-mile section of SR 520 freeway within the city limits is maintained by WSDOT and included as part of the City's freight route network. These routes currently have higher volumes of trucks and are predicted to have higher volumes of trucks in the future. Truck routes also connect the major industrial and commercial area in the Southeast Redmond neighborhood and support the movement of goods between manufacturing companies and regional truck routes, which are important to the economic vitality of manufacturing and freight distribution companies in Redmond. All truck routes are built to a standard that accommodates heavy truck loads and may be designed to also provide safe access for people walking, biking and taking transit as is discussed in Section 3- Street System Plan.

It should be noted that two FGTS-designated T-3 truck routes are not included in the City's truck route network. These are West Lake Sammamish Parkway, from the Bellevue City Limits to Bel-Red Road and NE 116th Street, from Avondale Road NE to SR 202. The reason for excluding these two routes is that they operate in heavily residential neighborhoods and there are alternative truck routes. These are corridors where the city will take future action to discourage through truck traffic.

Figure 1-1 below shows a map of the Redmond truck route system. Table 1-1 below summarizes Redmond's truck route system miles by truck route classification.

FIGURE 1-1 | REDMOND TRUCK ROUTES

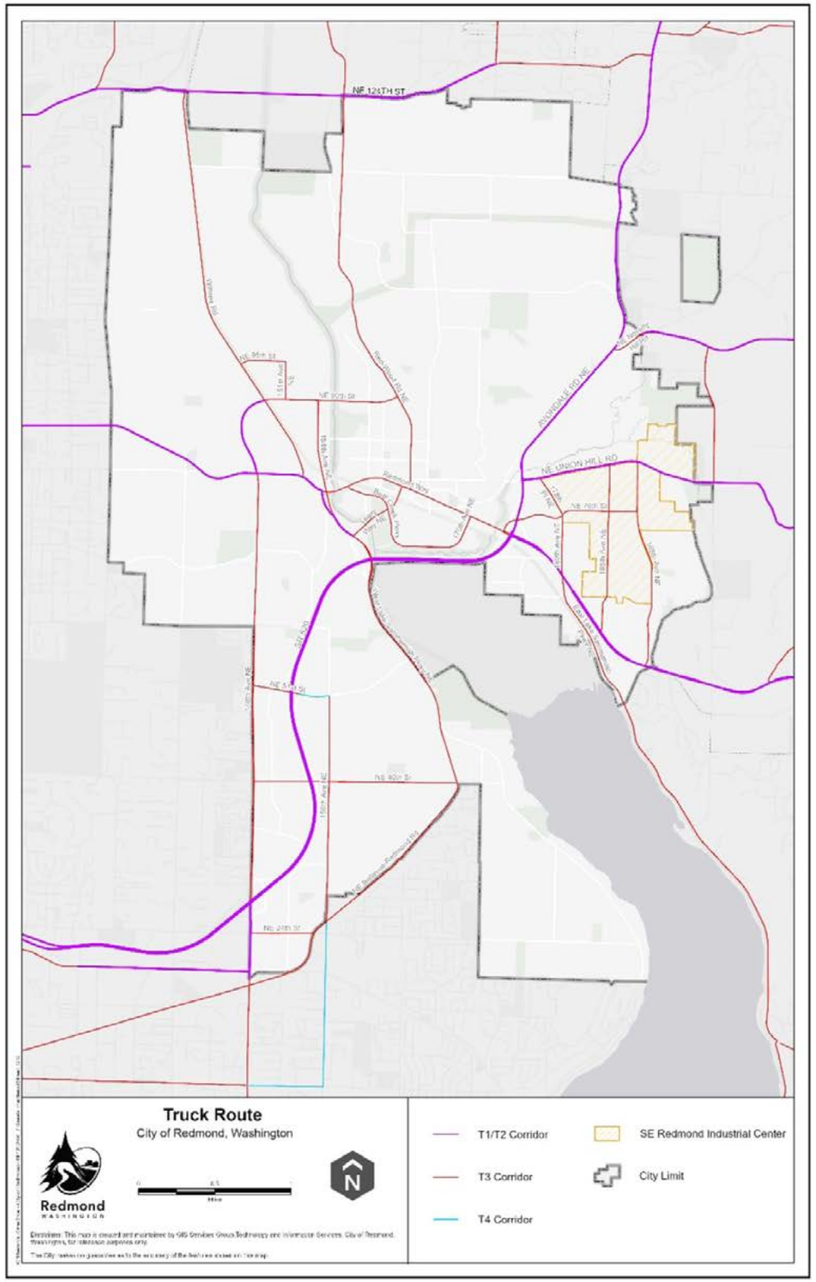


TABLE 1-1 | REDMOND TRUCK ROUTE SYSTEM

Truck Route Classification	Centerline Miles
(Primary) T1/T2 Truck Route	17.9 (including 7.3 miles of SR 520)
(Secondary) T3 Truck Route	28.9
(Secondary) T4 Truck Route	0.2
	Total Miles: 47.0

PRIMARY TRUCK ROUTES (T-1 AND T-2) INCLUDE:

- 148th Ave NE, from south city limits to SR 520
- 148th Avenue NE, from Redmond Way to Willows Road
- West Lake Sammamish Parkway NE, from Leary Way NE to Redmond Way
- Avondale Road, from NE Union Hill Road to north city limits
- NE Union Hill Road, from Avondale Road NE to east city limits
- Redmond Way, from 132nd Avenue NE to West Lake Sammamish Parkway NE

Secondary Truck Routes (T3 and T-4) include:

- 148th Avenue NE, from SR 520 to Redmond Way
- NE 90th Street, from Willows Road to SR 202 (Redmond-Woodinville Rd NE)
- 151st Avenue NE, from NE 90th Street to NE 95th Street
- NE 95th Street from 151st Ave NE to Willows Road
- West Lake Sammamish Parkway NE, Bel-Red Road to Leary Way NE
- 154th Avenue NE, from West Lake Sammamish Parkway NE to NE 90th Street
- 156th Avenue NE, from NE 28th Street to NE 40th Street
- 156th Avenue NE, from NE 40th Street to NE 51st Street
- Bear Creek Parkway, from Redmond Way to 168th Ave NE PVT
- 170th Avenue NE, from 168th Ave NE to SR 202 (Redmond Way)
- East Lake Sammamish Parkway NE, from South City Limits to SR 202 (Redmond Way)
- 180th Avenue NE from SR 202 (Redmond Way) to NE 76th Street
- 178th Place NE, from NE 76th Street to NE Union Hill Road
- 185th Avenue Northeast from SR 202 (Redmond Way) to NE Union Hill Road
- 188th Place NE, from SR 202 (Redmond Way) to NE Union Hill Road
- Bel-Red Road from NE 20th Street (City Limits) to NE 24th St (City Limits)
- Bel-Red Road, from 3200 Block (City Limits) to NE 40th Street
- Bel-Red Road, from NE 40th St, West Lake Sammamish Parkway NE
- Leary Way NE, from West Lake Sammamish Parkway, Redmond Way
- NE 124th Street, from SR 202 (W C/L), East City Limits
- NE 24th Street, from 148th Avenue NE (C/L), Bellevue-Redmond Rd (C/L)
- NE 40th Street, from 148th Avenue NE, SR 520
- NE 40th Street, from SR 520, Bel-Red Road
- NE 51st Street, from 148th Avenue NE, SR 520
- NE 76th Street, from SR 202 (Redmond Way) to 180th Ave NE
- NE 76th Street, from 180th Ave NE to 188th Ave NE
- NE Novelty Hill Road, from Avondale Road NE to East City Limits
- Redmond Way from West Lake Sammamish Parkway NE to SR 202 (164th Avenue NE)
- Willows Road from Redmond Way to NE 124th Street (Kirkland City Limits)
- NE 51st Street, from SR 520 to 156th Avenue NE

STRATEGIES AND ACTIONS

Strategy 1: Maintain Designated Primary and Secondary Truck Routes:
Redmond's freight network includes a two-tier street system comprising:

- **Primary T-1 and T-2 Truck Routes:** Key routes for high truck volumes, directly connecting Redmond with regional highways such as SR 520 and SR 202. These roads are designed for durability with features like strong pavement to support heavy vehicles. A minimum travel lane width of 11 feet is prioritized along these routes to provide more operating space for larger freight vehicles.
- **Secondary T-3 and T-4 Truck Routes:** These streets will generally operate with lower truck volumes and weight and provide more local access to businesses. A minimum travel lane width of 11 feet is prioritized along these routes to provide more operating space for larger freight vehicles but there is more flexibility to reduce lane widths.

Recommended Actions

Action 1A	Consider efficient and safe truck movement in all street planning and design. (Planning, Public Works)

Strategy 2: Restrict or Discourage Truck Traffic Where Incompatible

Whereas all Redmond streets are open to some degree of truck traffic – whether through truck traffic on major roads or last mile delivery on local streets – there may be streets where certain types of truck traffic is incompatible with surrounding land uses or other expected transportation modes.

Recommended Actions

Action 2A	Establish internal policies and procedures for restricting or discouraging truck traffic in corridors where such traffic is deemed incompatible with surrounding land users and/or transportation modes. (Public Works)

Strategy 3: Investigate Options for Improving Freight Data Collection

Redmond uses traditional multi-modal traffic count methods for collecting freight data, which are time consuming, expensive and don't capture the performance of new and emerging freight movement strategies. New technologies, such as using commercial vehicle truck fleet data and other technology sources such as onboard GPS-enabled navigation systems, and cellphone-derived data supplied by third-party vendors for tracking vehicles may provide more efficient ways to collect freight data that can be used to better manage freight vehicle performance, thereby improving mobility on local city streets.

Recommended Actions

Action 3A	Explore and adopt new technologies or data sources to better track freight movement within the City. (Planning)

Strategy 4.1: Adopt innovative strategies to provide for safe and enhanced freight movement, reduced emissions, and application of clean technology.

Recommended Actions

Action 4.1A	Dedicated Loading Zones and Parking Regulations: Reduce congestion in high-demand areas like Downtown through strategically placed loading and unloading zones combined with improved parking regulations ensures smooth freight delivery operations and fair usage of high-demand urban areas. (Public Works)
Action 4.1B	Curb Space Delivery Reservations: As Redmond's Urban Centers attract more residents and businesses, demand for curb space will continue to intensify. Efficient, safe, and timely delivery of goods to businesses is critical to supporting thriving businesses and livable Urban Centers. As part of its overall curb space management efforts, the city will explore the use of an app-based curb space delivery reservation system where curb space demands are highest within Urban Centers. Preference within specific zones in Urban Centers could be given to zero-emission delivery vehicles. (Public Works, TIS)
Action 4.1C	Urban Micro-Consolidation Centers (UMCCs): UMCC's are locations where deliveries within a certain radius are dropped and reconsolidated to be delivered by more sustainable last-leg modes. They may be located within the public right-of-way or off-street sites. The City will work with shipping and logistic providers and support siting of UMCCs within or proximate to its Urban Centers where there are higher concentrations of package deliveries. (Planning, Public Works)
Action 4.1D	Parcel Lockers and Pickup Points: Explore regulatory or incentive-based approaches to implementation of parcel lockers and/or pickup points in Urban Centers to reduce the number of individual deliveries and resultant congestion and curbspace demand generated by delivery vehicles. Parcel lockers are convenient, centralized locations where consumers retrieve packages, cutting down on individual deliveries. Amazon Locker is an example of a parcel locker service. Pickup points are locations where online orders or parcels can be sent to or dropped off. This service is also known as out-of-home delivery. Customers can choose the pickup location based on their convenience and schedules. UPS Stores are an example of a pickup point.

Strategy 4.2: Autonomous Goods Delivery

Commercial unmanned aerial vehicles (UAV, aka drones) are already being used in some communities to deliver goods to businesses and customers. The main concerns over commercial drone use have to do with legal liability, public safety, and negative externalities such as noise pollution and disturbing plant and animal life. Regulations and rulemaking applicable to UAVs is evolving at the federal-level and could potentially impact or preempt regulatory areas currently under local control, including land use and zoning powers, nuisance laws, and establishing no-fly zones. The final rule is expected to be issued in early 2026.



Commercial drone

Personal Delivery Devices (PDDs) are small autonomous vehicles that offer door-to-door delivery services. PDDs can offer an alternative to larger delivery vehicles and help reduce single-occupancy vehicle trips. PDDs promise to offer greater accessibility to delivery services while reducing delivery-based street congestion and emissions, however ensuring safety and accessibility of pedestrians and other users of Redmond's streets is critically important. PDD operation in Redmond would require a right-of-way permit and be subject to criteria to ensure safety and accessibility. These criteria and other permit requirements would need to be developed and codified.



Personal delivery device (PDD)

Recommended Actions

Action 4.2A	Develop regulations to support safe, efficient delivery of goods by Unmanned Aerial Vehicle (UAV) to the extent not pre-empted by applicable federal (e.g., Federal Aviation Administration) and state regulations. Regulations should support and balance livability, safety, privacy, accessibility the pedestrian network, and economic development, and hold operators accountable for safe and orderly deployment.
Action 4.2B	Develop regulations to support safe, efficient delivery of goods by Personal Delivery Devices (PDDs). Regulations should address maximum speed and weight of PDDs, where they can operate, applicable traffic rules, visibility, and obligations of operators to rapidly respond to mechanical malfunction.

Strategy 4.3: Emissions Reduction and Clean Technology

Recommended Actions

Action 4.3A	Support expansion of EV charging infrastructure and explore establishing zero-emission delivery zones inside Urban Centers to promote zero emission last-mile freight and goods delivery.
Action 4.3B	Promote the use of light-urban delivery vehicles including e-cargo bikes, trikes, and quadricycles through sensible regulation and bikeway, pathway, and sidewalk design that accommodates such vehicles. Redmond may look to national or state efforts to create policy and definitions for low-impact urban logistics including potentially charging fees for operators not using such vehicles for local deliveries or exempting light-urban delivery vehicles from any delivery fee that could be implemented at the state or local level.
Action 4.3C	Advocate for legislative change in Washington State to allow local jurisdictions to apply climate impact fees to high-emission goods delivery vehicles.

Strategy 5: Consider Application of Freight-and-Bus Only Lanes

In the Puget Sound region, jurisdictions and transit agencies have adopted a strategy to reconfigure travel lanes on congested arterials to allow for special use conditions. One of these strategies are Business and Transit-only Lanes, or BAT lanes, which are curb lanes used only by right-turning vehicles and buses. This type of reconfiguration would improve the speed and reliable of transit and freight while removing slower operating transit and freight vehicles from general purpose lanes thereby, improving operations for all vehicles.

Recommended Actions

Action 5A	Explore opportunities for establishing BAT lanes to improve transit reliability and more efficient goods movement. As an initial trial, Willows Road, a designated Secondary truck route, may present an opportunity for a variation of BAT lanes that would also permit freight vehicles. A northbound freight and bus only lane (FAB lane) would be added by re-purposing existing bike lanes (no longer needed with the Redmond Central Connector) north of the 9900 Block to 124th Street and replacing one general purpose lane south of 9900 Block.

RELATED PLANS OR POLICIES

- WSDOT Freight System Plan—Freight Policies
- Puget Sound Regional Council, Regional Transportation Plan, Freight Policies
- King Countywide Planning Policies-Freight



SYSTEM MAINTENANCE AND PRESERVATION

Transportation Master Plan

INTRODUCTION

A well-maintained transportation system is critical to ensuring that all people living in, working in, or visiting Redmond can get around safely, conveniently, and comfortably. It is also critical to Redmond's long-term fiscal well-being and sustainability goals. Redmond's transportation infrastructure is aging, highlighting the importance of maintenance and lifecycle planning. The City must proactively assess, plan and budget maintenance and repair needs so that infrastructure can be maintained at or returned to identified level of service.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

RESILIENCE

- A well-maintained transportation system prevents network disruptions.
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2, Strategy 3, and Strategy 5

SUSTAINABILITY

- Transportation system maintenance prolongs the life of system assets and helps prevent harmful substances from entering sensitive areas.
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 1 and Strategy 2

EQUITY & INCLUSION

- Maintaining sidewalks, curb ramps, and bikeways supports safe and equitable access
- Strategies supporting the Guiding Principle of Equity include: Strategy 1and Strategy 4

FREIGHT AND GOODS MOVEMENT IN REDMOND TODAY

The City of Redmond maintains a wide range of transportation-related assets that require periodic maintenance, repair, or replacement. These assets are discussed in other sections of the TMP and summarized below:

TABLE 1 | SUMMARY OF TRANSPORTATION SYSTEM ASSETS

Asset	Number/Mileage
Street Centerline Miles	152
Street Lane Miles	364
Bridges	20
Sidewalks	240
Curb ramps	1308
Bike lanes	61.7
Separated bike lanes	2.7
Neighborhood Connections (Special Purpose Pathways)	5.8
Traffic Signals	112
Street Lights	2100 City-owned and 2700 PSE-owned
Signs	9,301
Pavement Markings	14,180 Markings (X-walk, Stop Bar, Legends)

Maintenance and Preservation Needs

Redmond's transportation system requires constant maintenance. The Public Works Department engages in a variety of maintenance activities, including pothole and pavement repair, ensuring signs and markings are visible, street lighting is operational, street sweeping, snow and ice response, and vegetation management. Routine maintenance of the system is prioritized based on quantitative measures such as Pavement Condition Index (PCI), the anticipated life cycle of a given asset, and inspections. The Public Works Department also responds to community requests or identified safety risks.

The City of Redmond is contending with aging infrastructure that requires more maintenance than current funding levels can address. Although regular maintenance is carried out each year, a funding gap exists. Addressing the funding gap is critical and actions such as the development of asset management plans and condition analysis will assist in identifying where to allocate limited resources to provide maximum benefit.

Pavement Management

The City oversees approximately 364 lane miles of pavement, representing an infrastructure asset with a replacement value of $300+million.

To monitor pavement condition, the City uses the Pavement Condition Index (PCI), a standardized method for evaluating roadway health. PCI scores categorize pavement as being in very good, good, poor, or very poor condition. A PCI above 70 indicates a street is in good condition, while a PCI below 55 signifies poor condition, often characterized by widespread cracking, ruts, and potholes. Figure 1 provides a visual representation of the PCI scale.

FIGURE 1 | VISUAL EXAMPLES OF PAVEMENT CONDITION



Currently, Redmond's average PCI is 65—below the level of service target of 70. This figure has declined over the past two decades, largely due to an increase in vehicular traffic, the growth of the system, and underinvestment in pavement management. Preliminary estimates suggest that bringing the network back to a PCI of 70 and maintaining it through 2050 would require an average annual investment of $11 million.

About 30% of the City's principal arterials are in poor condition with a PCI below 55. These roadways serve as high-capacity corridors for vehicular traffic and often support transit routes and truck traffic. Several arterials have up to four through lanes and additional turn lanes. Examples include Avondale Road, Redmond Way, and Bellevue-Redmond Road. Rehabilitation of streets that are in poor condition typically involves full-depth removal and replacement at an estimated cost of $700,000 per lane mile. Preventative maintenance treatments such as crack sealing help to extend the life of pavement and reduce costs associated with full-depth removal and replacement. Minor arterials often connect major corridors and have less traffic than principal arterials. Collector arterials carry traffic from local roads to the arterial network. Examples include NE 40th Street and NE 116th Street. Approximately 40% of the City's minor and collector arterials have a PCI below 70, and about 12% fall below a PCI of 55. Over the next five years, more than half of these roads are expected to require major rehabilitation. The PCI of Redmond's arterial network is shown in Figure 2.

In contrast, Redmond's local and neighborhood streets are generally in better shape and are prime candidates for preventative maintenance. Techniques such as slurry seals, chip seals, and crack sealing are cost-effective ways to extend pavement life and are most effective when applied to roads with a PCI over 70. Currently, about 240 lane miles in Redmond meet this criterion.

To slow deterioration, the Public Works Department is expanding its crack seal program and has begun applying slurry seals to neighborhood streets. Still, without increases in funding, maintaining a citywide PCI of 70 will be a challenge. Projections show that by 2030, over 55% of the arterial network could have a PCI below 55, and the citywide network average may fall below that threshold within the next decade.

In response to these challenges, the City is developing a formal Pavement Strategic Plan. This strategic plan will explore funding scenarios, maintenance techniques, and resource needs to improve and preserve the condition of Redmond's roadway infrastructure for the long term.

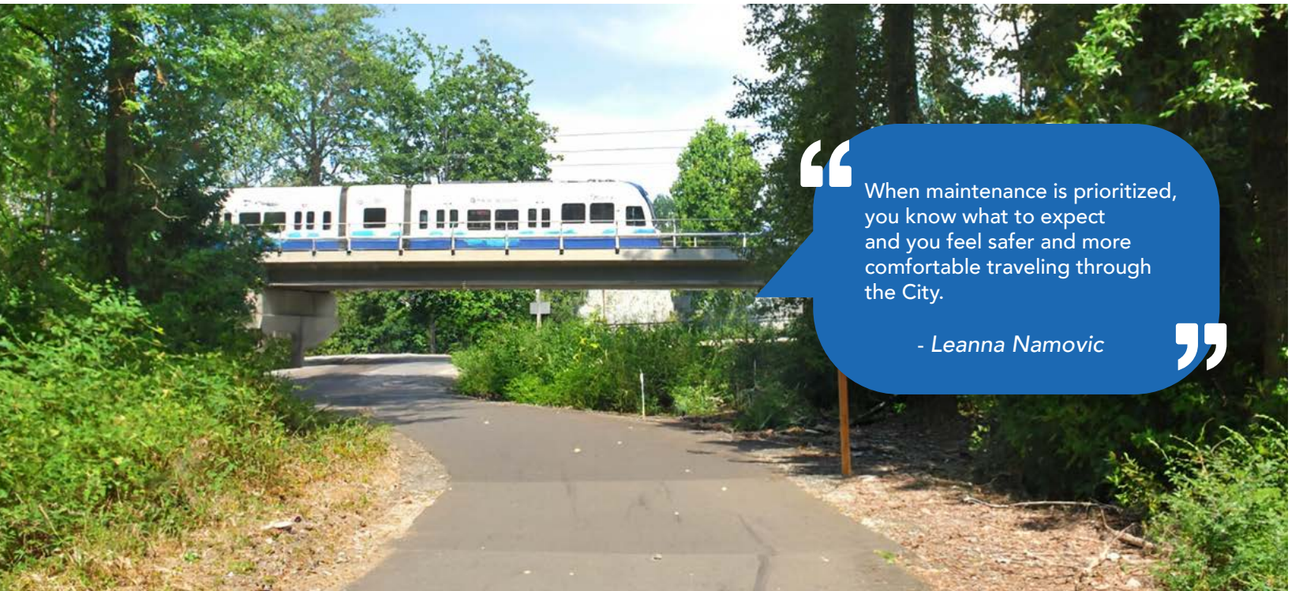


FIGURE 2 | ARTERIAL PAVEMENT CONDITION INDEX (PCI)

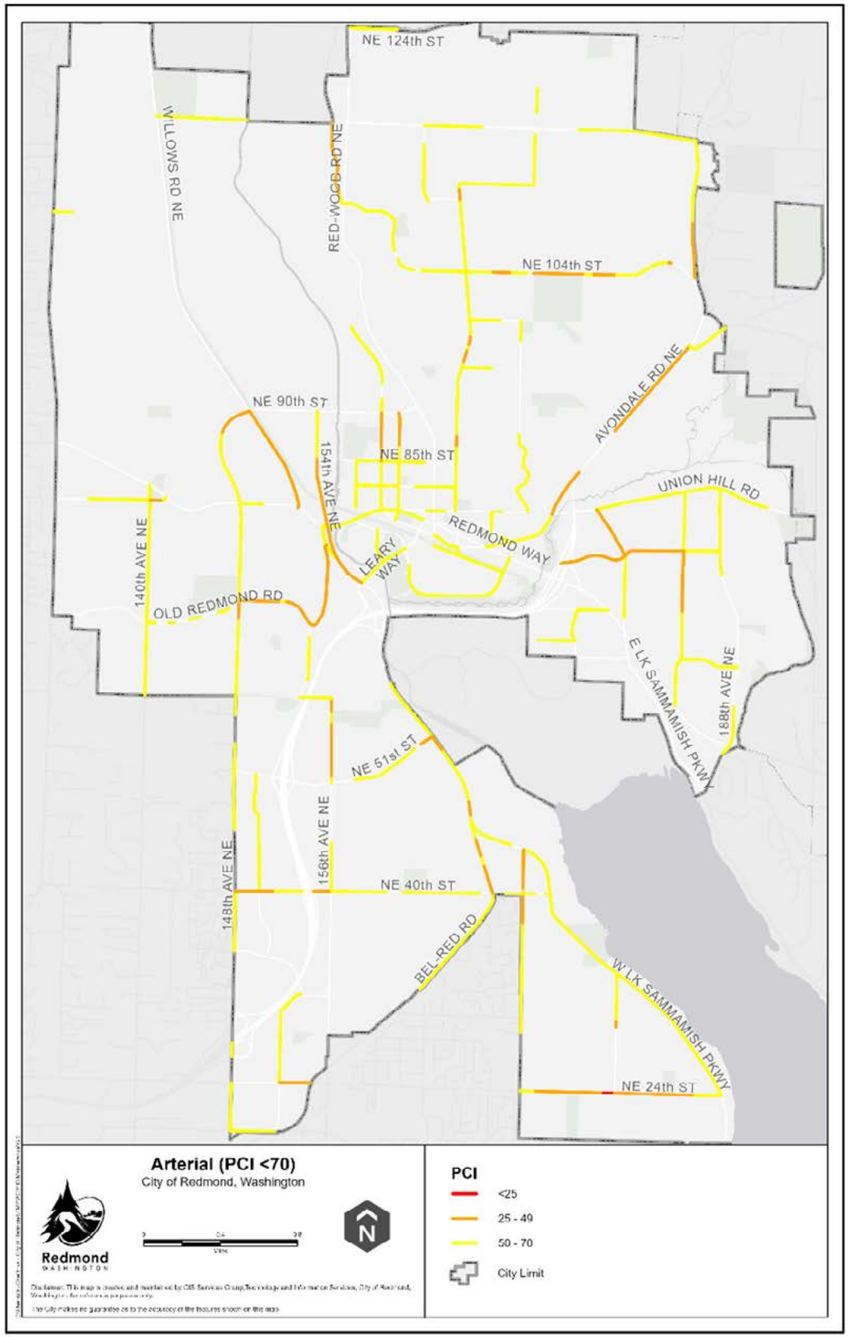
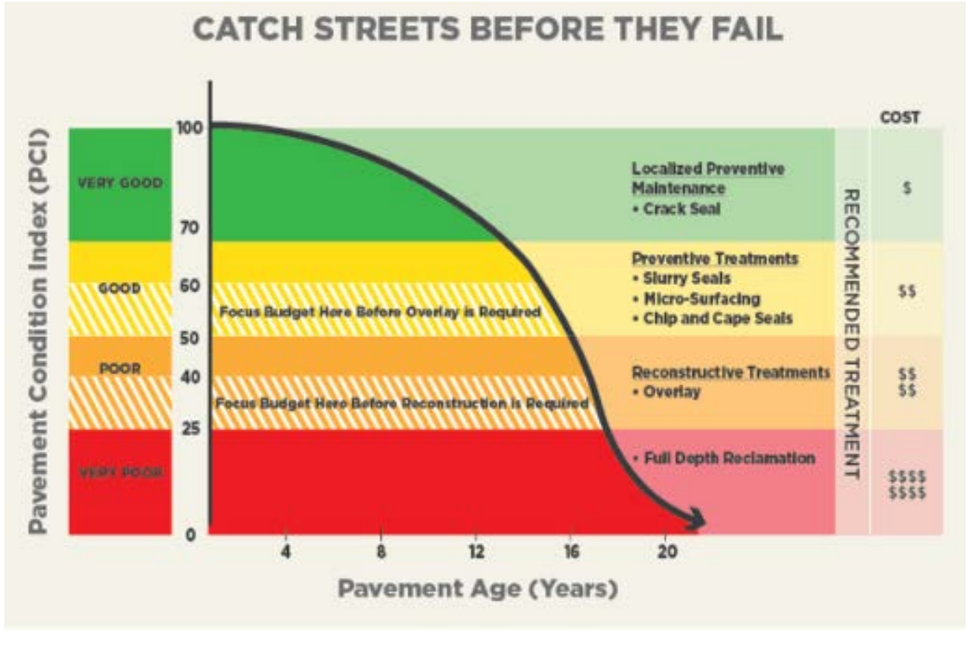


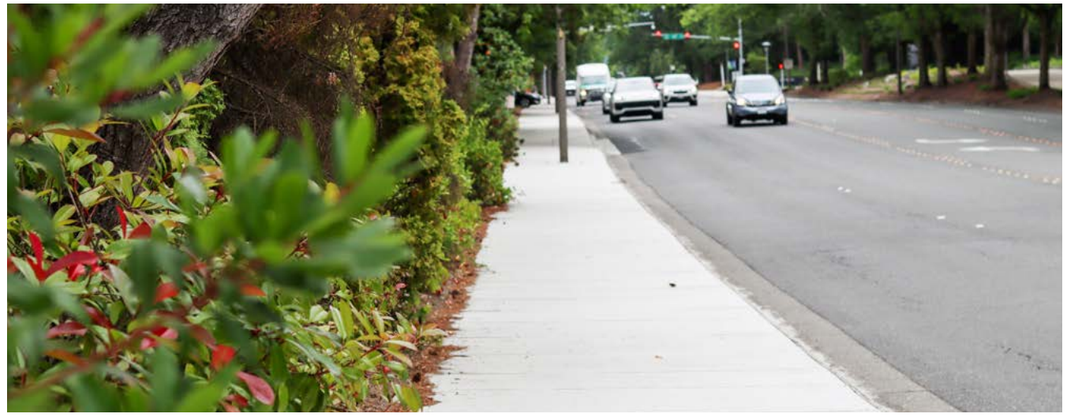
FIGURE 3 | PAVEMENT PRESERVATION CONCEPT (CREDIT: CITY OF



Sidewalks

Redmond has over 240 miles of sidewalks and continues to construct sidewalks to fill gaps in the sidewalk network and provide better access to transit, schools, parks, and other destinations people want to walk and roll. Sidewalk condition varies throughout the city. In areas where a substantial amount of new development is occurring, older sidewalks are replaced and new sidewalks are constructed, so sidewalk conditions are generally good. In older areas of the city, such as parts of downtown and some residential neighborhoods, sidewalks may be in poor condition due to tree root upheaval and other factors.

Redmond's trees are part of what makes it a livable community. Many trees along Redmond's streets and sidewalks were planted decades ago. A combination of inadequate soil structure for tree root growth and inappropriate tree species selection has resulted in sidewalks that have major heaves and cracks, creating challenging conditions for people using mobility devices or pushing strollers. Fortunately, much more is now understood about soil structure and tree selection, which is currently being applied in new sidewalk projects that include street trees, so these conditions can be avoided in the future. However, many damaged sidewalks in Redmond will need to be reconstructed to meet ADA requirements and make them accessible. An example of a sidewalk that is being reconstructed due to damage from adjacent trees is NE 40th St.



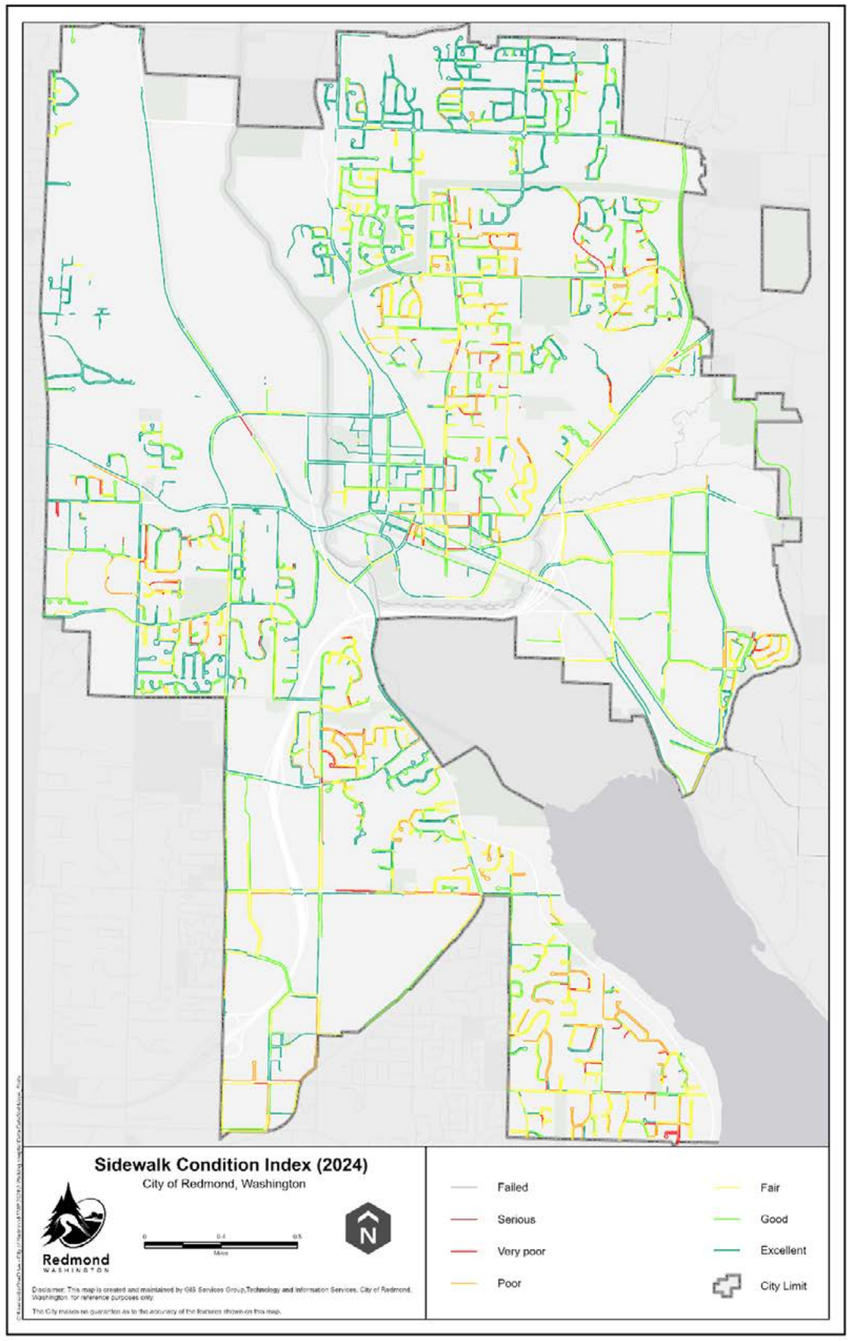
In 2024, the City collected sidewalk condition data for arterial streets, which is summarized in Table 2. Over half of arterial sidewalks are in good to excellent condition. Sidewalks found to be in fair to failed condition will be prioritized for repair or replacement by the City's concrete crew or will be replaced as part of capital improvement or development projects. See Figure 4 below for a summary of Redmond's Sidewalk Condition Index data.

In 2025-2026, the City will develop its Americans with Disabilities Act (ADA) Transition Plan for the Public Right-of-Way, which will identify deficiencies in the pedestrian network that impact accessibility and make it difficult or impossible for persons with disabilities to travel using this network. The plan will identify a list of sidewalks, paths, accessible push buttons, and curb ramps that need to be repaired or replaced to comply with the ADA and requirements in the Public Right-of-Way Accessibility Guidelines (PROWAG). Sidewalks with Sidewalk Condition Index (SCI) of Fair to Failed will be evaluated to determine whether they exceed ADA thresholds.

TABLE 1 | SUMMARY OF TRANSPORTATION SYSTEM ASSETS

Asset	Length (miles)	Percent of Total Sidewalk Network
Excellent (93-100)	40.83	43%
Good (85-92)	26.71	28%
Fair (71-84)	20.65	22%
Poor (55-70)	5.18	5%
Very Poor (30-54)	1.55	2%
Serious (11-29)	0	<1%
Failed (0-10)	0.02	<1%

FIGURE 4 | SIDEWALK CONDITION INDEX



TRENDS IMPACTING SYSTEM MAINTENANCE AND PRESERVATION NOW AND IN THE FUTURE

Impacts of Heavier Vehicles

As the level of transit service increases in Redmond, so too do the impacts of heavy buses on pavement condition. These impacts are most pronounced at bus stops where buses decelerate and accelerate, applying additional forces on the underlying pavement structure. Asphalt pavement, which comprises the majority of Redmond's arterial street network, is particularly susceptible to the impacts of heavy buses.

Heavier passenger vehicles also negatively impact pavement conditions. The average weight of a passenger vehicle in the U.S. has been trending upward since the early 1980s. The average weight across all passenger vehicle types is just over 4,000 pounds. As the number of heavier passenger vehicles increases, street pavement will deteriorate more quickly, requiring more frequent maintenance.

Changing the city's arterial street standard to be concrete instead of asphalt is a strategy that can extend pavement life, but concrete is more costly. Applying a concrete standard along frequent transit routes, at intersections, or at bus stops may be another more cost-effective strategy to reduce long-term maintenance costs. The use of asphalt and concrete both comes with environmental benefits and drawbacks; the use of these materials can be evaluated for alignment with the priorities of the Environmental Sustainability Action Plan (ESAP).

FIGURE 5 | CONCRETE BUS PADS REDUCE IMPACTS OF HEAVY BUSES ON PAVEMENT



Multimodal Streets Require a Different Maintenance Approach

As Redmond streets are redesigned to better accommodate walking, biking, transit, and auto traffic the methods and equipment that are used to maintain streets must also change. For example, the TMP Bicycle Strategy calls for a network of high comfort bikeways, many of which will be separated bike lanes. Separated bike lanes typically can't be swept with conventional street sweepers, so they require smaller specialized sweepers or other equipment, and additional staff resources since the sweeping would be a separate activity from sweeping the adjacent street. Similarly, snow removal for separated bike lanes requires special equipment and additional staff resources. Table 3 compares maintenance costs of conventional bike lanes (i.e., no vertical elements between the bike and vehicle lanes) and separated bike lanes.

Multimodal streets also may incorporate features such as pavement markings, signage, vertical delineators, etc. which require maintenance. Each of these features has a life cycle and needs to be replaced on a routine basis. Further, multimodal streets that divide available street space create more constrained conditions to conduct maintenance.

TABLE 3 | MAINTENANCE COST COMPARISON BETWEEN CONVENTIONAL AND SEPARATED BIKE LANES

Category	Open Bike Lanes (per mile/year)	Separated Bike Lanes (per mile/year)
Sweeping & Debris Removal	$500-$2,000	$2,000–$5,000
Snow Removal (where applicable)	$1,000–$3,000	$2,500–$6,000 (May require dedicated staff or closing facility until conditions improve)
Markings & Signage Maintenance	$200–$700	$300–$1,000
Barrier/Planter/Bollard Maintenance	N/A	$500–$2,000
Equipment Depreciation (Annual Share)	Minimal (shared sweeper fleet)	Moderate–High (dedicated sweeper fleet)
Total Annual Maintenance (Estimate)	$1,700–$5,700	$5,300–$14,000

More People Walking, Biking, and Rolling Requires a Higher Level of Maintenance

Redmond's transportation policies and planning efforts are focused on encouraging more people to walk, bike, and roll. These human-powered modes of travel are more susceptible to injurious crashes resulting from poorly maintained infrastructure – whether it's a crack in the pavement, or ice on a sidewalk. To maintain a safe system, it is important to establish a higher maintenance standard for sidewalks, bike lanes, and multiuse trails.

Reducing Environmental Impacts

Redmond's Environmental Sustainability Action Plan (ESAP) calls for increasing City-led tree planting on public properties (including public rights-of-way) and increasing the use of pervious pavement. Both actions have maintenance implications. More trees result in the need for more vegetation management (e.g., pruning, clearing tree litter). Over time, trees can also impact sidewalks and streets; however, better planting techniques and proper tree species selection can minimize these impacts. Pervious pavement, which is more appropriate for low volume parking lots, maintenance access roads, and sidewalks, requires different maintenance practices than more traditional pavements to prevent these pavements from being clogged by dirt, moss, etc., which compromise their pervious function.

As Redmond continues to grow and prioritize sustainability, transitioning the maintenance fleet toward electric-powered vehicles is a key strategy to reduce environmental impacts, enhance operational efficiency, and align with climate goals. By converting an increasing share of its vehicle inventory to electric models, Redmond can lower greenhouse gas emissions, decrease dependency on fossil fuels, and potentially realize long-term cost savings through reduced fuel consumption and simplified routine maintenance.



Electric maintenance vehicle

However, electrifying the fleet also introduces new operational considerations. Maintenance personnel may require specialized training to safely handle high-voltage equipment and address the diagnostic needs of electric drivetrains. Infrastructure investments, such as installing charging stations at municipal facilities, represent up-front costs that must be integrated into the City's capital planning. Additionally, thoughtful scheduling and route planning will be necessary to account for charging times and vehicle ranges, ensuring that critical maintenance tasks remain on track.

Over time, these costs can be offset by savings from less frequent vehicle servicing and reduced fuel expenditures. Grants, rebates, and other funding opportunities may further streamline this transition. By systematically evaluating vehicle types, developing a phased replacement schedule, and monitoring performance, Redmond can maintain a strong and reliable maintenance program while embodying the City's commitment to a cleaner, more sustainable future.

STRATEGIES AND ACTIONS

Strategy 1: Establish a Maintenance Level of Service Standard for Infrastructure Assets

For sidewalks, federal laws and guidelines such as the Americans with Disabilities Act (ADA) and the Public Right of Way Accessibility Guidelines (PROWAG), establish accessibility standards that dictate when assets such as sidewalks and curb ramps need to be maintained for accessibility. For other assets, a level of service standard - both for seasonal maintenance and longer-term system maintenance - is established by the City. A level of service standard may be tied to safety, longevity, aesthetics, user comfort, and other factors. This standard, in turn, dictates the frequency and level of maintenance performed.



Seasonal Maintenance

Recommended Actions

Action 1A	Establish asset management plans that include a level of service maintenance standard for all transportation system assets and incorporate them into the City's asset management system. (Public Works)
Action 1B	Modify seasonal maintenance practices, staffing, and budget to meet the established level of service standard. (Public Works)

Strategy 2: Plan for and adequately fund maintenance and preservation of Redmond's transportation system.

Ensuring sidewalks, streets, and other transportation assets are well-maintained is critical to achieving a safe, multimodal network. Funding for ongoing maintenance and preservation in Redmond is drawn from various sources—the General Fund, the Transportation Benefit District (TBD), and grant programs—which can fluctuate in availability from year to year. As the city grows and travel demands increase, allocating sufficient, stable funding is essential to meet safety and mobility goals. Robust financial support for maintenance not only addresses immediate repair needs but also helps avoid more costly overhauls in the future.

Capital Projects

For new capital projects, long-term maintenance costs are calculated, and sufficient budgets are set aside during the capital improvement program (CIP) project scoping phase to ensure there is sustainable funding for the maintenance requirements. Maintenance costs should account for all aspects of life-cycle asset management and replacement.

Transportation Benefit District

Redmond's Transportation Benefit District (TBD) was formed in 2023 to fund maintenance and improvements to city streets, public transportation, strategies aimed at maximizing safety and traveling choices, and other transportation projects designed to reduce congestion. The TBD is funded through a sales tax of 1/10th of one percent. In its first year, Redmond's TBD generated approximately $5 million and is expected to generate a similar amount each year. TBD funds have been used to improve the City's capabilities to build and repair sidewalks, curb ramps, and other transportation features typically constructed of concrete, and augmenting paving projects with additional resources to expand existing scope.

Grants

The City has received federal funding for pavement preservation projects via the Puget Sound Regional Council (PSRC) grant competitions, which occur in even years. Grant amounts are generally in the range of $1.3 and $1.5 million, and typically include separate design and construction phases. Pavement Condition Index for the road segment is the biggest factor in scoring for these grants, with a PCI of 50-59 receiving the highest points. Roads must be functionally classified (i.e., part of the arterial network) to be eligible, with higher functional classes receiving higher points. Freight routes and bus service can also contribute to higher scores.

Project Piggybacking

As Redmond's stormwater, sewer, and water utilities age, there is a need to replace underground infrastructure that is placed within the street right-of-way. These utility projects offer opportunities to resurface streets, fix sidewalks, and conduct other maintenance activities. Asset management planning efforts will allow the City to better align priority infrastructure projects and identify opportunities to achieve cost savings by piggybacking different types of infrastructure projects occurring within the same corridor. The City should also continue to coordinate with private development projects and Puget Sound Energy (PSE) projects to find opportunities for project piggybacking.

Recommended Actions

Action 2A	Incorporate, as standard practice, the cost of annual maintenance into all operational budgets. Update existing cost-estimation tools and CIP processes to ensure accurate maintenance costs are identified early and long-term funding is appropriately allocated as part of the biennial budget process. (Public Works)
Action 2B	Establish a Project Transportation Maintenance Fund to ensure sustained financial support for maintaining Redmond's transportation system, preventing deferred maintenance and unexpected funding shortfalls. (Public Works)
Action 2C	Create an asset management dashboard that more easily allows identification of opportunities to combine infrastructure maintenance/replacement projects across functional areas and coordinate with non-City utility providers and private development. The dashboard may also be used to report on capital project and programmatic efforts. (Public Works)

Redmond's Concrete Crew Improves Pedestrian Access While Saving the City Money

Redmond's newly formed Concrete Crew is already demonstrating the value of relying on internal resources to address the City's infrastructure needs. Their recent work at the 90th Street and Woodinville-Redmond Road intersection illustrates both the flexibility and cost-effectiveness this approach can offer. After a car accident damaged a traffic signal pole, the crew quickly removed the old foundation, prepared a new one, and took the opportunity to remove and replace the curb and gutter at the corner. They also upgraded two ADA-compliant wheelchair ramps and repaired sections of sidewalk to restore safe and accessible conditions for all users.

Without this in-house capability, these repairs would have required a lengthier contracting process and higher overall costs, likely delaying completion and inconveniencing residents. In addition to saving time and money, the project showcased strong coordination between the Concrete Crew and the Traffic Operations and Safety Engineering Division, reflecting the benefits of enhanced collaboration within the City's maintenance operations. By investing in a dedicated crew, Redmond can respond more rapidly to unanticipated infrastructure needs, maintain higher quality standards, and reduce reliance on outside contractors, ultimately supporting a more resilient and efficient transportation system.



Strategy 3: Explore alternative approaches to addressing bikeway, sidewalk, and shared-use path maintenance needs

Community-driven maintenance initiatives

As the City continues to build out its active transportation network and encourages year-round walking and biking, the maintenance needs for sidewalks, paths, and bikeways will continue to grow. This is particularly true for seasonal maintenance such as the clearing of leaves or other tree litter, and snow and ice removal from sidewalks and bikeways to maintain safe and accessible facilities. City maintenance crews may not always be able to address these seasonal maintenance needs in a timely manner. In some communities across the US community organizations have formed to address certain maintenance needs such as trimming vegetation and clearing debris from sidewalks and bike lanes. Examples include StreetFixers in Seattle, which organizes groups of people to sweep, rake, trim vegetation, etc. to make sidewalks and bikeways more passable.

Another approach to community-driven maintenance initiatives is to establish an "Adopt-a-Neighbor" program, which pairs neighbors who are unable to rake or shovel their sidewalk with volunteers who are willing to help.

City-subsidized sidewalk maintenance

The Revised Code of Washington 35.70.020 establishes that it's the responsibility of the abutting property owner to bear the burden and expense of constructing or repairing existing sidewalks along the side of any street or public place. This approach to sidewalk maintenance can lead to inequitable outcomes and often results in maintenance being deferred or not happening at all unless there are complaints from the public or a compliance program in place. In Redmond, adjacent property owners are responsible for maintaining the sidewalk in front of their homes, but historically there has been little enforcement or formal procedure in place to address degrading conditions. The City remains ultimately responsible for ensuring the sidewalks are safe for all users, and it typically responds to customer requests on a case-by-case basis to provide temporary or interim fixes.

To ensure an accessible sidewalk network the City should enforce the city ordinance requiring adjacent property owners to address sidewalk conditions that are impacting accessibility. Property owners can choose to hire a contractor or request the City to make the repair and be billed for the work. In some cases, repairing or replacing a sidewalk can be a financial burden to lower-income households. Income-qualifying households could have a portion, or all of the costs covered by the City using funds from the Transportation Benefit District.

Recommended Actions

Action 3A	Assess the viability of establishing volunteer programs such as "Adopt-a-Neighbor" for seasonal sidewalk maintenance or "Adopt-a-Bike-Lane" program where organized groups commit to performing seasonal maintenance activities such as leaf clearing within defined segments. (Planning, Public Works)
Action 3B	Develop a policy and guidelines to facilitate community-driven maintenance initiatives and ensure that such initiatives are safe for participants and meet defined level of service maintenance standards. (Planning, Public Works)
Action 3C	Increase compliance efforts for inaccessible sidewalks and establish a program to assist property owners in addressing sidewalk maintenance needs, which could include providing a list of contractors, having City crews conduct the maintenance activity and bill the property owner, and establishing an income-qualifying sidewalk maintenance subsidy program. (Public Works)

Prioritizing Transportation Infrastructure Maintenance

Redmond's transportation system should serve everyone equitably, ensuring that no person or neighborhood is left behind due to historical underinvestment or physical barriers. Older residential areas can sometimes lack the infrastructure and maintenance levels found in newer developments, resulting in uneven conditions for sidewalks, streets, and transit access. Redmond's approach to equity in transportation maintenance focuses on identifying and prioritizing high-need locations to ensure a consistent and reliable level of service throughout the city.

To achieve this, the City considers demographic data, infrastructure conditions, and community input to guide where resources are most urgently required. Areas with a greater proportion of older adults, people with disabilities, or households without access to a personal vehicle may receive additional attention for sidewalk repairs, curb ramp upgrades, and street resurfacing. Beyond physical improvements, Redmond will continue to refine how it engages with these neighborhoods—whether by holding workshops in multiple languages, meeting people where they are, or partnering with local organizations to identify and address maintenance concerns. By applying an equity lens to all aspects of maintenance and preservation, the City seeks to create a transportation network that works for every resident, regardless of age, ability, or income.

Strategy 4: Coordinate Regional Shared Use Path Maintenance

Redmond is fortunate to have several regional shared use paths that serve both a recreation and transportation function. These include the SR 520 Trail, West Lake Sammamish Trail, and East Lake Sammamish Trail, and Pipeline Trail. These trails are owned and maintained by other entities, including WSDOT, King County, and PSE. The condition of trails can impact the safety and comfort of users, as well as people's willingness to use them. The City of Redmond has a role to play in advocating for consistent trail maintenance that meets its level of service standard and potentially partner with the agencies who own and operate regional trails to help expedite maintenance activities.

FIGURE 6 | MANY SHARED USE PATHS IN REDMOND ARE MAINTAINED BY OTHER AGENCIES



Recommended Actions

Action 4A	Document maintenance needs on regional shared use path facilities. (Parks)
Action 4B	Coordinate with agencies to understand their maintenance schedules for regional trail facilities, and to potentially enter into maintenance agreements that would allow the City of Redmond (or its contractors) to perform maintenance and be compensated by the trail owner. (Parks, Public Works)

Strategy 5: Assess Feasibility of Shifting Major Maintenance Activities to Off-Peak Hours

As Redmond transitions from a suburb to a city, the activity and demands on its streets will continue to increase, adding to the complexity of performing maintenance and resulting in greater disruptions to traffic from maintenance activities. Shifting maintenance activities that require street or lane closures or other significant modifications to traffic flow to off-peak hours is a strategy to mitigate traffic impacts, but doing so would be a fundamental shift for Redmond's maintenance crews.

If the City were to pursue off-peak maintenance, several considerations would need to be evaluated. Such a shift may necessitate redefining roles to oversee night or weekend work, as well as engaging in discussions with labor unions regarding contract terms and work schedules. Pilot programs could be conducted to determine whether scheduling certain maintenance activities outside of peak hours effectively reduces congestion, remains cost-effective, and is operationally feasible. Coordination with other agencies would also be needed to minimize noise or other disturbances to businesses and residents. In addition, the City would need to ensure adequate budgeting for any specialized equipment, training, and ongoing performance monitoring. Although not a preferred approach, implementing off-peak maintenance could be further examined as the demands on Redmond's transportation system continue to grow.

Recommended Actions

Action 5A	Establish criteria that would help determine when off-peak maintenance may be justified. Such criteria may relate to the scale and duration of the maintenance activity, anticipated impacts on traffic, emergency response times, businesses, and whether there are viable detour routes. (Public Works)
Action 5B	Investigate and document the resources needed to stand up a night maintenance crew on an as-needed basis. (Public Works)



CURBSPACE AND PARKING MANAGEMENT

Transportation Master Plan

INTRODUCTION

With the growth of transportation network companies (TNCs) and associated curbside pickups and drop-offs, online shopping and associated package deliveries, as well as transit, accessibility, and vehicle storage, there is high demand for curb space. Curb space is the part of the street that marks the transition from the space where people and vehicles travel to the space where people walk on the sidewalk and adjacent land uses. Curb space is also the place where both movement and access may conflict, but where both movement and access are needed to serve convenience and commerce.

Curb space management seeks to inventory, optimize, allocate, and manage curb space to maximize mobility, safety, and access for the wide variety of curb demands. By comparison, parking management focuses on the use of the curb for parking purposes but also addresses off-street parking (i.e., parking lots and garages). When managed together, effective curb and parking management optimizes parking utilization, decreases time spent searching for parking, and reduces congestion.

To meet the needs of its curb space, the City of Redmond is developing a curbside management plan for Redmond's three urban centers—Downtown Redmond, Marymoor Village and Overlake Village. This system will balance the needs of various curbside uses, including ridesharing, loading, and unloading zones, outdoor dining, City maintenance, commercial garbage collection, fire access, Americans with Disabilities Act compliant (ADA) parking spaces, deliveries, vendors, planned bikeways, and time-limited parking for visitors.



ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Resilience, Equity and Inclusion, and Sustainability. The Curb Space and Parking Management strategies identified in this section support these principles, as shown below.

RESILIENCE

- Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption. (See Redmond 2050 FW-TR-33)
- Strategies supporting the Guiding Principle of Resilience include: Strategies 5, 7, and 9.

SUSTAINABILITY

- Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. (See Redmond 2050 FW-TR-35)
- Strategies supporting the Guiding Principle of Sustainability include: Strategies 1, 2, and 8.

EQUITY & INCLUSION

- Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities . (See Redmond 2050 TR-17)
- Strategies supporting the Guiding Principle of Equity include: Strategies 3, 4, and 6.

Existing Conditions

Redmond is a growing city with a vision for future growth in employment and housing primarily occurring in the City's three urban centers in Downtown Redmond, Marymoor Village, and Overlake Village. Curb space is a key piece of Redmond's transportation infrastructure and will help support Redmond's future growth and provide access to everyday needs and important destinations for residents, customers, visitors, and employees. Management of the city's curb space and parking resources can help contribute to transportation goals for equitable mobility, improving access to transportation choices, and building a more sustainable transportation system.

Early in 2025, the City completed an inventory to document existing parking conditions in its three urban centers—Downtown Redmond, Overlake Village, and Marymoor Village. The report provides a foundation for updating the City's parking management strategies and policies, aligning them with the recently adopted Redmond 2050 Comprehensive Plan.

Downtown Redmond and Overlake Village have higher population densities than Marymoor Village, which has a smaller population owing to the presence of Marymoor Park. Out of the three, Overlake Village is the largest neighborhood with 7,000 residents and more than 45,000 jobs, followed by Downtown Redmond with 6,000 residents and 10,000 jobs.

The 2023 American Community Survey states that the primary commuting travel choice of Redmond residents, employees, and visitors is the single occupancy vehicle, with 53% of all trips. Considering the dominance of the tech industry in employment, the high percentage of work-from-home as a commute option at 25% expected. Transit usage follows next at 10%. However, these figures likely do not reflect the ebb and flow of traffic and parking in the city throughout the day. This is because Redmond has various commercial office spaces, especially in Overlake Village and Downtown Redmond, attracting commuters from outside the city who are not captured in travel surveys.

As of April 2025, Redmond has four fully operational Sound Transit Link light rail Line 2 stations, serving this segment of Link Light Rail. It is anticipated that the Lake Washington segment of Line 2, which will be operational in early 2026, will provide important connections to Seattle and cities north and south, which will change the Redmond parking system dynamics for years to come.

Downtown Redmond
On-Street Parking:

The Downtown Redmond urban center has a total of 12,800 parking spaces 1,130 of which are on-street spaces. In 2024, peak on-street parking occupancy for the entire area occurred at 12 PM when 70% of spaces were occupied, while the least number of spaces were occupied at 4 PM with half the spaces empty. This is up from 2019 when on-street parking in downtown peaked at 62.5% occupancy. Taken together, the overall occupancy remained within the 50-70% band in the hours surveyed. That is well below the 85% industry threshold.[1]

TABLE 1 | ON-STREET PARKING INVENTORY BY TYPE – DOWNTOWN REDMOND

Parking Space Type	Parking Space Type	Percent of Total
Unrestricted Parking	410	36.3%
Time Limited	625	55.3%
Loading Zones	55	4.9%
Other (ADA, Business only, Motorcycle Only, Future resident)	34	3.0%
Total Spaces	1,130	100.0%

[3] 85% parking threshold: This level of occupancy in a parking zone is an industry-wide standard for optimum occupancy to balance parking demand and supply. At this level of occupancy, the supply of parking is efficiently used while also providing some parking availability.

In Downtown Redmond there are ten times as many off-street parking spaces compared to on-street locations. These 11,429 public and private parking spaces are spread among 164 facilities, with their capacities ranging from 5 to 851 spaces.

Like on-street parking occupancy, off-street occupancy peaks late in the morning to early afternoon and then trends down during the rest of the day. While occupancy varies among parking facilities the occupancy of all off-street facilities together is just over 50% during peak times.

The City has had a parking permit program since November 2009. This program offers monthly permits for on-street parking without time limits in certain areas of downtown. Permits are issued on a first come-first serve basis. There are currently no programs specifically for residential parking permit or employee permit programs.

Parking revenue is collected from the on-street parking permit program and at the City-owned Redmond Central Connector lot.

Marymoor Village

Marymoor Village is the smallest of the three urban centers and consequently also has the least parking capacity, with a total of 3,028 parking spaces distributed between on street and off-street locations.

On-Street Parking:

Marymoor Village has 216 on-street parking spaces. Table shows that all 180 open spaces have no time limitations. At the time of the survey in early 2025, thirty-six spaces were unavailable for parking due to construction-related activities and therefore were not included in the occupancy analysis.

TABLE 2 | ON-STREET PARKING INVENTORY BY TYPE - MARYMOOR VILLAGE

Parking Space Type	Number of Spaces	Percent of Total
Unrestricted Parking	180	83%
Under Construction	36	17%
Total Inventory	216	100.0%

The average occupancy across all on-street spaces during the survey period from 9 AM to 8 PM peaked at 50% at 11 AM, and then reaching sparse occupancy after 3 PM, hovering around 15% for the remainder of the period. It is expected that as new development occurs in Marymoor Village demand for parking and other curb uses will increase.

Off-Street Parking:

Like the other urban centers, most parking availability in Marymoor Village is in off-street facilities — 2,812 spaces. Similarly, the ownership of most of these spaces is private, with only 77, or less than 3% of the spaces, are being provided by public agencies. While the Marymoor Village Station Parking Garage wasn't open at the time of the inventory, it opened in early May 2025. It contains 1,400 parking stalls. Occupancy at off-street facilities is like that at on-street spaces in that the levels are low and go down further as the day progresses. They peak at 50% at 11 AM and reduce to 28% by 7 PM.

Overlake Village

On-Street Parking:

Overlake Village is a subarea within the southernmost portion of the Overlake Metro Center. Within this area there are 134 on-street spaces. The land use of this area is currently dominated by lower density office commercial and car-oriented retail (with surface parking) but is rapidly transitioning to mixed-use residential. Of the on-street parking spaces,129 of 134 spaces are unrestricted parking, three are loading zones, and two are for emergency vehicles only. In contrast to Downtown, there are zero restricted, ADA-only, and permit spaces in Overlake Village.

TABLE 3 | ON-STREET PARKING INVENTORY BY TYPE - OVERLAKE VILLAGE

Parking Space Type	Number of Spaces	Percent of Total
Unrestricted parking	129	95.8%
30-minute Loading Zone	3	2.5%
Emergency Vehicle Only	2	1.7%
Total Spaces	134	100.0%

Parking occupancy reaches its peak in the evening at 7 PM at 83%. This is well after the commute-related peak hours and nearly reaches the 85% occupancy threshold Parking demand is associated with residents choosing not to park within the buildings in which they live. The lowest occupancy is observed at 3 PM with 65% of all the spaces occupied.

Off-Street Parking:

There are 6,635 off-street spaces . More than 90% of these off-street lots are privately-owned, while less than 10% are present in publicly owned facilities, these being the King County Metro Overlake Park-and-Ride lot and the Sound Transit Redmond Technology Station Parking Garage.

Unlike the late evening peak occupancy observed for on-street spaces, the off-street facilities follow a more expected peak hour trend during the day. However, overall occupancy itself is low, reaching a high of 37% around 11 AM and down to 24% at 7 PM.

GOALS FOR PARKING MANAGEMENT

As described below, Redmond has five goals for managing the City's parking supply while supporting other City goals related to Redmond's urban centers and a sustainable and equitable transportation system. The Strategies and Action steps defined below will provide implementation steps to help achieve Redmond's curb space and parking management goals.

1. Effectively manage parking to facilitate access to businesses, services, and residences in Redmond's urban centers.
2. Support safe and comfortable multimodal access to, from, and around on- and off-street parking facilities.
3. Manage curb space in Redmond equitably with consideration of community benefits and multiple transportation modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.
4. Manage and design Redmond's future parking system to support the land use and transportation vision and goals for a sustainable community.
5. Use innovative parking management strategies and technologies to manage Redmond's future parking system.

Effectively manage parking to facilitate access to businesses, services, and residences in Redmond's urban centers.

Redmond will take a coordinated approach to parking via land use and zoning code strategies to "right size" parking requirements for new development. The City will also work to implement proactive parking management that optimizes the value of Redmond's limited public parking inventory. As Redmond's urban centers continue to grow around transit, there will be more demand for parking near destinations, such as retail and light rail stations. The Downtown Parking Management Strategic Plan found that, overall, there is an adequate supply of parking in Downtown Redmond and recommended parking management strategies to more efficiently utilize available parking. Managing parking facilities so that the most convenient spaces are available to priority users, such as customers or freight deliveries, will help support local businesses in urban centers. Parking management strategies, such as paid parking and time limits that are consistent between the city's urban centers, will allow Redmond to target a specific curbside parking occupancy rate that balances utilization and availability. Easily understandable restrictions, enforcement, and parking availability could help improve perceptions of parking convenience and availability in high-demand areas.

Support safe and comfortable multimodal access to, from, and around on- and off-street parking facilities.

Parking access interacts with other travel modes, in particular, people walking, rolling, and biking. Parking should be incorporated into street design to maximize roadway safety and should be designed around pedestrian and bicycle facilities to help minimize conflicts with vehicles. Public parking on Redmond's streets is subject to City standards defined in the Redmond Zoning Code (see Section 21.52 and Appendix 2).

Driveway access to off-street parking facilities can create conflicts with pedestrians and cyclists where access points mix with vehicular modes. The vehicular access locations for new development are regulated by the development standards in the Redmond Zoning Code. This includes design standards that regulate distance from other driveways and intersections, turning radii, and design aspects that affect how driveways interact with multiple modes of transportation. The standards should align closely with Redmond's transportation goals and priorities to minimize conflicts.

Manage curb space in Redmond equitably with consideration of community benefits and other modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.

Curb space is a limited public asset that serves many functions in Redmond's transportation system. Redmond will strive to allocate curb space equitably and in a way that considers community needs and benefits from potential uses based on the local neighborhood context. Because there are competing demands for curb space in Redmond's urban centers, the City will work to manage a finite inventory of curbside parking and loading spaces to consider diverse community needs.

Management of Redmond's parking system should promote equitable outcomes in the community. Effective management of the city's parking inventory can help ensure more uniform utilization of public parking in Redmond's urban centers. In areas with high parking demand, targeted strategies can improve access to transit, public spaces, and other destinations from parking areas. A curb space management strategy that allocates curb space equitably, manages Redmond's finite supply of on-street parking effectively, and leaves space for multiple transportation modes and curb space uses can better respond to community needs.

Manage and design Redmond's future parking system to support the land use and transportation vision and goals for a sustainable community.

Implementing a coordinated approach to parking that decreases new off-street parking in Redmond reduces potential impacts on the local community and natural environment and supports the City's environmental sustainability goals. The vision for the future of Redmond's transportation system is a sustainable multimodal network, with growth focused on light rail and frequent transit.
With Redmond 2050, minimum parking requirements have been eliminated within urban centers. Integrating parking into streetscape standards that include space for landscaping, green stormwater infrastructure, and other sustainable travel modes such as walking and biking would help the City create a more sustainable transportation system.

Use innovative parking management strategies and technologies to manage Redmond's future parking system.

Innovations in technology are changing the way parking is managed. This includes methods for collecting and monitoring data on parking, communicating with people trying to access parking, and integrating parking with other elements of intelligent transportation systems. Novel practices have been implemented by other Washington cities in the past two decades that allow for dynamic pricing based on fluctuations in parking demand throughout the day, flexible parking payment systems, and integration with a variety of platforms. Redmond will consider emerging best practices for managing parking using technologies that can support broader curb space management strategies and the City's transportation goals.

STRATEGIES AND ACTIONS

Strategy 1: Develop a comprehensive curbside management plan for Redmond's three urban centers that prioritizes on-street curb space functions based on land use context, access and mobility needs, placemaking, and other functions.

Curb space is in high demand in Redmond, and parking is only one potential use of the City's limited curb space resources. Different neighborhood contexts in Redmond have competing priorities for curb space; Redmond's urban centers have the most competing needs for curb space.

As shown in Table 4 below, curb space priorities are presented by land use. The different curb space uses are categorized broadly on the overall intent and function of the curb space and do not correlate with a particular mode of travel. Planning Priorities, while not a specific use, include public infrastructure and capital projects that are defined priorities of investment for both the City and partner agencies.

1. **City Planning Priorities:** Investments in public facilities included in plans from the City and partner agencies regardless of curb use. City Planning Priorities include investments by the City and other partner agencies, such as green stormwater infrastructure; bus facilities, lanes, and layover; and bike lanes or other improvements specifically included in plans by the City or partner agencies.
2. **Safety:** Daylighting for intersection safety and pedestrian crossings and pedestrian and bicycle safety improvements.
3. **Parking:** Time-limited, paid, or unrestricted on-street parking.
4. **Access:** Bus stops, passenger loading, bike parking, bike or scooter share, emergency and service vehicle access.
5. **Goods Movement:** Commercial loading areas or package or food deliveries.
6. **Activation:** Parklets, dining areas, public art, street furniture, or other pedestrian amenities.

TABLE 2 | CURB SPACE PRIORITIES

Priority	Residential*	Mixed- Use	Main Street	Office and Commercial	Industrial
1	City Planning Priorities				
2	Safety				
3	Access	Access	Access	Access	Goods Movement
4	Parking	Activation	Activation	Goods Movement	Access
5	Goods Movement	Goods Movement	Goods Movement	Activation	Parking
6	Activation	Parking	Parking	Parking	Activation

*Land Use Definitions:

Residential: Predominantly residential uses, including detached and attached single-family housing and multifamily apartment buildings with limited retail or other nonresidential uses (excluding parking) at street level.

Mixed Use: Mixed-use neighborhood streets with a combination of residential, retail, office uses at street level, with lower pedestrian traffic or at lower densities than Main Street contexts (defined in 3).

Main Streets: Mixed-use areas with predominantly retail and commercial services at ground level and heavy pedestrian traffic.

Office and Commercial: Areas with predominantly retail and office functions regardless of density, including shopping centers and office campuses.

Industrial: Areas with predominantly light industrial, warehousing, distribution and logistics, or businesses that include small-scale manufacturing or fabrication on site.

A Curbside Management Plan is currently under development and will consider how to balance the many needs of curbside uses, including ridesharing, loading, and unloading zones, outdoor dining, City maintenance, commercial garbage collection, fire access, ADA parking needs, deliveries, planned bikeways, and time-limited parking for visitors. Another emerging curb use is electric vehicle (EV) charging, which should generally be excluded from areas with higher curb use demand. The Environmental Sustainability Action Plan and Section 12, E-Mobility, discuss EV charging in more detail.

The five goals for the future of Redmond's parking system described earlier in this document are intended to balance the community's parking needs with Redmond's urban centers and the future of the City's transportation system. Redmond 2050 envisions the City's urban centers as hubs of residential, commercial, and cultural activity. Downtown is and will remain the civic heart of Redmond; Overlake has begun to transform into a regional hub for technology, research, and development; and Marymoor Village is developing into a transit-oriented and inclusive community.

Redmond 2050 Policies that support strategy 1:

- **TR-34:** Implement comprehensive on-street parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

Recommended Actions

Action 1A	Develop a comprehensive urban center curbside management plan based on the curb space priorities established in the TMP.
Action 1B	Implement programs and strategies identified in urban center curbside management plan and other planning documents, including the TMP, that impact curb space.

Strategy 2: Manage on-street parking in Redmond to optimize utilization of the City's limited on-street parking inventory.

Redmond should pursue parking management strategies that balance systemwide consistency and sensitivity to the local context in the City's three urban centers of Downtown Redmond, Marymoor Village, and Overlake. Both on-street and off-street parking facilities seek to ensure that the available parking supply is optimized and used efficiently, and that the overall parking system is functioning well for users. When compared to the inventory of private, off-street lots and garages, Redmond has a limited supply of on-street parking. On-street parking is generally targeted to those who need immediate short-term access to nearby businesses. Off-street parking facilities can offer customers, employees, and residents more time to park their car, larger capacity to accommodate more vehicles.

Redmond will continue to manage on-street parking as a valuable public resource through existing City programs and new efforts to increase parking efficiency. The City's goal in implementing these parking management strategies should be to keep parking in high-demand areas within the optimal range of parking occupancy rates between 70% and 85%. The following actions will help the City manage its parking system.

Redmond 2050 Policies that support strategy 2:

- **TR-34:** Implement comprehensive on-street parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

Recommended Actions

Action 2A	Revise parking permit program to better meet parking needs and reflect market pricing.
Action 2B	Implement a paid parking system in high-demand parking areas of Redmond's urban centers with metering and mobile payment options to ensure parking turnover, which benefits businesses, and generate revenue for a parking enterprise fund to make the parking program self-sustaining rather than supporting the program from the City's General Fund.
Action 2C	Expand the Downtown Redmond Time-Limited Enforcement Zone to include on-street parking in the Anderson Park area of downtown.
Action 2D	Create parking management and enforcement areas in Marymoor Village and Overlake Village that include time-limited parking and paid parking.

Strategy 3: Implement a parking system that is user-friendly and easy to navigate.

To be successful, the overall parking system should be easy to use and understand for people who live, work in, or visit Redmond. Through a review of the current system, it has been determined that the development and implementation of a wayfinding system that is easy to identify, navigate, and understand should be considered. A wayfinding system for parking could be integrated with other wayfinding and signage in Redmond designed for motor vehicles. Attributes of successful parking signage and wayfinding systems include user friendly designs, clear messaging, simple icons to ensure drivers can understand the information quickly. An effective wayfinding system directs drivers efficiently to parking facility entrances, exits and available spaces, saving time and reducing unnecessary circling and resultant congestion and emissions.

Parking location information should also be readily available online on the City's website and could also be made available through an easy-to-use application or popular mapping applications.

Parking restrictions that are consistent and easy to understand will also help the public understand parking management and enforcement in Redmond's urban centers. The following actions will make Redmond's parking system more user-friendly and understandable as parking management efforts expand outside of downtown.

Redmond 2050 Policies that support strategy 3:

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

Recommended Actions

Action 3A	Develop a legible wayfinding system that directs drivers to off-street public parking and potentially includes real-time availability information.
Action 3B	Create uniform parking restrictions and regulations throughout the city as parking management programs expand to new areas.
Action 3C	Encourage development and integration of local parking system information for web-based map apps.

Strategy 4: Enforce clear and understandable parking restrictions in Redmond's urban centers.

Enforcement is critical for the effective implementation of parking management strategies. Expansions of time-limited parking and the implementation of paid parking will require enforcement. The goal of parking enforcement is to ensure that the parking management systems and programs are operating as intended.

The Redmond Police Department enforces parking restrictions, including fire lanes, loading zones, disabled parking and will be increasing parking enforcement efforts with the growth of the parking management program in all urban centers and the implementation of paid parking in specific areas within urban centers. The Police Department also manages contracts for enforcement of City-owned off-street parking facilities.

The following actions will help the City enforce clear and understandable parking regulations in Redmond's urban centers.

Redmond 2050 Policies that support strategy 4:

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

Recommended Actions

Action 4A	Ensure parking signage and restrictions are consistent and easy to understand throughout the city so that time limits, restrictions, and enforcement are clear to users.
Action 4B	Implement a paid parking system in areas of high parking demand that tracks vehicle information for consistent enforcement of time limits and parking rates.

Strategy 5: Further align parking regulations with goals for affordable, people-centered urban centers.

Right-sizing the amount of available parking and effectively managing parking are critical for achieving Redmond's transportation and land use vision. The design of on-and-off street public parking on Redmond's streets is regulated by street and access standards in the Redmond Zoning Code (Section 21.52 and Appendix 2). Standard design specifications for streets, including on-street parking, are applied to different street types. Parking design and location should also reflect other goals of the City's transportation system, including complete pedestrian and bicycle networks and high-quality transit.

Dedicated structured parking is expensive to construct and increases the cost development, which is passed on to tenants. As an acknowledgement of this cost and to promote more affordable housing, Redmond 2050 code updates adopted in December 2024 eliminated parking minimum requirements for new residential developments in urban centers. Despite the elimination of parking minimums, new development may still build parking to meet what is understood to be the current market demand for parking. Often this results in the overbuilding of parking, perpetuating the increased costs associated with parking. Many communities are also establishing parking maximums, or an upper limit for the number of spaces allowed for specific uses. Parking maximums ensure that new development right-sizes parking facilities to support more affordable housing, reduce vehicle miles traveled, and generally, support the creation of more people-centered communities. Consideration should be given to eliminating parking minimums and establishing parking maximums citywide.

Other strategies that could be effective in managing parking supply include:

- Regulating and Pricing: Implement pricing strategies that increase the costs for longer parking durations to reduce demand and congestion.
- Data Analytics: Utilizing data to analyze parking trends and optimize pricing and demand management strategies.

Redmond 2050 Policies that support strategy 5:

- **TR-25:** Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address modal plans; context sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; curb lane use; utilities placement; parking for cars, bicycles, buses, and other vehicles; and the comfort and safety of all users.

Recommended Actions

Action 5A	Continue to regularly evaluate parking requirements, including parking maximums, elimination of citywide parking minimums, time-based pricing strategies, and other policies to more effectively manage parking supply and align with City goals and priorities for the transportation system and affordable, people-centered development.
Action 5B	Use data analytics to understand parking demand and optimize pricing.

Strategy 6: Designate accessible parking spaces to meet community needs.

Redmond's parking system includes some disabled parking stalls, but the City does not have a standard or policy for providing designated disabled parking spaces as part of public on-street parking. To meet U.S. Access Board Public Right-of-Way Accessibility standards, the City will need to establish a standard ratio of designated disabled parking spaces. Access to nearby pedestrian crossings and entrances to major destinations should also be considered when locating designated disabled parking stalls.

All streets with public on-street parking should have designated disabled parking spaces on the same block perimeter. The City should prioritize implementation of disabled parking standards in Redmond's urban centers. The following actions will help Redmond address existing community needs for accessible on-street parking.

Redmond 2050 Policies that support strategy 6:

- **TR-35:** Establish off-street parking requirements that meet the U.S. Access Board Public Right of Way standards, which prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

Recommended Actions

Action 6A	Through the Curbside Management Plan, evaluate where there are deficiencies in designated disabled parking spaces and identify where additional spaces should be in Downtown Redmond, Marymoor Village, and Overlake Village.
Action 6B	Design designated disabled parking spaces so as to minimize distance to pedestrian crosswalks and other access points, and to minimize conflicts with bicyclists and micromobility users if adjacent to a bikeway.

Strategy 7: Work with community, transit agency, and local business partners in the development and execution of parking plans in station areas that foster equitable, inclusive, sustainable and resilient transit-oriented communities.

Redmond currently has partnerships with community organizations and employers in Redmond. The City should continue to build and strengthen relationships with its current partners and work with other agencies to help manage the parking system. Sound Transit manages the parking facility at the Redmond Technology Station, which contains spaces for 300 cars and 44 spaces for bicycles. King County manages parking at Marymoor Park, and Sound Transit manages parking at a 1,400-stall parking structure at the Marymoor Village light rail station. Partnerships with both agencies are important to Redmond's parking management initiatives in Marymoor Village. Partnerships with other major employers like Microsoft and organizations could help achieve the transportation goals in Marymoor Village and Overlake.

City partnerships with community members, local organizations, and employers are important to the success of the parking management program. Redmond should continue to strengthen relationships with local organizations and other agencies and enhance collaboration among different City departments through the actions described below.

Redmond 2050 Policies that support strategy 7:

- **TR-33:** Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.

Recommended Actions

Action 7A	Partner with King County and Sound Transit to manage parking near Marymoor Park and the Marymoor Village light rail station, and coordinate on Transportation Demand Management efforts to encourage access by non-SOV modes.
Action 7B	Continue to engage with community organizations, King County, and employers in Redmond's urban centers to develop parking management programs that will effectively serve the Marymoor Village and Overlake communities.

Strategy 8: Support a shared parking program for off-street parking areas in Redmond with public parking components or parking areas that are shared between neighboring land uses and/or development.

Shared parking allows a single parking resource to be shared between different adjacent land uses to take advantage of different periods of peak parking demand. Shared parking reduces the total amount of parking necessary to accommodate demand by balancing the peaks in demand within an area. This can take the form of a single private lot shared between two or more nearby uses or a central parking area for a neighborhood or district.

Shared parking is currently allowed in the Redmond Zoning Code and can be used by developers to reduce the overall amount of parking provided within a single development. For shared parking arrangements to be successful, the peaks in parking demand for different uses should be balanced and should not happen concurrently. For example, shared parking between office and retail uses is often successful because the demands for the two uses occur at different times.

Some developments in Redmond's urban centers currently have shared parking arrangements or a public parking component. These may be shared between uses in the same development or between neighboring developments through arrangements between property owners and managers or lease agreements with individual tenants.

The City will be implementing a shared parking pilot program to optimize the use of existing parking facilities and reduce congestion. Funded by a 2026 Washington State Regional Mobility Grant, the pilot will test connecting underused parking in the evening hours with those in need of parking, offering a reliable parking solution while supporting small businesses and improving access to downtown businesses and light rail transit.

Redmond 2050 Policies that support strategy 8:

- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.
- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

Recommended Actions

Action 8A	Work with property managers and developers to understand opportunities for shared parking as part of existing and incoming development. (Planning)
Action 8B	In the near-term develop a shared parking pilot program in downtown, where developers can make underutilized parking available to the public or other nearby uses. (Planning)
Action 8C	Support an expanded shared parking program in all urban centers by facilitating connection between demand and supply, providing information to interested parties, and promoting shared public parking facilities through wayfinding, mapping, and other channels.

Strategy 9: Monitor parking occupancy and utilization in Redmond's urban centers and the performance of the City's parking and curb space management programs.

The evolution of development in Redmond's urban centers will change the way people use parking. Regular monitoring of the program will help the City understand shifts in parking utilization and the effectiveness of parking management programs.

The following actions will help the Redmond achieve its objectives for parking management efforts in its urban centers.

Redmond 2050 Policies that support strategy 9:

- **TR-25:** Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address modal plans; context sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; curb lane use; utilities placement; parking for cars, bicycles, buses, and other vehicles; and the comfort and safety of all users.
- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

Recommended Actions

Action 9A	Continue to monitor occupancy of on-street parking on blocks in Downtown Redmond, Marymoor Village, and Overlake Village.
Action 9B	Monitor the effectiveness of parking management strategies in urban centers and adjust parking programs based on observed patterns in peak demand and response to implementation of paid parking and time limits in the future.
Action 9C	Conduct a parking study for Marymoor Village and Overlake Village after the Sound Transit Link 2 Line light rail service to Seattle begins in early 2026 to establish a baseline inventory and occupancy and utilization rates with light rail service.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Master Plan



TRANSPORTATION DEMAND MANAGEMENT

WHAT IS TRANSPORTATION DEMAND MANAGEMENT?

Transportation Demand Management (TDM) is a general term for strategies that result in a more efficient and sustainable use of transportation resources. Many programs and projects within TDM aim to provide more competitive transportation options than driving alone in order to reduce trips and improve traffic congestion. Traditionally, TDM has been seen as a tool to manage and mitigate peak period congestion with an emphasis on impacting commuters. Over time, TDM has expanded to apply more broadly to policies and programs designed to support and incentivize healthier, more environmentally sustainable transportation behaviors.

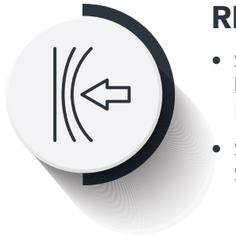
The Covid-19 pandemic resulted in a drastic shift to telework and hybrid work schedules. Between 2019 and 2022, state Commute Trip Reduction (CTR) surveys found that the percent of telework grew from 5% to 41%. While telework is still prominent and likely to remain in many sectors, many companies and organizations have shifted back to a higher expectation of in-office time, and some are beginning to require all employees to be back in office full time. Redmond has also grown significantly, with a population that has increased to over 80,000 residents bringing about an increase in traffic. TDM is a strategy to reduce all vehicle traffic within the city, not just single occupancy vehicle commuters who are going to and from work.

CITY OF REDMOND TRANSPORTATION DEMAND MANAGEMENT EFFORTS

Current TDM efforts in Redmond include expansion of public transit, including the opening of four new light rail stations in the Downtown, Marymoor, and Overlake Urban centers. These stations connect Redmond community members to surrounding cities and region with high-capacity frequent transit and are expected to decrease personal vehicle use. The Transit Section speaks to the transit system and how the City envisions the future of transit. TDM efforts are focused on the personal attitudes and behaviors pertaining to use of transit. The current Redmond transportation demand management program, Go Redmond, is another example of current TDM efforts, as it seeks to support state CTR requirements, manage the SchoolPool program to support reduction of traffic in school zones, and educate and incentivize the community regarding travel choices to reduce overall drive-alone rates in Redmond.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Equity and Inclusion, Sustainability, and Resilience. The Transportation Demand Management Section identifies strategies that support these principles, as shown below.



RESILIENCE

- Shifting trip modes in Redmond and working with private sector partners to establish behavior change reduces congestion as the city grows (see Redmond 2050 FW-TR-3, FW-TR-)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5



SUSTAINABILITY

- Decreasing drive-alone rates in Redmond decreases overall greenhouse gas emissions by shifting vehicle trips to transit, walking, and biking. (See Redmond 2050 FW-TR-21, FW-TR-31)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 1, Strategy 2, Strategy 4, and Strategy 5



EQUITY & INCLUSION

- A variety of transportation options and sufficient education and advertisement of them allows for all Redmond residents and visitors to get around the community, regardless of personal circumstances. (See Redmond 2050 TR-10, FW-TR-13)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

STRATEGIES

Strategy 1: Reduce the number of trips starting and ending in Redmond that utilize drive-alone methods and shift trip method choice to transit, carpooling, biking (or other micromobility), and walking through education and incentives.

As the Redmond population and job market grows, the increase of trips in, out, and through Redmond will outpace the vehicle capacity of Redmond streets. Balancing all modes of transportation, including driving, public transit, biking and other micromobility will be key to ensuring that all Redmond community members are able to reach their destinations efficiently and safely.

Redmond's transportation demand management efforts can reduce the number of drive-alone trips by creating opportunities for people to learn more about what travel options are available and how they could use these options for a variety of trip purposes. Redmond's transportation demand management programs also provide incentives to encourage people use other modes of travel.

Recommended Actions

Action 1A	Manage and update the City of Redmond transportation demand management website and program. Ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers.
Action 1B	Support small businesses not impacted by Washington State Commute Trip Reduction requirements in providing commute alternatives and benefits for their employees. This includes things such as creating grants for bike racks or other infrastructure on site, assistance with navigating transit pass options for employees, support efforts to facilitate carpooling or other ride sharing, and other creative options for small businesses.
Action 1C	Educate and emphasize the options and benefits of existing and planned public transit service through the City of Redmond transportation demand management program and partnerships with local organizations.
Action 1D	Establish an older adult mobility group through the Redmond Senior programs to assist with transit education and encouragement and develop programming to assist older adults in using a variety of transportation methods other than private vehicles.

Redmond 2050 Policies that support strategy 1:

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- **TR-31:** Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.
- **TR-36:** Implement transportation programs, projects, and services to achieve a 71 percent reduction in greenhouse gas emissions from the transportation sector from 2011 to 2050.

Strategy 2: Develop regulations within the City to support and redevelop Mobility Management Plans and meet statewide requirements.

Mobility Management Plans (MMP's) are a tool in Redmond where new developments are required to create plans and tools for their residents and employees to reduce drive-alone rates, effectively improving traffic, reducing parking demand, reducing the environmental impact of driving, and supporting Redmond community members in their efforts to utilize transit and non-driving methods of transportation. MMPs have been a central part of transportation demand management work in Redmond but historically have lacked attention beyond initial completion. As building use and commute patterns have shifted over time, many MMP's have become less effective than originally written, and readdressing the MMP could benefit those who are working and visiting the location as well as the greater Redmond community around it. Revisiting MMP requirements and taking a more firm, yet supportive, approach to compliance will help ensure the MMP's are effectively meeting their targets and contributing to the City's overarching goals around reducing vehicle miles traveled and greenhouse gas emissions while also encouraging new development. Regulations can also be used to support the City in meeting the statewide Commute Trip Reduction Act requirements and supporting businesses beholden to them within city limits.

Recommended Actions

Action 2A	Support the implementation of Mobility Management Plans for new development in Redmond, taking a flexible approach that aligns with Redmond's goals around affordable housing, better parking management, environmental preservation, and promoting more sustainable transportation options.
Action 2B	Redevelop Mobility Management Plan requirements to allow for greater flexibility depending on site type. Allow for differing requirements depending on whether building will be commercial, mixed-use, residential, or other types to best fit the needs of the residents and surrounding neighborhood. Develop renewal time frame and requirements to ensure existing and future structures have MMP's relevant to their uses throughout their lifetime as building occupants and the surrounding neighborhood change.
Action 2C	Maintain and implement the Redmond Commute Trip Reduction Plan to assist with reaching state mandated CTR targets among Redmond's largest employers.

Redmond 2050 Policies that support strategy 2:

- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- **TR-31:** Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.
- **TR-38:** Implement transportation programs, projects, and services to meet air quality standards established in state and federal clean air laws, including the Commute Trip Reduction Law (RCW 70.94.521), and requirements of Section 173-420 Washington Administrative Code (WAC): "Conformity of Transportation Activities to Air Quality Implementation Plans."



Strategy 3: Incorporate transportation demand management strategies into neighborhood plans.

With the completion of the Redmond 2050 Comprehensive Plan, planning efforts within Redmond will shift to neighborhood plans to ensure that the non-urban center neighborhoods in the city are also effectively prepared to grow. Priorities for neighborhoods in Redmond are often different, as some are more residential in character and others are commercial and employment hubs within the city. Redmond neighborhoods are going to see growth and an increase in travel demand, and maintaining acceptable travel times and expanding travel options is an important quality of life factor for Redmond residents and visitors. Many of these plans will center around the corridors connecting different neighborhoods and communities in Redmond, and TDM can play a key role in ensuring that plans focus on making these corridor connections safe and accessible for a wide variety of travel modes.

The Redmond 2050 plan also emphasizes and supports complete neighborhoods, where there are shops, services, and other places to meet your basic needs within a short walk or bicycle ride from residences. Supporting this type of neighborhood development supports TDM goals by allowing individuals in the community to meet their needs without needing to get in a car and drive to a store or other location.

Recommended Actions

Action 3A	Ensure that transportation demand management strategies are incorporated into individual neighborhood plans.
Action 3B	Emphasize complete neighborhood design to support transportation demand management and reduce personal vehicle use in neighborhood hubs.
Action 3C	Continue to support transit use and access in urban centers and ensure that parking management strategies match the needs of the community and businesses.

Redmond 2050 Policies that support strategy 3:

- **TR-18:** Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

- **TR-23:** Adopt and implement a street plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. Require that all streets be complete streets, built to accommodate travel modes as defined in the Transportation Master Plan, and be no wider than necessary.

- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.

- **TR-31:** Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.

Strategy 4: Support parking changes that encourage individuals to consider non-drive-alone transportation options.

One factor that many people consider when deciding to drive somewhere is what the parking situation at their destination will be. While applying parking time limit restrictions, metered parking, and other management strategies can be a frustrating experience for some, it is an important transportation demand management tool for shifting individual behavior to non-vehicle modes, such as transit or bicycle. While most strategies pertaining to parking are addressed in the curb space management section, it is important to recognize the influence that parking and transportation demand management have on each other and highlight strategies pertaining to transportation demand management that can support parking efforts in Redmond.

Recommended Actions

Action 4A	Prioritize parking for non-drive-alone vehicles, such as registered carpools and vanpools in key locations, such as workplaces, entertainment hubs, and regional transit centers.
Action 4B	Implement more restrictive on-street parking management strategies in Redmond within urban centers to encourage less long term on-street vehicle storage.

Redmond 2050 Policies that support strategy 4:

- **TR-33:** Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.

- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, way finding, and l localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

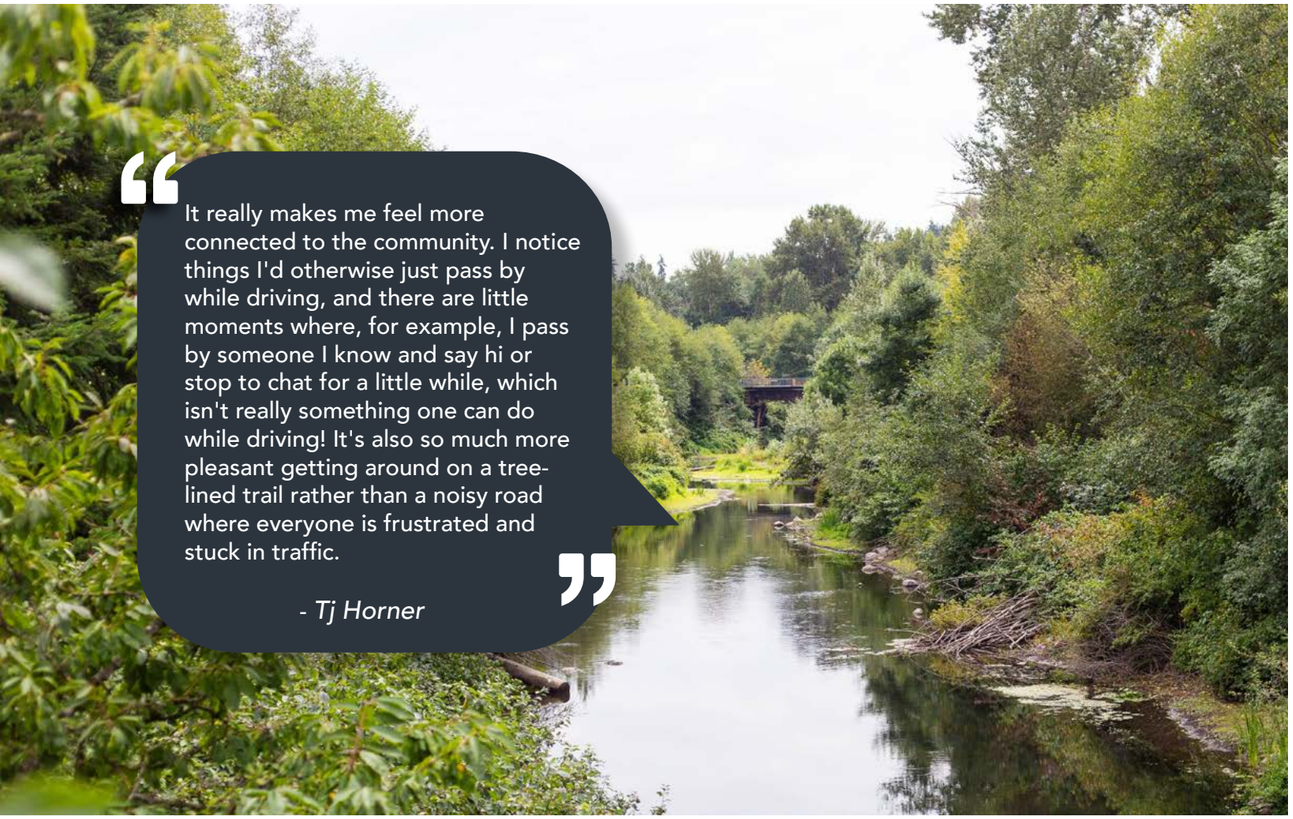
- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking rations above or below required ratios.

Strategy 5: Emphasize transportation demand management strategies to combat traffic congestion and safety concerns in school zones throughout Redmond.

The safety and accessibility of students within Redmond is especially important as the city grows. Traffic around school drop-off and pick-up times is often high and can cause significant back-ups within neighborhoods. It can also impact the safety of students who choose to walk or bike to school. As Redmond grows, an emphasis on shifting school traffic away from private vehicles to buses, walking, and biking will contribute to safer and happier journeys through school zones.

Safe Routes to School is a national campaign to provide safe routes for active travel for children to get to and from school, via walking, biking, or other forms of rolling. Washington state and King County support these efforts and offer a variety of funding opportunities for local jurisdictions to implement programs and projects to encourage active transportation. Within Redmond, the SchoolPool program works to encourage students to walk, bike, bus, or carpool to school in an effort to support our student's safety on their commute.

"HOW DOES CHOOSING TO BIKE, WALK, OR TAKE TRANSIT MAKE YOUR DAY BETTER?"



Recommended Actions

Action 5A	Strengthen relationships and partner with the Lake Washington School District to work collaboratively on effective strategies to increase student safety during transportation to and from school.
Action 5B	Develop and/or update Redmond municipal codes to include traffic mitigation plans for individual schools and school zones within Redmond, including compliance procedures.
Action 5C	Continue to manage and promote the Redmond SchoolPool program through partnerships with King County Metro.
Action 5D	Develop a three-year SchoolPool plan in conjunction with King County Metro's SchoolPool funding.
Action 5E	Apply for WSDOT Safe Routes to School grants to enact projects and pilot programs to enhance student safety near schools and encourage a greater number of students (and their families) to walk and bike to school.
Action 5F	Continue to utilize Parent Teacher Student Association (PTSA) and school support for existing programs and to develop opportunities for student and/or youth lead leadership of Safe Routes efforts.
Action 5G	Coordinate with CIP efforts to ensure that school safety related projects are sufficiently prioritized in the project matrix.
Action 5H	Network and develop working relationships with other organizations such as Safe Routes to School or nearby jurisdictions that have experience with similar programs to apply lessons learned and increase efficacy of safe routes to school efforts.
Action 5I	Establish a bicycle education curriculum in Redmond schools that is in alignment with Washington State's Statewide School-Based Bicycle Education Program and includes e-bike safety and regulations.

Redmond 2050 Policies that support strategy 5:

- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.



E-MOBILITY STRATEGY

Transportation Master Plan

E-MOBILITY STRATEGY

INTRODUCTION

The City is committed to creating an accessible, safe, and low-carbon transportation system. At the heart of this strategy is the development of walkable, bikeable neighborhoods and connecting community members to transit, as outlined in Redmond 2050 and other sections of the Transportation Master Plan.

While reducing vehicle trips is at the core of the City's strategy, we also recognize that vehicles will continue to play a role in Redmond's transportation system. To achieve the community goal of net zero greenhouse gas emissions by 2050, Redmond must electrify vehicle and micromobility trips and transition away from carbon-based fossil fuels. Similarly, Redmond already has a higher EV adoption rate than much of the state, and the City must ensure EV infrastructure keeps pace to accommodate upcoming state mandates that require all new light duty vehicle sales to be electric starting in 2035.

The E-Mobility Strategy outlines Redmond's goals for advancing electric-mobility and EV infrastructure, while also acknowledging the need to reduce vehicle trips overall. The City's E-Mobility Strategy builds upon the work established in the City's Environmental Sustainability Action Plan (ESAP), the City's roadmap to reduce greenhouse gas emissions to net zero by 2050. The ESAP identifies actions to reduce emissions across multiple sectors, including the transportation system, which is the second largest source of emissions in Redmond.

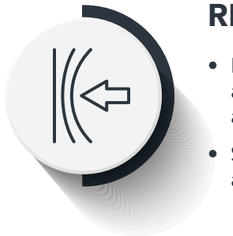
The City's approach to E-Mobility policy development has included data analysis, research of other cities, community questionnaires, and roundtable discussions with community members, all aimed at identifying challenges, opportunities, and potential solutions for the future of E-Mobility in Redmond. Special emphasis is placed on reaching historically marginalized and underserved communities, ensuring their perspectives are central to the city's long-term mobility planning. While early adopters—primarily single-family homeowners—have had the advantage of home charging, many residents, particularly those in multifamily housing or underserved communities, face significant barriers to EV ownership and charging access. As demand for EVs grows, ensuring a comprehensive and equitable charging network is essential for meeting climate goals and supporting Redmond's evolving transportation needs.

The E-Mobility Strategy will help Redmond prioritize programming and investments in EV infrastructure, pursue partnerships and funding opportunities, and establish policies that remove barriers to adoption. To ensure that these policies reflect the needs of the community, the City has implemented an engagement-driven approach by gathering input from key stakeholders, including residents, businesses, advisory councils, property owners, and community-based organizations.

A thoughtful E-Mobility Strategy represents a crucial step toward addressing critical transportation needs, reducing transportation emissions, expanding clean mobility options, and ensuring that Redmond remains at the forefront of sustainable urban development.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Resilience, Equity and Inclusion, and Sustainability. The E-Mobility Section identifies strategies that support these principles, as shown below.



RESILIENCE

- Electricfication reduces greehouse gas emissions that contribute to climate change and associated negative impacts on environment, infrastructure, and community. (FW-TR-2 and CR-28)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 3



SUSTAINABILITY

- Increasing E-Mobility infrastructure contributes to reduced GHGs and forwards Redmond's sustainability and climate goals. (FW-CR-3 and CR-28)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4, Strategy 5, and Strategy 6



EQUITY & INCLUSION

- Access to EVs, e-bikes, micromobility, and charging infrastrucutre should be available to all Redmond community members regardless of socioeconomic status. (FW-CR-1 and CR-2)
- Strategies supporting the Guiding Principle of Equity include: Strategy 1 and Strategy 6

REDMOND'S E-MOBILITY INFRASTRUCTURE LANDSCAPE

Redmond continues to make progress to increase use of e-mobility options, as outlined in the City's Environmental Sustainability Action Plan (ESAP). The ESAP offers an initial framework for coordinated and beneficial sustainability action across the city and community. A periodic update to the ESAP is underway and anticipated to be completed in late 2025. This E-Mobility Strategy is intended to complement the work the ESAP is undertaking, specifically in the transportation realm with the goal to reduce transportation emissions and enhance community mobility.

E-mobility is growing in Redmond – from high EV adoption rates, growing EV infrastructure, and micromobility solutions that rely on clean electricity. Key e-mobility existing conditions are outlined below.

EV Infrastructure

Redmond is a leader in EV adoption. The City has prioritized EV adoption within its own operations, while also advancing multiple policies to increase access for community members. Key accomplishments include:

- A commitment to transition the municipal vehicle fleet to clean vehicles. The City fleet now includes 16 EVs, 5 plug in hybrid EVs, 18 hybrids, and the state's first electric fire apparatus.
- Expanding fleet charging infrastructure, which now includes 25 fleet chargers. The City reduced its fleet's carbon footprint 14% since 2011 while saving thousands of dollars in fuel expenses.
- Updating the Redmond Zoning Code to require 100% EV ready parking in multifamily developments.
- Offering 12 public chargers to support community charging.

Current public EV infrastructure available across the city, as well as adoption trends is summarized in Table 1.

TABLE 1 | REDMOND EV INFRASTRUCTURE SUMMARY

City	Population	Approx % Existing Single Family Land Use	Light-Duty Vehicles	EVs	EV %	L2 Ports	DC Fast Ports	Chargers/ 100 EVs
Redmond, WA	82,380	46%	54,000[1]	5,700[1]	11%	92	19	2

Notes:
[1] Data based on data.wa.gov "Electric Vehicle Population Map" and estimate of light duty vehicles based on city average.

Micromobility

Micromobility refers to a range of small, lightweight devices operating at speeds typically below 15 mph. Micromobility can include both human-powered and electric scooters, bicycles, skateboards, one-wheels, hoverboards, cargo bikes, trikes and other similar devices. These devices offer flexible mobility and can provide efficient first-last mile connections to transit, and thus, are an important component of Redmond's transportation system. A first-last mile connection or transportation option refers to the mode of travel chosen for the first mile and/or last mile of one's journey.

After launching in summer 2019 as a pilot, the City's Shared Micromobility program has been a successful first-last mile mobility option for Redmond community members from 2019 through 2024. In 2024, City staff identified a primary vendor to manage the permanent program. The permanent program began on January 1, 2025, with Lime as the City's sole vendor.

Since 2019, the Shared Micromobility program has served over 300,000 riders, with a median trip length of 0.8 miles, confirming that micromobility is a viable first-last mile trip mode in Redmond. On average, 136 micromobility vehicles (e-scooters and e-bikes) are deployed each day (approximately 10-15% of which are e-bikes).

The City of Redmond currently has no designated charging infrastructure for e-bikes or personal micromobility devices. In partnership with Lime and Sound Transit, designated shared micromobility parking areas are established at all of Redmond's light rail stations; however, these areas do not include charging.

More information about the City's micromobility and bicycle strategy can be found in Section 5 – Bicycle Strategy.

City Review and Summary of Trends

As cities across the U.S. adapt to increasing EV adoption, many have developed policies and infrastructure plans to support transportation electrification. This section reviews EV strategies implemented by cities similar in size, urban structure, and mobility needs to Redmond. The review highlights best practices, policy trends, and implementation strategy, offering a roadmap for potential actions.

This high-level review found that cities leading in EV adoption typically have:

- Clear EV readiness policies integrated into broader climate and transportation plans.
- Stakeholder partnerships with utilities, transit agencies, and private developers.
- A strong emphasis on financial incentives and grant awards.

A detailed review of five cities provides insights into how communities are planning for EV adoption, infrastructure deployment, and policy development. Table 2 summarizes the outcomes of the city analysis.

TABLE 2 | CITY DATA ANALYSIS

City	Population	Approx % Existing Single Family Land Use	Light-Duty Vehicles	EVs	EV %	L2 Ports	DC Fast Ports	Chargers/ 100 EVs
Redmond, WA	82,380	46%	54,000[1]	**5,700[1]**	**11%**	**92**	**19**	**2**
Culver City, CA	41,000	29%	34,850	**8,792**	**25%**	**209**	**54**	**3**
Centennial, CO	106,883	58%	85,100	**4,954**	**6%**	**87**	**20**	**2**
Dublin, OH	49,000	16%	41,393	**1,348**	**3%**	**83**	**6**	**7**
Newton, MA	88,000	61%	57,919	**4,484**	**8%**	**90**	**10**	**2**
Seattle, WA	760,000	62%[2]	460,000	**34,000**	**7%**	**1,514**	**102**	**6**

Notes: It should be noted that WA, CA, CO, and MA have mandates requiring EV adoption by a stated date.
[1] Data based on data.wa.gov "Electric Vehicle Population Map" and estimate of light duty vehicles based on city average.
[2] Includes both Neighborhood Residential and Residential Small Lot zoned areas

Trends shared by the five cities include:

- **Strong Focus on Infrastructure Deployments and Public Engagement:** All five cities prioritized investments in **EV charging infrastructure deployments and public outreach, engagement and education** programs that make EV charging easy to find and use, supporting increased adoption. In suburban communities, investments in public charging stations often support residential and commuter EV users. Cities also developed campaigns to inform the public about EV benefits and incentives, ensuring equitable access and widespread adoption.
- **Widespread Adoption of Foundational Policies:** Four out of five cities have enacted policies that support systemic change and long-term impact. Cities are updating zoning rules to ensure new buildings include EV charging, simplifying permitting to speed up installations, and setting goals to transition city-owned vehicles to electric. Specific policies include **Municipal Fleet Electrification Goals and Initiatives, Streamlined EV Infrastructure Permitting Process, EV Readiness Ordinances** (requiring new developments to include EV charging infrastructure), and Zoning and Code Updates (ensuring future land uses and developments can accommodate EV infrastructure). **Grant Application Strategies** are also widely used to secure federal and state funding for EV strategy implementation. These steps help cities stay ahead of growing demand and make EV adoption a natural part of the City's transportation system.
- **Moderate Use of Incentives and Adoption Targets:** Only three out of the five cities use targets or incentives to support adoption. Strong policies lay the groundwork for an EV-friendly city, but financial incentives and outcome-based goals may help speed up adoption. **Local Electrification Incentives,** such as rebates for home chargers or discounted charging make EVs more affordable. **Motorist EV adoption targets** help cities measure and focus on what matters most, making progress toward higher EV penetration. Not all cities use these tools, likely due to limited funds or concerns about being held accountable for measures they can only influence, not directly control.
- **Limited Focus on Long-Term Climate Action and Workforce Development Initiatives:** Only two cities **Incorporated EV Strategies into their Climate Action Plans** explicitly detailing EV-related GHG reduction goals and **Developed EV Charging Station Guidelines.** And only one city addressed **Workforce Development Initiatives.** This could point towards cities not yet fully connecting EV strategies to climate, accessibility or training and economic development outcomes, leaving room for future growth.
- **Other Considerations:** Cities tend to focus on priorities suited to their unique needs, resources and community demands. Most cities are seeking scalable, adaptable growth in city-led E-Mobility efforts, offering tailored pathways to expand EV accessibility and sustainability. Cities are also seeking public-private partnerships to expand charging infrastructure for homeowners and residents. These partnerships can come from Puget Sound Energy (PSE) or other private sector entities. Public-private partnerships will be important in expanding charging infrastructure.

Community Feedback

Feedback from the Redmond community has been a key piece of developing the E-Mobility Strategy. Community feedback was solicited through a series of focused roundtable discussions in Fall 2024. Participants were recruited through an application process advertised via City communication channels. Each session, facilitated by a third-party and supported by City staff, targeted specific groups: EV owners and enthusiasts from underserved communities, multifamily building residents, commuters, and property managers. These sessions, held at the Redmond Senior and Community Center and City Hall, aimed to ensure diverse community representation and gather valuable insights for the City's future E-mobility initiatives.

During the E-mobility roundtable sessions, Redmond community members engaged in facilitated discussions, sharing their experiences and ideas. Their insightful feedback highlighted the benefits and challenges they face as EV owners or enthusiasts residing in or traveling to Redmond. Additionally, they proposed solutions to enhance Redmond's E-mobility, providing valuable input for the City's future strategies.

Benefits of E-mobility noted by the participants include:

- EVs offer significant cost savings, including lower operating costs, less frequent fill-ups, and reduced maintenance expenses, with government incentives further encouraging ownership.
- Environmentally, EVs contribute to a reduced carbon footprint and lower greenhouse gas emissions, supporting climate action.
- Charging at home, work, or public charging sites provides convenience.
- The variety of stylish and high-performing EVs catering to different budgets and needs continues to grow.

Challenges in E-mobility noted by the participants include:

- Limited availability of public chargers, long wait times, high public charging costs, and maintenance issues that affect infrastructure accessibility.
- Multifamily residential areas often lack adequate charging infrastructure, and communication barriers with property management and utility companies complicate installations.
- High installation costs, financial barriers, and permitting and regulatory restrictions for property owners and HOAs cause significant obstacles to EV ownership.

STRATEGIES

Strategy 1: Apply an equity lens when considering E-mobility infrastructure and focus on equitable access.

The City must center E-Mobility policies and investments on equity, which is a priority for the community, and a gap in the market. In the context of EV adoption and charging infrastructure, it is important for the community that investments are targeted to support those whose needs are greatest, such as people with limited means to purchase higher priced EVs and infrastructure, people who have difficulty navigating information related to EV ownership, and residents of multifamily housing whose barriers are greatest when accessing or installing charging infrastructure. This recommendation aligns with actions other cities are taking and addresses community roundtable participants' suggestion to ensure equitable access to EV charging infrastructure.

Redmond 2050 Policies that support strategy 1:

- **FW-CR-1:** Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.

  CR-2: Prioritize equitable City investments, policies, programs, and projects so vulnerable and underserved communities lead the clean energy transition and are resilient to climate change.

- **CR-6:** Partner with regional organizations and underserved communities to equitably advance programs and policies to achieve net zero greenhouse gas emissions and resilient communities.

  CR-8: Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.

- **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 1A	Ensure the needs of low-income and presently disadvantaged communities are prioritized within City E-Mobility actions, even for programs with broad community benefits.
Action 1B	Continue to engage populations of interest to understand their needs and perspectives, including young people and low-income people.
Action 1C	Track the potential development of and look for opportunities to participate in a regional "Mobility Wallet" program where individuals can use funds for transportation needs, including EV charging.
Action 1D	Continue to track grant funding opportunities, including the Washington State Climate Commitment Act to expand infrastructure and access to E-mobility opportunities.

Strategy 2: Assess policy opportunities to support electric vehicles

Many community members described specific areas where the City can take direct action to support EV drivers and property owners to simplify the regulatory landscape. The City can help simplify the permitting process and update local zoning and city codes to improve access to charging infrastructure. This recommendation aligns with actions other cities are taking and addresses community roundtable participants' suggestions to support property owners and HOAs, update zoning, permitting, and building codes, and develop and support regulatory strategies.

Redmond 2050 Policies that support strategy 2:

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-37:** Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.

Recommended Actions

Action 2A	Engage stakeholders to evaluate and inform e-mobility policy benefits and tradeoffs.
Action 2B	Support the installation of e-mobility infrastructure by providing clear informational resources and exploring opportunities to streamline permitting process.
Action 2C	Partner with Washington State legislators to align state EV regulatory framework with the priorities of Redmond communities (i.e. increased charging access at regional job centers, improved codes and standards to allow flexibility and effective outcomes on EV readiness for new developments, etc.).
Action 2D	Advocate for state and regional policies that ensure electric infrastructure and grid capacity can keep pace with anticipated EV demand. Partner with policymakers to address barriers, such as insufficient electrical capacity or slow infrastructure upgrades, that could limit the pace of EV adoption.
Action 2E	Promote and support shared-use and alternative access models for electric vehicles, such as EV car-share programs, subscription services, and charging-as-a-service, to expand mobility options without requiring personal vehicle ownership.

Strategy 3: Explore and expand e-mobility infrastructure

Expanding access to charging infrastructure is a critical community priority. The City can explore partnerships with private sector businesses, utilities, and other local and regional public agencies to support E-Mobility infrastructure, such as charging facilities or micromobility and e-bike secured parking. This recommendation aligns with actions other cities are taking and addresses community feedback.

Redmond 2050 Policies that support strategy 3:

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-37:** Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.
- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

Recommended Actions

Action 3A	Explore partnerships with car share programs to offer EV car share sites in Redmond.
Action 3B	Assess opportunities to increase charging infrastructure deployments at sites identified as priority locations.
Action 3C	Work with businesses, property owners, and utilities to expand charging station access on private properties.
Action 3D	Encourage local employers to offer workplace charging incentives to their employees.
Action 3E	Explore public-private financing models that allow businesses to offset charger installation costs through tax incentives and grants.
Action 3G	Develop an implementation roadmap to align funding with EV charging program priorities and leverage public-private partnerships for cost-sharing opportunities.
Action 3H	Develop a comprehensive set of policies to effectively manage City owned charging infrastructure to support the ongoing maintenance, management, and expansion of infrastructure and programming.

Strategy 4: Adopt innovative strategies to reduce emissions and expand the application of clean technologies to freight movement that maintain consistency with City freight and delivery priorities.

As discussed in Section 7 – Freight and Goods Delivery, the adoption of EV charging infrastructure extends to facilities that can benefit delivery vehicles and reduce last-mile emissions. By establishing zero-emission delivery zones and encouraging the use of electric delivery vehicles, Redmond can further advance GHG reduction goals across a variety of transportation networks.

Redmond 2050 Policies that support strategy 4:

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-29:** Monitor freight and service delivery patterns and adjust transportation system operations if warranted.
- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

Recommended Actions

Action 4A	Support expansion of EV charging infrastructure and explore establishing zero-emission delivery zones inside Urban Centers to promote zero emission last-mile freight and goods delivery (for more information, see Section 7 Strategy 4.3).
Action 4B	Promote the use of light-urban delivery vehicles including e-cargo bikes, trikes, and quadracycles through sensible regulation and bikeway, pathway, and sidewalk design that accommodates such vehicles. Redmond may look to national or state efforts to create policy and definitions for low-impact urban logistics including potentially charging fees for operators not using such vehicles for local deliveries (for more information, see Section 7 Strategy 4.3).

Strategy 5: Explore e-bike charging opportunities through micromobility partnerships.

As discussed in Section 5 – Bicycle Network Strategy, e-bikes, e-scooters, and other personal micromobility devices have grown in popularity due to their ability to overcome challenging terrain and cover longer distances. These devices have become a viable alternative to motor vehicles and have the potential to reduce VMT and GHGs and contribute toward Redmond's sustainability goals. Offering e-bike and other personal micromobility users convenient public charging opportunities would further promote their use.

Redmond 2050 Policies that support strategy 5:

- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.
- **CR-30:** Promote dense, mixed-use, and transit-oriented developments (TOD) through incentives or requirements for transportation demand management (TDM) measures, including minimizing parking structures in favor of transit, rideshare, walking, and biking.
- **CR-31:** Implement and enforce commute trip reduction programs and partner with transit agencies to expand, maintain, and enhance multimodal transit services and related facilities, including better first mile/last mile access to transit. Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (such as bike share, scooter share, or car share) and maintain affordability of services.
- **TR-22:** Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments. Consider opportunities for public arts and culture amenities in these areas.

Recommended Actions

Action 5A	Explore providing e-bike charging with secure bicycle parking and designated shared micromobility parking zones at transit stations.
Action 5B	Explore adding e-bike charging infrastructure to publicly managed EV charging facilities.

Strategy 6: Incorporate e-bike charging infrastructure into neighborhood and regional Mobility Hubs.

As discussed in Section 6 – Transit Network Strategy, Mobility Hubs are designated locations that bring together many types of transportation modes or services to promote alternative modes to driving alone. Mobility Hubs can have a regional transportation focus, or a can focus on neighborhood connections. Charging infrastructure for both EVs and e-bikes adds an important element to Mobility Hubs and encourages sustainable travel.

Redmond 2050 Policies that support strategy 6:

- **FW-1:** Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.
- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.
- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **CR-31:** Implement and enforce commute trip reduction programs and partner with transit agencies to expand, maintain, and enhance multimodal transit services and related facilities, including better first mile/last mile access to transit. Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (such as bike share, scooter share, or car share) and maintain affordability of services.
- **FW-TR-1:** Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
- **FW-TR-4:** Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.
- **TR-18:** Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.

Recommended Actions

Action 6A	Include e-mobility charging infrastructure in the development of neighborhood Mobility Hubs (see Section 6 Strategy 3)
Action 6B	Explore partnerships with transit agencies to establish e-mobility charging at transit centers and light rail stations where applicable (see Section 6 Strategy 3).



EMERGING TRENDS AND TECHNOLOGY

Transportation Master Plan

INTRODUCTION

The Redmond 2050 Comprehensive Plan states that in 2050 Redmond's transportation system is resilient, sustainable, equitable and inclusive. The convergence of transportation technological innovations in data analysis and management, automation and electrification has the potential to make the City's transportation system not only more efficient, but also greener, safer and more inclusive. In Redmond, technology will be supporting many of the strategies defined in the City's Safer Streets Action Plan by reducing vehicle speeds, helping transportation system designers understand crash risk through data obtained from advanced cameras and software systems, and will make vehicles and interactions between vehicles and people outside of vehicles safer. Data collection and analysis using new technologies will allow planners and engineers to better monitor traffic operations; manage maintenance; and identify network deficiencies that need to be fixed. Technology will also support individuals as they plan their routes and best mode of travel, find parking, and get real-time information to help them navigate a multimodal transportation system to move throughout Redmond and connect to regional systems.

ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Resilience, Equity and Inclusion, and Sustainability. The Emerging Trends and Technology Section identifies strategies that support these principles, as shown below.

RESILIENCE

- Technology can support a resilient transportation system and safe access for all users as travel demand and patterns change over time and during major disruptions caused by natural disasters or other events. (See Redmond 2050 FW-TR-2)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

SUSTAINABILITY

- New technologies can be used to reduce vehicle trips, optimize traffic, and manage transportation assets, resulting in reduced greenhouse gas emissions and environmental impacts, and more efficient use of resources. (See Redmond 2050 FW-TR-4)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4

EQUITY & INCLUSION

- As new technologies are deployed in Redmond, it's essential to address the safety and accessibility of all (See Redmond 2050 TR-10).
- Strategies supporting the Guiding Principle of Equity include: Strategy 1, Strategy 3, and Strategy 6

EMERGING TRENDS IN TRANSPORTATION TECHNOLOGY

Technology is driving many of the emerging trends in transportation systems and service delivery. From autonomous vehicles to shared micromobility to artificial intelligence, new technologies are providing both opportunities and challenges for cities. In most cases, cities like Redmond have the authority to manage new technologies and ensure that technological advancements translate into safer, more equitable and more resilient and sustainable transportation systems. However, it remains to be seen how much authority local agencies will have over where and how some technologies such as autonomous vehicles may be deployed. Technology has and will continue to offer new capabilities and approaches to transportation planning and system management in Redmond.

Current Transportation Technology Systems at the City of Redmond

The following transportation technology systems at the City of Redmond are used to manage and deliver transportation services.

Asset Management and Condition Monitoring

Technology can help Redmond manage and monitor the condition of transportation-related assets such as sidewalks, street trees, signals, and streetlights. These systems aim to optimize asset utilization, ensure proper maintenance, and track work performed in Public Works, Parks, and Facilities. Asset management plans include elements for the state of local infrastructure (inventory, valuation, age, and condition) systems levels of service, asset management strategy) practices, procedures, tools, demand supportability, and lifecycle management and risk, financing strategy, and guidance for the continued improvement and monitoring of the plan. More information on asset management can be found in Section 13 – Monitoring Progress.

Client Relationship Management

Client Relationship Management systems manage and enhance communication, engagement, and interactions with the public. The City uses QAlert to manage all citizen requests and inquiries – including those that are transportation-related. Requests are catalogued by the City and are then dispatched to the appropriate department depending on their context.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) offer a data-driven approach to improving the safety, efficiency, and sustainability of transportation networks. By integrating advanced technologies such as sensors, communication networks, data analytics, and real-time monitoring, ITS enable smarter management of transportation infrastructure and vehicles. These systems aim to optimize traffic flow, reduce congestion, enhance safety, and improve overall user experience for both drivers and pedestrians.

The City of Redmond has used ITS for several years to great success, though enhancements can help to make the transportation system more efficient and effective and improving the safety and performance of the multimodal transportation system. Areas that should be considered for future investments include continued advancements in traffic signal systems, flashing crosswalk beacon and school zone technology and strategies to make the fiber optic infrastructure more efficient and effective to support traffic operations and safety systems operated by the City.

Traffic Data Management and Analysis

Traffic Analysis systems comprise analytical tools and methodologies to assess and understand traffic pattern, behaviors, and characteristics. Traffic simulation models can predict development impact on traffic and analyze signal timings at intersections. Other software can report on and analyze traffic-related statistics in Redmond, such as traffic collision data to assist in planning efforts. The City of Redmond uses a variety of these technologies to support traffic monitoring and reporting, travel demand modeling and safety analysis, among other activities.

FIGURE 1 | CITY OF REDMOND TRAFFIC OPERATIONS CENTER



City of Redmond Traffic Operations Center

The City's Traffic Operations Safety and Engineering Division staff monitor traffic conditions throughout the City from the Traffic Management Center (TMC). The TMC operates during City Hall business hours and monitors traffic and activity on public streets using traffic cameras at many of the City's traffic signal locations. Interested parties can get on-line access to still photo images from Redmond's traffic cameras at roughly 70 intersections across the City (as of December 2024), showing traffic conditions on City streets in real-time. The TMC also provides information to the traveling public via its network of overhead electronic message signs.

Transportation Modeling and Forecasting

Transportation modeling and forecasting involves the use of mathematical models and data analysis techniques to simulate and predict current and future year transportation patterns, demand, and outcomes. Models and forecasts provide insight into traffic flows, congestion, transit ridership, travel behavior, and future transportation needs.

For many years, the City of Redmond has used the Bellevue-Kirkland-Redmond travel demand forecasting model, referred to as the BKRCast model, to conduct multimodal transportation planning studies such as Sound Transit's Sound Move plan, GMA planning requirements and other efforts. Derived from the Puget Sound Regional Council's SoundCast model, the BKR model is an activity-based travel demand model configured to depict travel behaviors that depend on the built environment and demand from other users.

While the City of Redmond has been a partner with Bellevue and Kirkland, it has wrestled with the challenge of providing staff to operate and use the model outputs to meet its planning needs. As the City moves forward to work to fulfill the planning needs called for in Redmond 2050, it will need to address these challenges to make full use of this unique and effective planning tool.

Emerging Technology Trends

Artificial Intelligence

Artificial intelligence (AI) has the potential to enhance the efficiency of transportation systems and improve data-driven decision making in transportation planning. AI can be used to analyze large amounts of data from various sources.

AI-powered algorithms will play a more prominent role in optimizing traffic flows, improving safety in the public right-of-way, predicting transportation demand, and even personalizing mobility experiences for users. Cities will increasingly deploy AI to support management of truck fleet operations, ensuring they're in the right place at the right time. Expect AI to also enhance real-time curb management, reducing congestion and enabling seamless deliveries in busy urban areas.

Big Data

Large datasets from various sources like traffic sensors, GPS tracking, and mobile phone data provide opportunities to gain insights into traffic patterns, trip length and purpose, identify congestion, optimize routes, predict future traffic conditions, and inform infrastructure development decisions. Leveraging big data may lead to more efficient and effective transportation systems.

Goods Delivery Reservations

Technology that can leverage surveillance tools, historical trends on utilization rates, dynamic pricing information and curbside reservations can support more efficient deliveries, optimize access to businesses and smooth the flow of traffic.

Dynamic Pricing

Dynamic pricing is a technology that would allow the City to adjust prices for parking, tolls, and other transportation systems in real-time based on market conditions and demand. It can help optimize capacity of the transportation system.

Drones

Drones can be used to complement or replace traditional traffic sensors, such as cameras, loops, or radars. Drone-based imaging can also be used in combination with artificial intelligence and machine learning to analyze video data and create optimal, cost-effective solutions that would support the work of transportation planners. Drones are also being used for goods delivery, especially in last mile delivery. Within the City of Redmond, the Police Department is already using drones as part of their emergency response.

Autonomous Vehicles

In research conducted by the American Planning Association, autonomous vehicles (AVs) could have a large impact on the automobile/small truck markets in the US. It is estimated that approximately 50% of cars will be AVs by the year 2040. This could cause a reduction in privately owned vehicles of over 43%. One shared AV could replace up to 9-to-11 private vehicles. This reduction in privately owned vehicles could have substantial benefits, including cost savings for households and allowing for the reallocation of space currently dedicated to parking and larger volumes of vehicle traffic to other uses such as greenspace and housing.

With the efforts into deploying and testing the viability of AVs in major cities around the U.S. underway, there is interest in developing policies to manage this new technology to ensure it aligns with local values and priorities around traffic safety, emergency response, and equity. The cities of Bellevue and Seattle have collaborated in the creation of an automated vehicle technology vision to address shared regional values and goals. From this vision a joint strategic policy and technical document has been prepared and multi-agency discussions about extending the vision and policies to more jurisdictions, including the City of Redmond, are underway. More information on autonomous drones and personal delivery devices can be found in Section 7 – Freight and Goods Delivery.

Vehicles Connected to Everything (V2X)

Vehicles connected to everything (V2X) is technology that enables vehicles and wireless devices to communicate with each other, roadside infrastructure, and even nearby pedestrians and cyclists. These technologies have the potential to make a more safe, secure, and efficient transportation system. Examples of recent deployments using V2X technology include:

- A pedestrian crossing warning system for bus operators (Cleveland OH)
- Cloud-based digital advanced hazard warning alerting system for motorists (Connecticut)
- School bus signal priority (V2I) application that detects the approaching vehicles and extends green light signal phase (Fulton Co. Georgia)
- Reduced speed school zone warning application (Columbus OH)

Redmond Data Governance Strategy Project

The City of Redmond is undertaking a Data Governance and Strategy project to build a citywide framework for managing data as a strategic asset. This initiative will enhance how data is collected, classified, accessed, and used, with a strong focus on accuracy, security, and accessibility. The Data Governance Strategy Project will implement and emphasize strong data privacy standards.

By establishing a Data Governance Committee, implementing data classification policies, and defining clear access protocols, the City aims to reduce inefficiencies, ensure compliance with legal and privacy standards, and improve decision-making across departments.

As the Transportation Master Plan is developed and implemented, this parallel effort in data governance will help ensure that transportation decisions and investments are guided by accurate, well-managed information.

The USDOT has recently released its national plan to accelerate the deployment of V2X technology. The Plan is focused on road safety, mobility, and efficiency through technology that enables vehicles and wireless devices to communicate with each other and with roadside infrastructure. These technologies can enable a more safe, secure, and efficient transportation system while maintaining privacy and consumer protection. The Plan will contribute to the Safe System Approach adopted by the USDOT's National Roadway Safety Strategy, which is also the foundation for Redmond's Safer Streets Action Plan. More engagement with the community and technology partners would be needed before any V2X deployment occurs in Redmond.

Mobility as a Service

Mobility as a Service (MaaS) is a type of service that enables users to plan, book, and pay for multiple types of mobility services through an integrated platform. Transportation services from public and private providers are combined through a unified gateway, usually via an app or website, that creates and manages the trip and payments, including subscriptions, with a single account. The key concept behind MaaS is to offer travelers flexible mobility solutions based on their travel needs, thus "mobility as a service" also refers to the broader concept of a shift away from personally owned modes of transportation and towards mobility provided as a service.

Telematics

Telematics is a method of monitoring cars, trucks, equipment and their assets using GPS technology and on-board diagnostics to plot the asset movements on a computerized map. The City is using telematics to report on duration of City fleet vehicle use and diagnose technical issues for vehicle servicing needs. Telematics may also be used to monitor driver behavior (e.g., hard braking, speed, rapid acceleration, etc.) to focus City efforts around promoting driver safety.

Other Trends

Road User Charging

Road usage charging (RUC) applies fees to motorists based on the distance traveled. It is an alternative to a fuel tax from which revenues have steadily declined due to improved fuel efficiency and growth in the EV market. RUC can be used to fund road maintenance and construction as well as alternatives to driving alone. RUC can also be an effective tool for disincentivizing driving during certain times of day or within specific areas or corridors. Dynamic road usage charging opens new possibilities for managing automated vehicles by adjusting charges in real-time based on traffic conditions and vehicle

STRATEGIES AND ACTIONS

Strategy 1: Employ technology in service of citywide goals, ensuring newly adopted technologies support priorities of safety, maintenance, and multimodal travel choices for pedestrians, cyclists, and motorists.

Thriving communities rely on the effective movement of people and goods. The Redmond transportation system is evolving to meet the transportation needs of those who walk, roll, ride a bike, drive a car or truck, or take transit.

Redmond 2050 Policies that support strategy 1:

- **FW-TR-1:** Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
    - **TR-3:** Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption.

Recommended Actions

Action 1A	Develop a citywide Intelligent Transportation System plan to build upon existing ITS systems and strategically apply advanced technology to improve mobility, reduce collisions, and enhance sustainability. (Public Works)
Action 1B	Prepare a report that evaluates V2X technology and provides an assessment of the potential benefits and costs of the technology if implemented in Redmond. (Planning)

Strategy 2: Explore new and varied data sources to support strategic decision making and improve transportation system operations.

A variety of new data sources continue to be made available to public agencies that can be used to more effectively plan and manage transportation systems. For example, "Big Data", or large and comprehensive data sets may be analyzed computationally to reveal patterns, trends, and associations, especially relating to human behavior and interactions. Such data provides transportation planners with new capabilities to make more informed decisions on how to optimize the transportation system for different users and travel demands, which can reduce congestion and emissions and improve safety for all users.

Redmond 2050 Policies that support strategy 2:

- **FW-TR-6:** Identify level-of-service standards for transportation infrastructure and fund maintenance, repair, and replacement costs to meet them. Proactively manage and maintain transportation assets in a way that minimizes lifecycle costs and results in replacement or renovation in advance of need.

Recommended Actions

Action 2A	Support evidence-based decision making by using "big data" analytics to better understand travel patterns and demand and optimize the transportation network. (Planning, TIS)

Strategy 3: Develop staff skills and knowledge of advanced analytical tools and evaluation techniques that will advance transportation options, safety, and efficiency.

The City of Redmond uses the Bellevue-Kirkland-Redmond (BKR) model to help estimate future transportation vehicle and person demand on the local city and transit highway networks. Over the years, the model has been used to evaluate the impacts of population and job growth, identify auto, transit and carpool demand, plus calculate traffic impact fees for new developments. The model has been instrumental in evaluating the impacts of a future (and now operating) Sound Transit Link light rail service on the Eastside of Lake Washington. The City will continue to use the model to forecast system performance and provide data that planners can use to target new multimodal transportation investments in areas of high growth.

Redmond 2050 Policies that support strategy 3:

- **TR-26:** Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.
- **TR-11:** Maintain a traffic control program based on the fundamentals of education, enforcement and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

Recommended Actions

Action 3A	Leverage the use of the Bellevue-Kirkland-Redmond regional travel demand model to support transportation planning analysis needs. Evaluate the usefulness of the model to address the planning needs of the city and make recommendations on the role and function of the model for future use, including how it may be supported or supplanted by big data. (Planning)
Action 3B	Promote the sharing of transportation-related data through an open data portal and APIs to allow third-party developers to create useful transportation apps and services. (TIS, Planning)

Strategy 4: Formulate public-private partnerships to implement innovative, ambitious, and scalable pilots that utilize new technologies and help meet the goals of the City of Redmond around transportation safety, efficiency, travel choices, or further citywide sustainability efforts.

Public/private partnerships traditionally have proven to be a good tool to test new strategies for local governments. These partnerships can provide several benefits such as:

- Provide access to private capital, innovation, and efficiency of technology for governments.
- Provide investment opportunities for the private partner with public sector guarantees for private companies.
- Help to increase mobility, economic growth, jobs, safety, equity and environmental protection as public goals.
- Provide a reasonable return on investment, critical infrastructure, and economic growth as private goals.
- Provide access to additional capital and technical expertise for governments.

Despite the above benefits, there could be some challenges to consider before entering a public-private partnership (PPP). These may include:

- Misalignment of interests. While public entities prioritize social welfare, private firms are profit-driven, which can lead to conflicts. Transparent contracts and regulatory oversight are essential to maintain balance.
- Another significant challenge is risk distribution. If risks are not shared equitably, either party can suffer setbacks.
- Additionally, PPPs may involve complex regulatory and legal landscapes, which can delay projects. Navigating these complexities requires robust governance frameworks, clear legislative guidelines, and efficient dispute resolution mechanisms.

Redmond 2050 Policies that support strategy 4:

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-12:** Implement transportation programs, projects, and services that prevent and mitigate the displacement of communities that have been disproportionately harmed by past transportation siting decisions, as well as those at high risk of displacement.

Recommended Actions

Action 4A	Form partnerships with emerging mobility services, technology services, platforms, and neighboring jurisdictions to advance safety and mobility. (Planning, Public Works, TIS)

Strategy 5: Leverage technological advancements in support of multimodal travel strategies.

The advance of technology has given travelers many opportunities to make the best choices about how to use the transportation system. However, the simple question of "How do I get from point A to point B in the shortest amount of time?" is not so simple to answer. As shown in the graphic below, people who live, work and recreate in Redmond have many things to consider when determining their best transportation choices. Tools such as Google Maps, ORCA cards, and OneBusAway, a real-time bus tracker application have made using the public bus system simple and responsive. Integrating traveler information through Mobility as a Service (MaaS) technology to support travel on other modes is still relatively new and while they will continue to get better, local governments can support these efforts by providing a regulatory regime that is flexible and making public generated data accessible to the greatest extent possible.

Redmond 2050 Policies that support strategy 5:

- **TR-26:** Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.

Recommended Actions

Action 5A	Work with partners and vendors to implement integrated Mobility as a Service (MaaS) platforms that combine public transit, ridesharing, bike-sharing, and car-sharing services to promote multimodal transportation and reduce dependency on private vehicles. Work to ensure that these platforms align with the City's goals and guidelines for safety and equity. (Planning)

Strategy 6: Adopt regulations for the use of new transportation-supportive technologies in Redmond.

As new technologies emerge it is critical that the City evaluate them to determine how they can advance Redmond's transportation vision and what new regulations may need to be put in place to ensure these technologies offer a net benefit to the Redmond community and any potential negative impacts to people, property or City operations are mitigated. One such case is the advent of managing the use of autonomous vehicles (AVs) in the City, which can include personal delivery devices and drones. Other technologies such as automated traffic enforcement and road usage charges could improve street safety and transit reliability, and create long-term sustainable transportation funding sources as gas tax revenue continues to decline, respectively.

Redmond 2050 Policies that support strategy 5:

- **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 6A	Evaluate new technologies to understand potential positive and negative impacts on Redmond's transportation system, safety, and overall community livability and develop regulations in support of community goals. Join state and national efforts to advocate for local control and regulation of AVs, drones, and other technologies that may adversely impact transportation infrastructure, safety, and community livability. (Planning)
Action 6B	Investigate and consider adoption of the Seattle/Bellevue Automated Vehicle Strategic Vision Plan to better prepare for the introduction of automated vehicles. (Planning)
Action 2C	Support efforts to expand the use of automated enforcement to improve safety and transit reliability.
Action 2D	Keep apprised of and support efforts at the State and County levels to explore road usage charges.



MONITORING PROGRESS

Transportation Master Plan

INTRODUCTION

Performance monitoring and reporting is the regular measurement, analysis, and reporting of the results of projects, programs, and policies. It is an integral part of the City of Redmond's approach to delivering the Transportation Master Plan (TMP), and offers several benefits for the City and stakeholders:

Direction: Performance measurement reveals whether City activities are achieving the strategies and citywide principles set forth in the TMP. If they are not, the process gives decision makers the information they need to change course.

Accountability: Community members can judge how well the City of Redmond is delivering public services and whether those services are creating value for the public. Additionally, the City can use performance measurement data to improve efficiency within departments.

Motivation: Seeing progress toward goals can energize staff, decision makers, and the public. Communication: The results of a performance measurement system can form the basis of a discussion among community stakeholders, and elected officials about the progress toward achieving the community's vision for Redmond.

Funding: Performance measurement reveals relative return on investment for the efforts the City makes to improve its transportation system and where the City may want to adjust its level of investment.

DASHBOARD MEASURES

The strategies and actions identified in the TMP are all aimed at achieving a more resilient, equitable, and sustainable transportation system. Seven performance measures have been identified to track progress towards these aims. These are referred to as the "dashboard" measures:

1. Network Completion
2. Mode Share
3. Vehicle Ownership Rates
4. Vehicle Miles Traveled (VMT)
5. Transit Ridership
6. Safety
7. Street and Sidewalk Condition

These seven measures are central to the evaluation of the progress of the TMP and will be highlighted in the City's data dashboard.

Other transportation- and land use-related performance measures that will help track progress toward reductions greenhouse gas emissions identified in the Environmental Sustainability Action Plan, including electric vehicle ownership, commute distance, and jobs:housing ratio.

NETWORK COMPLETION

The TMP identifies two modal networks: bicycle and pedestrian. The networks are intended to highlight active transportation routes that connect major local and regional destinations. The networks also help the City allocate limited street space, and in some cases, they establish design standards and service levels to ensure adequate mobility for active modes.

Progress toward the completion of these two networks is an indication that the City is successfully delivering the Transportation Facilities Plan (TFP – see Section 14) and implementing the policies contained in the TMP. The network completion measures reflect policies in Redmond 2050 that call for prioritizing walking, biking, and taking transit and TMP strategies focused on improving access to transit and Urban Centers and enhancing safety, particularly for active modes. It also indicates progress toward implementing the City's Complete Streets policy, which requires that projects accommodate active transportation users.

PERFORMANCE MEASURES

- Network completion is expressed as the percent of each modal network that is considered complete, by length.
- Bicycle network completion is defined as percent of planned low stress bicycle network completed in (i) spine, and (ii) neighborhood networks.
- Two measures are included in the pedestrian network completion, (i) percent of arterials that have sidewalks on both sides, and (ii) number of planned low-stress crossings complete.

MODE SHARE

Redmond's street network can be considered a limited resource as it is constrained by development and environmental features, and the amount of financial resources the City is willing or able to dedicate to its expansion. Today, the single occupancy vehicle (SOV) is the most common form of travel in Redmond. While drive-alone trips can be convenient, they are an inefficient way to use this limited resource, and they contribute disproportionately to congestion. The City of Redmond seeks to provide a range of transportation options so that residents, employees, and visitors can choose alternatives to the SOV when this makes sense and, in doing so, can prevent congestion and its many negative impacts.

Mode share is an indicator of how well the City and other agencies have provided attractive transportation choices for the public, and whether Redmond's urban centers are successfully accommodating the increase in travel demand that accompanies growth. But, like transit ridership, non-SOV mode share is influenced by external factors, and the City's influence on this measure is limited.

PERFORMANCE MEASURES

- Mode share is defined as the percentage of daily trips made by each travel mode (i.e., walking, bicycling, transit, driving alone, and carpooling) within the city. Two measures are monitored, including all trips and commute-only trips.

VEHICLE OWNERSHIP RATE

Vehicle ownership rate can be an indicator of household income as well as the accessibility and viability of other modes of travel such as walking, biking, and transit. The easier and cheaper (in terms of time and money) it is for people to walk, bike, or take transit, the more households may choose to own fewer or no vehicles. This measure directs the City to improve air quality, reduce traffic congestion, and build a more sustainable and resilient urban environment.

PERFORMANCE MEASURES

- Vehicle ownership rate is defined as the number of vehicles registered per capita during previous calendar year.

VEHICLE MILES TRAVELED (VMT)

Tracking VMT helps the City assess the efforts to reduce car dependency and prioritize investments in public transit and active transportation. Reducing VMT in Redmond is necessary to make progress on the goals related to greenhouse gas reduction, safety, and sustainability.

PERFORMANCE MEASURES

- VMT is a unit to measure the total number of miles made by all motor vehicles in the City on an average weekday during the Fall season. To capture the increase in the population, VMT per capita is reported annually.

TRANSIT RIDERSHIP

Increasing transit ridership has multiple benefits for the City of Redmond and the region and is a critical component of the City's growth strategy, which directs most additional housing and employment to the Downtown Marymoor, and Overlake urban centers. With proper design and service level standards, transit systems can move large numbers of people quickly and comfortably.

A trend of increasing transit ridership can demonstrate the success of transit access improvements, direct service purchases by the City, and education and encouragement efforts by the City and its partners. It also helps the City monitor transit demand considering changes in service levels and system capacity.

PERFORMANCE MEASURES

- Transit ridership is measured as average weekday boardings for all (i) bus and (ii) light rail stops within the Redmond city limits, respectively. Vanpools, carpools, and other forms of paratransit are not included. Data is provided by King County Metro and Sound Transit annually.

SAFETY

Ensuring the safety of all people is a fundamental goal for the City as it builds and maintains the transportation system. Traffic-related injuries and deaths have a variety of causes, including how transportation infrastructure is designed, operated and maintained, as well as the behaviors of the people using the transportation system. The City can create a transportation system that minimizes the risk of crashes occurring and the severity of crashes if and when they do occur. Examples of things the City can do to enhance safety include providing sidewalks and crossing facilities where they are needed, reducing vehicles speed limits and installing traffic calming treatments, and reconfiguring streets and intersections with known safety issues. Safety data will be used to determine whether the City of Redmond is maintaining its strong safety record, particularly among more vulnerable road users such as people walking, biking, and taking transit even while it encourages more people to use these modes of travel.

PERFORMANCE MEASURES

- Safety considers two measures, (i) the number of total crashes, and (ii) the number of serious injuries and fatalities by mode. The data is collected from WSDOT and Redmond Police Department and is reported annually.

STREET AND SIDEWALK CONDITION

The transportation system requires constant maintenance to function effectively. The City conducts a wide range of activities to preserve the physical and information technology components of this system, the most costly of which is the preservation of roadway and sidewalk pavement. Deferred pavement maintenance can lead to far more costly repairs once road surfaces become degraded.

Adequate pavement condition is essential to the proper functioning of the roadway network for private travel and for freight operations.

PERFORMANCE MEASURES

- Street and sidewalk condition is presented as the percent of streets/sidewalks in poor (need immediate maintenance), fair (need maintenance but the segments are still safe to use), and good (no maintenance needed) conditions. Street pavement condition is updated every other year, while sidewalk condition is updated every 3 to 5 years.

TRANSPORTATION FACILITIES PLAN

Transportation Master Plan



INTRODUCTION

The Transportation Facilities Plan (TFP) is a long-range financially-constrained plan for capital investments that have been identified to provide a complete and well-maintained transportation system. It is the foundation for Redmond's concurrency program which ensures that public facilities and services are adequate to support new development without decreasing locally-established levels of service. Concurrency is a key goal of the Washington State Growth Management Act (GMA). Each project listed in the TFP has been prioritized into near-, medium-, and longer-term based on how well it supports Redmond 2050.

REVENUE SOURCES AND FORECAST

Investments in Redmond's transportation system are made using a variety of revenue sources. Each revenue source has been forecasted through 2050. The forecast makes assumptions about basic considerations, such as the state of the economy, whether the City would continue to devote that revenue source to transportation, new revenue sources, and rate changes. The first five years of the TFP revenue forecast are derived from the revenue projections in the 2026-2030 Capital Investment Program (CIP) approved through the Budgeting by Priorities process in 2024. The remaining years (2031-2050) are calculated based on a flat rate (does not include inflation) to match revenue projections.

OVERVIEW OF REVENUE SOURCES AND ASSUMPTIONS

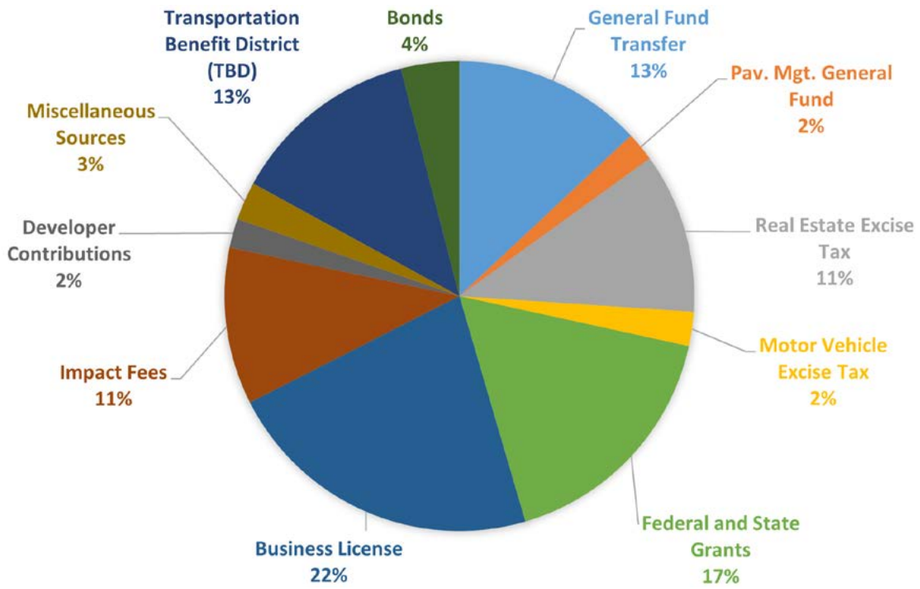
The City's transportation investments are supported by a variety of revenue sources (Table 1) that include:

- 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.
- 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.

TABLE 1 | TFP REVENUE FORECAST (2026-2050)

Revenue Source	Forecast ($M) 2026-2050	Percent	Description of Source
General Fund Transfer	62.7	14%	Council appropriation from City general fund
Pav. Mgt. General Fund	7.5	2%	Council appropriation from City general fund
Real Estate Excise Tax	49.2	11%	Tax on property sales in Redmond
Motor Vehicle Excise Tax	10.5	2%	State transportation funds to Redmond
Other Jurisdictions	0.0	0%	Cost participation by other agencies in Redmond projects
Federal and State Grants	81.4	18%	Cost participation grants for specific projects
Business License	100.8	22%	Employment based tax - Redmond employers
Impact Fees	49.2	11%	Transportation impact fee cash payments by developers; or construction value by developers
Developer Contributions	8.5	2%	Value of developer payments or construction for specific projects; not impact fee credited
Miscellaneous Sources	12.7	3%	Interest earnings, rent, surplus property, revenue for completed projects for concurrency
Transportation Benefit District (TBD)	62.6	14%	Council approve 1/10th of 1% sales tax earmarked for transportation projects
Bonds	17.4	4%	Issuance of debt to finance transportation projects
	462.5	**100%**	

FIGURE 1 | FORECASTED TFP REVENUE SOURCES (2026-2050)



Individual revenue sources are described in more detail below:

- **General Fund:** This revenue source is comprised of sales tax, property tax, utility tax, and other licenses and fees. Transportation currently receives approximately 40 percent of the 5 percent General Fund revenues that are transferred to the CIP functional areas (minus development revenues and significant one-time collections). However, one-time monies can be received to support specific transportation capital projects. Forecast Assumption: assumes continuation of City Council appropriation at 40 percent of the 5 percent General Fund transfer to Transportation.
- **Transportation Benefit District (TBD):** Comprised of one tenth of one percent of sale tax collections, used exclusively for funding maintenance and improvements to city streets, public transportation, strategies to maximize safety and traveling choices, parking facilities, and other transportation projects designed to reduced congestion. Forecast Assumptions: assumes a steady increase in sale tax collections over time, while factoring in the rising cost of operational costs covered by the TBD.
- **Pavement Management General Fund Transfer:** By policy, $300,000 per year is transferred from the General Fund to the Pavement Management Program for the preservation of roadway asphalt. Forecast Assumption: assumes General Fund transfer will continue at historical level of $300,000 per year.
- **Real Estate Excise Tax (REET):** REET is a tax on all sales of real estate at a rate of 0.5 percent of the selling price of a property within Redmond city limits. King County collects REET funds for the City and distributes them to the City. REET is restricted to expenditures on capital projects. Transportation currently receives approximately 25 percent of the REET tax. Forecast Assumption: assumes transportation will continue to receive 25 percent of REET collected in the city.

- **Motor Vehicle Fuel Tax (Gas Tax):** In Washington State, cities receive a portion of the state-collected gasoline tax. Gas tax is imposed as a fixed amount per gallon of gas purchased and is dedicated to transportation capital improvements. Forecast Assumption: assumes continuation.
- **Transfers from Other Jurisdictions:** Cost participation from other agencies in Redmond projects. Forecast Assumption: based on historical collections.
- **Business License Fees:** Currently, a $153 fee is assessed per employee to businesses operating in Redmond to support transportation and transportation demand management projects. Forecast based on estimated growth in employment. Business license fees are instrumental in leveraging grants. Forecast Assumption: assumes continuation at rate of $153/FTE (full-time equivalent) and is projected to grow by approximately 1.2 percent per year, commensurate with projected employment growth in the city.
- **Impact Fees:** The City collects impact fees from developers for their impact on the transportation system. Impact fees are dedicated to transportation capital improvements that provide new capacity. The fees cannot pay for existing deficiencies in level of service for the public facilities or normal maintenance and repairs. Impact fee revenue is subject to credits for developer-constructed improvements for capacity projects within the TFP. Impact fee revenue is a blend of developer constructed improvements (credits to impact fees) and cash payments based on land use. Impact fees are instrumental in leveraging grants. Forecast Assumption: assumes a consistent rate of collections; fees per unit could increase over time, but the diminishing availability of land for new developments would negate any potential increases in the forecast.
- **Developer Contributions:** Comprised of cash payments towards specific projects or the value of developer constructed improvements that exceed impact fee credits. Forecast assumption: based on existing developer agreements or known contributions to specific projects. Forecast does not speculate contributions into the future beyond known agreements.
- **Federal and State Grants:** Contributions by a federal or state government to support a particular transportation improvement. Each grant has specific rules and guidelines about what type of projects they will fund. Grants generally require a funding match that the City must contribute towards the cost of the project. If a project uses federal funds the level of analysis, documentation, outreach, and commitment is generally more detailed or stringent. Forecast assumption: grants that have been awarded are included in the first six years. Future grant revenue forecast is conservative.
- **Bonds:** Comprised of long-term debt instruments issued to raise funds for building or improving infrastructure. Forecast Assumptions: assumes sporadic use in the issuance of bonds to fund major transportation projects.
- **Miscellaneous Sources:** Comprised of interest earnings on cash balances in the transportation fund, rental income, surplus property sales, other miscellaneous sources, and carryforward fund balances associated with projects initiated in prior years. Forecast Assumptions: assumes a consistent rate of sources. Miscellaneous sources are hard to predict and demonstrate limited growth over time.

OVERVIEW OF FORECAST AND GROWTH ASSUMPTIONS – 2026-2050

Forecast Assumptions

- Forecasts flat to moderate growth in revenues that reflect a conservatively growing economy.
- The forecast does not include any increases to rates or new sources of revenue.
- Revenues and project costs also include the portion of CIP-funded projects that have occurred prior to 2026 and are continuing into the 2026-2050 timeframe.
- Ensures debt obligations are paid from existing revenues.

DEVELOPMENT OF THE TRANSPORTATION FACILITIES PLAN

The TFP 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 in the most efficient manner possible.

The prioritization of specific transportation projects includes those expected to make meaningful progress towards advancing the City vision for transportation. Individually, all capital improvements in the TFP are closely aligned with Redmond 2050's five overarching strategies: Organize around light rail, maintain transportation infrastructure, improve travel choices and mobility, create a safe transportation system, enhance freight and service mobility.

The TFP is balanced across travel modes. Figure 1 indicates that the City of Redmond continues to focus on multimodal improvements to provide travel choices and mobility while making significant strides to complete infrastructure for pedestrians and bicyclists. Vehicular capacity improvements at critical locations are included to relieve congestion and support freight mobility. While the City does not control transit service it can enhance street design and operations to improve transit speed and reliability, which represents 2% of the TFP. The TFP is also balanced across urban centers and neighborhoods. Approximately 13% of all TFP projects are located in neighborhoods outside of urban centers (Figure 2).

FIGURE 1 | INVESTMENT BY MODE

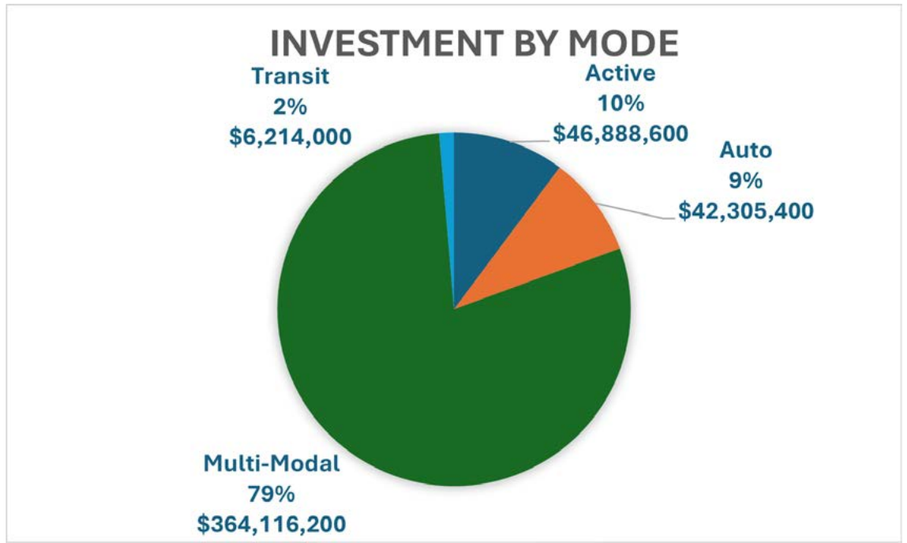


FIGURE 2 | INVESTMENT BY NEIGHBORHOOD

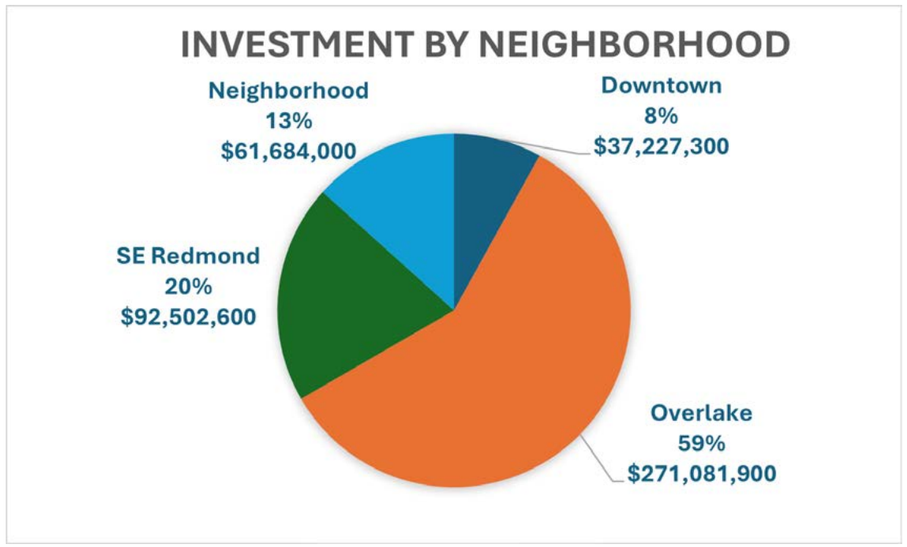


TABLE 2 | DOWNTOWN

ID	Name	From	To	Description	Estimate	Neighbor-hood	Expected Timeframe	Source	Significant Support for These Strategies	
119	Avondale Way Extension	Redmond Way	NE 76th St	Construct a new north/south connection between Redmond Way and NE 76th Street. Improvements include one lane in each direction, sidewalks, bicycle lanes, utilities, street lights, trees, signs, and stormwater treatments.	$12,445,300	Downtown	Near Term	Transportation Master Plan	1	3
371	Redmond Way Widening	168th Ave NE	168th 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	$13,240,000	Downtown	Medium Term	Downtown East-West Corridor Study	3	5
170	158th Ave NE Extension	Redmond Way	NE 83rd St	Construct new 158th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, transit stop amenities, storm drainage, right-of-way and easements.	$13,240,000	Downtown	Long Term	Transportation Master Plan	3	5
					$37,227,300.00					

1. Organizing Around Light Rail
2. Maintain Transportation Infrastructure
3. Improve Travel Choices and Mobility
4. Building A Safer Transportation System
5. Enhancing Freight and Service Mobility

TABLE 3 | OVERLAKE

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies
310	Lumiere - NE 24th to NE 26th	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.	$13,338,000	Medium Term	Overlake Master Plan	1 3 4 5
311	DaVinci - NE 27th to NE 28th	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.	$9,776,000	Medium Term	Overlake Master Plan	1 3 4 5
312	DaVinci - NE 24th to NE 26th	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.	$22,484,000	Medium Term	Overlake Master Plan	1 3 4 5
313	Hopper Street	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.	$19,742,000	Near Term	Overlake Master Plan	1 3 4 5
314	Turing Street	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.	$34,830,000	Medium Term	Overlake Master Plan	1 3 4 5
315	Shen Street	Hopper St	152nd Ave NE	Construct new street: Shen Street from Hooper Street to 152nd Avenue NE.	$10,750,000	Medium Term	Overlake Master Plan	1 3 4 5
502	24th St Multimodal Imp from 148 to Bel-Red	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.	$9,560,000	Medium Term	Transportation Master Plan	1 3 4
288	151st Ave NE South-Da-Vinci	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.	$9,923,000	Medium Term	Overlake Village South Infrastructure Planning Report	1 3 4 5
289	NE 22nd St, West	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.	$20,950,000	Medium Term	Overlake Village South Infrastructure Planning Report	1 3 4 5
290	NE 22nd St, East	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.	$8,270,000	Medium Term	Overlake Village South Infrastructure Planning Report	1 3 4 5
1150	Lumiere Ave	NE 20th St	NE 24th St	Lumiere Ave from NE 20th St to NE 24th St	$31,425,000	Medium Term	Overlake Village South Infrastructure Planning Report	1 3 4 5
56.01	NE 40th St Shared Use Path - West	148th Ave NE	SR 520	Shared use path on the south side of 40th Street from 148th Avenue to the 520 Trail	$9,483,500	Near Term	Transportation Master Plan	1 3 4 5
47.01	152nd Ave NE Main Stree-et North	2600 Crossing	NE 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	$10,907,200	Near Term	Overlake Master Plan	1 3 4
62.01	NE 40th St Improvements	163rd Ave NE	WLSP	Add paved trail on south side of 40th Street from 163rd Avenue to West Lake Sammamish Parkway	$7,107,000	Near Term	Overlake Master Plan	1 3 4
49	152nd Ave NE Main Street South of 24th	NE 24th	NE 20th St	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24st 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, utilities and signalized intersection at DaVinci and 152nd Ave NE..	$11,005,300	Medium Term	Overlake Master Plan	1 3 4
51.01	156th Ave NE Shared Use Path	NE 40th St	NE 51st St	Construct shared use path on the east side of 156th Avenue from 40th Street to 51st Street	$9,306,100	Near Term	Transportation Master Plan	1 3 4 5
1151	NE Koll Drive	152nd Ave NE	DaVinci	NE Koll Drive (2100 block) from Da Vinci Ave to 152nd Ave - private street but publicly accessible	$3,521,000	Near Term	Overlake Village South Infrastructure Planning Report	1 3 4
66.01	51st St Shared Use Path	148th Ave	SR 520	Provide multi-use trail on north side of NE 51st St between 148th Ave NE and SR 520.	$3,015,000	Medium Term	Transportation Master Plan	3 4
389	West Lake Sammamish Parkway Roundabout	West Lake Sammamish Parkway		Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road	$8,720,800	Near Term	Overlake Residential Area Neighborhood Plan	4
172	150th Ave NE Bicycle Lane Completion	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.	$2,972,000	Near Term	Transportation Master Plan	3 4

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies
10	SR 520 Trail Grade Separation at NE 51st St	520 Trail		Grade separate the 520 Trail at NE 51st Street.	$8,417,000	Long Term	Overlake Residential Area Neighborhood Plan	3 4
31	148th Ave NE and NE 51st St Right Turn Lanes	520 Trail	148th Ave NE	Add a second right turn lane from westbound NE 51st Street to Northbound 148th Avenue NE.	$2,883,000	Long Term	Overlake Master Plan	5
46	150th Ave NE & NE 51st St Signal	NE 51st St		Add north leg to intersection of 150th Ave and 51st St and signalize this intersection.	$2,696,000	Long Term	Overlake Master Plan	
					$271,081,900			

1. Organizing Around Light Rail
2. Maintain Transportation Infrastructure
3. Improve Travel Choices and Mobility
4. Building A Safer Transportation System
5. Enhancing Freight and Service Mobility

TABLE 4 | SE REDMOND & MARYMOOR

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies
378	173rd Ave NE Connection	NE 67th St	NE 70th St	Construct collector arterial (see RZC Appendix 8AA).	$6,243,900	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
392	NE 70th St Retrofit	173rd Ave NE	Redmond Way	Construct collector arterial street (see RZC Appendix 8A). North half of street to be completed as part of DRLE	$6,580,000	Near Term	Greater SE Redmond Area Transportation Study	1 3 4
360	NE 70th Street Extension Phase 2 Construction	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, consider transit only street.	$4,800,000	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
382	176th Ave NE Retrofit-LW Tech Segment	6600 BLK	NE 65th St	Widen Roadway Per Appendix 8A	$2,159,200	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
384	NE 65th St Retrofit	Marymoor Park boundary	East Lake Sammamish Parkway	Retrofit collector arterial (see RZC Appendix 8A)	$18,731,700	Long Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
386	NE 67th St Retrofit	173rd Ave NE	176th Ave NE	Retrofit collector arterial (see RZC Appendix 8A)	$12,487,800	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
404	176th Ave NE Retrofit-67th Segment	6600 BLK	NE 67th St	Widen Roadway Per Appendix 8A	$1,079,600	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
405	176th Ave NE Retrofit-Middle Segment	NE 67th Ct	NE 69th Ct	Widen Roadway Per Appendix 8A	$3,160,400	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
406	176th Ave NE Retrofit- North Segment	NE 69th Ct	NE 70th St	Widen Roadway Per Appendix 8A	$2,750,700	Medium Term	Marymoor Subarea Infrastructure Planning Report	1 3 4
90	NE 76th St Widening 178th to 185th	178th Pl 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. Coordinate with 91.	$3,473,000	Long Term	NE 76th St Corridor Study	4 5
88	NE 76th St Widening 520 to 178th Pl	EB 520 Ramp	178th Pl 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.	$6,145,000	Long Term	NE 76th St Corridor Study	4 5

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies
	188th Multi-modal Path	Union Hill Road	NE 70th St	Construct a multi-modal path way on the east side of 188th Ave from Union Hill Road to NE 70th Street	$3,270,000	Near Term	Transportation Master Plan	1 3 4
	NE 77th Street	188th Ave NE		Construct new street with curb/ gutter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE	$4,214,000	Near Term	Transportation Master Plan	3 5
	NE 72nd Street	188th Ave NE		Construct new street with curb/gut-ter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE	$2,107,000	Near Term	Transportation Master Plan	3 5
	188th Ave Intersection Improvements	NE 70th St	NE 77th St	Intersection improvements as necessary due to traffic volumes. May include roundabouts or signals	$6,198,100	Near Term	Transportation Master Plan	3 4 5
	187th Ave Widening	Redmond Way	East Lake Sam-mamish Parkway	Widen 187th Ave NE from Redmond Way to East Lake Sammamish Park-way. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, streetlights, and storm drainage.	$1,897,200	Medium Term	Transportation Master Plan	1 3 4
					$92,502,600			

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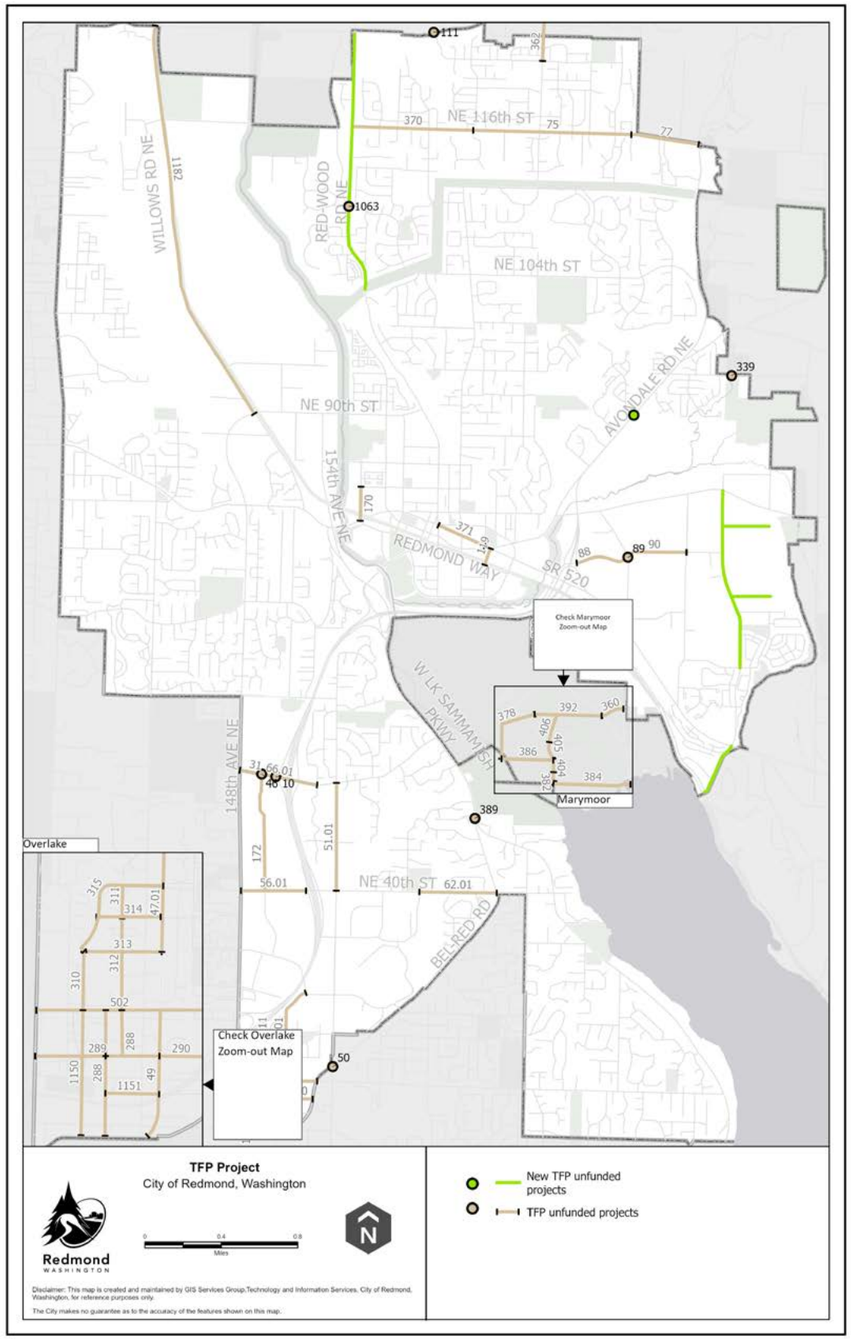
TABLE 5 | NEIGHBORHOOD

ID	Name	From	To	Description	Estimate	Neighbor-hood	Expected Timeframe	Source	Significant Support for These Strategies
339	NE 95 St. Bridge Replace-ment	NE 95th St		NE 95th Street Bridge Replacement. Consider bridge only for walking and biking.	$884,000	Bear Creek	Near Term	Bear Creek Neighborhood Plan	3 4
	Avondale Road and 180th Ave Reconfi-guration	Avondale Road	183rd Ave	Intersection reconfiguration to add eastern fourth leg serving new subdivision and south leg crosswalk. Intersection also allows for north and south U-turns. Includes 1200' of new street connection to 183rd Court NE.	$4,681,500	Bear Creek	Long Term	Transportation Master Plan	3 4
1063	Red-Wood Rd and NE 109th St Improve-ments	Red-Wood Rd		North-Souths Corridors Study: This project would reconfigure the eastbound and westbound approaches to provide a dedicated left-turn lane and a shared through/ right-lane. This would be paired with removal of the split phasing at the intersection and extension of the westbound bicycle lane through the intersection.	$1,456,000	Education Hill	Medium Term	North-South Corridor Study	3 4
75	NE 116th St Widening Segment II	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, street lights, storm drainage, underground power, right-of-way and easement acquisition.	$10,665,000	North Redmond	Long Term	North Redmond Neigborhood Plan	3 4
77	NE 116th St Segment III	179th PL	Avon-dale 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, street lights, storm drainage, underground power, right-of-way and easement acquisition.	$22,825,000	North Redmond	Long Term	North Redmond Neigborhood Plan	3 4
370	NE 116th St Widening Segment I, Phase II	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, street lights, 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. Phase I is project ID # 76.	$6,856,000	North Redmond	Long Term	North Redmond Neigborhood Plan	3 4

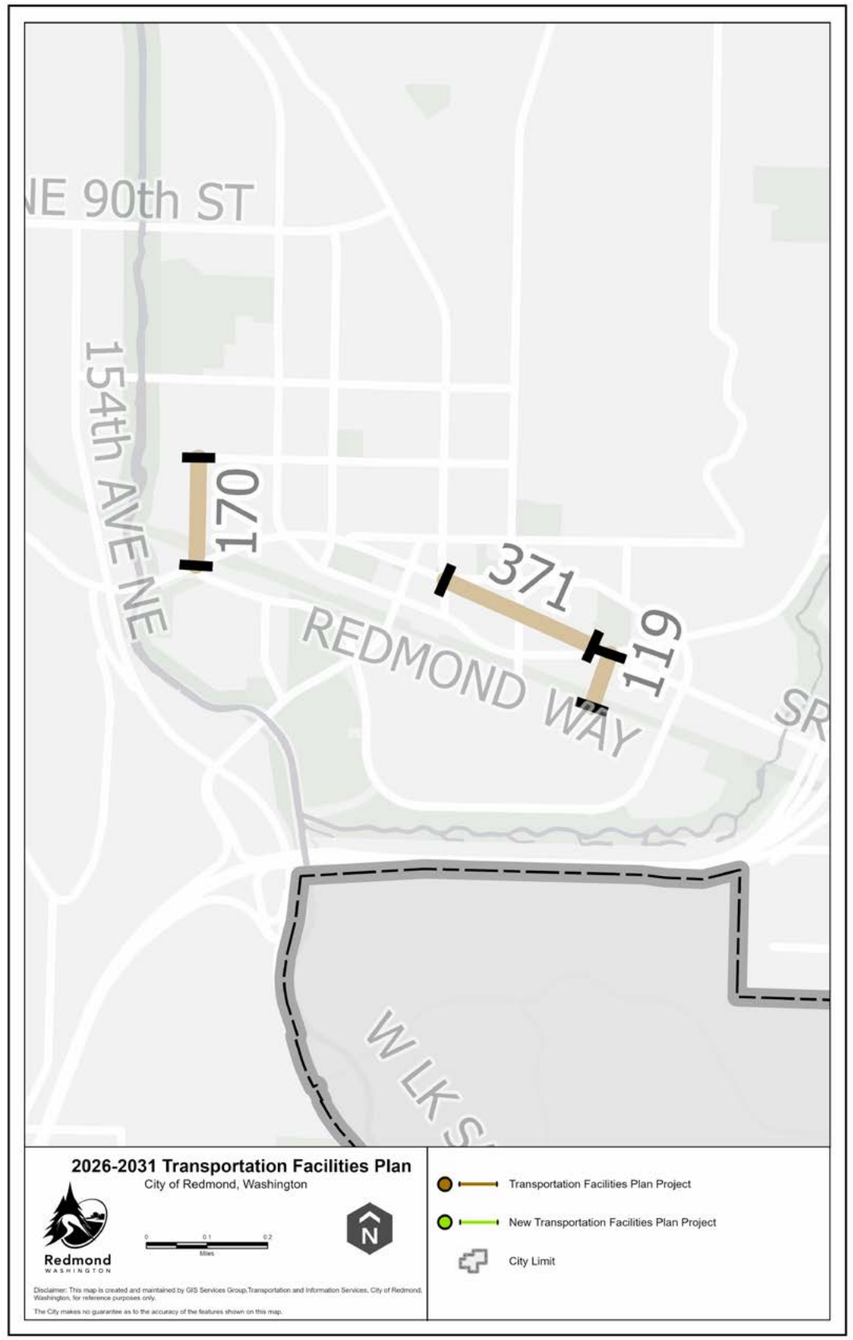
ID	Name	From	To	Description	Estimate	Neighbor-hood	Expected Timeframe	Source	Significant Support for These Strategies
111	124th St and 162nd Pl Inter-section Improve-ments	162nd Pl NE		Construct a new traffic signal at 124th Ave NE and 162nd Pl NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd Pl for sight distance. Expected to meet signal warrant with pending development, Alternatively, build roundabout. Just outside City limits.	$4,950,000	North Redmond	Medium Term	North-South Corridor Study	3 4
362	172nd Ave NE Extension	NE 124th St	NE 128th St	172nd Ave NE gate opening at NE 124th St and associated improvements (#122)	$1,450,000	North Redmond	Medium Term	North-South Corridor Study	4
	Redmond Woodin-ville Road Widening	Powerline Trail	NE 124th St	Widen Red-Wood Road from PSE Powerline Trail to NE 124th Street. Improvements include 1 through lane in each direction, left turn lanes at specific intersections, access management, separated bike lanes, curb, gutter, sidewalks, streetlights, storm drainage, and utility undergrounding.	$6,502,900	North Redmond	Long Term	North-South Corridor Study 1	3 4
1182	Willows North Bus Lane	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.	$1,414,000	Willows-Rose Hill	Near Term	North-South Corridor Study 1	3 4
					$61,684,400				

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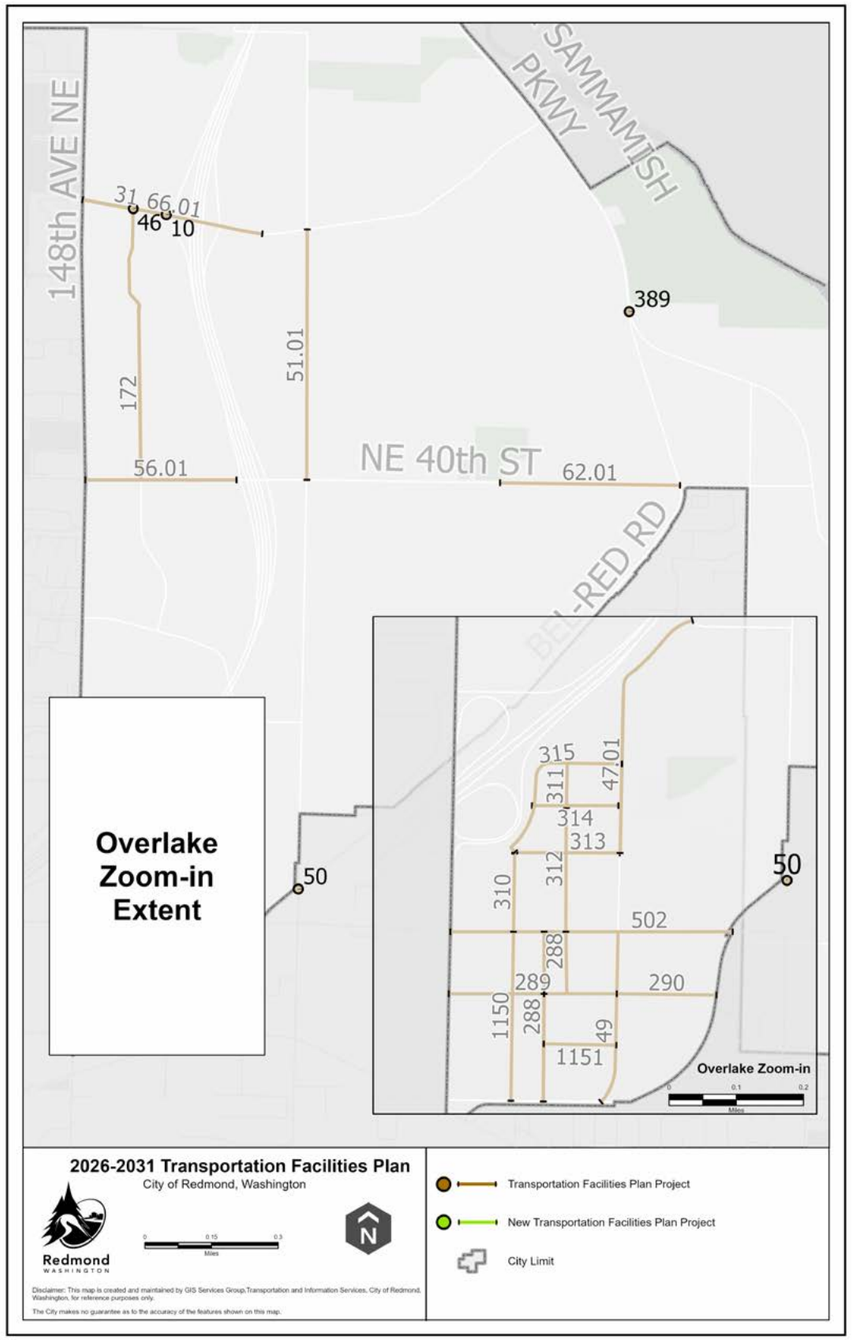
MAP 1 | 2026-2031 TFP PROJECTS CITYWIDE



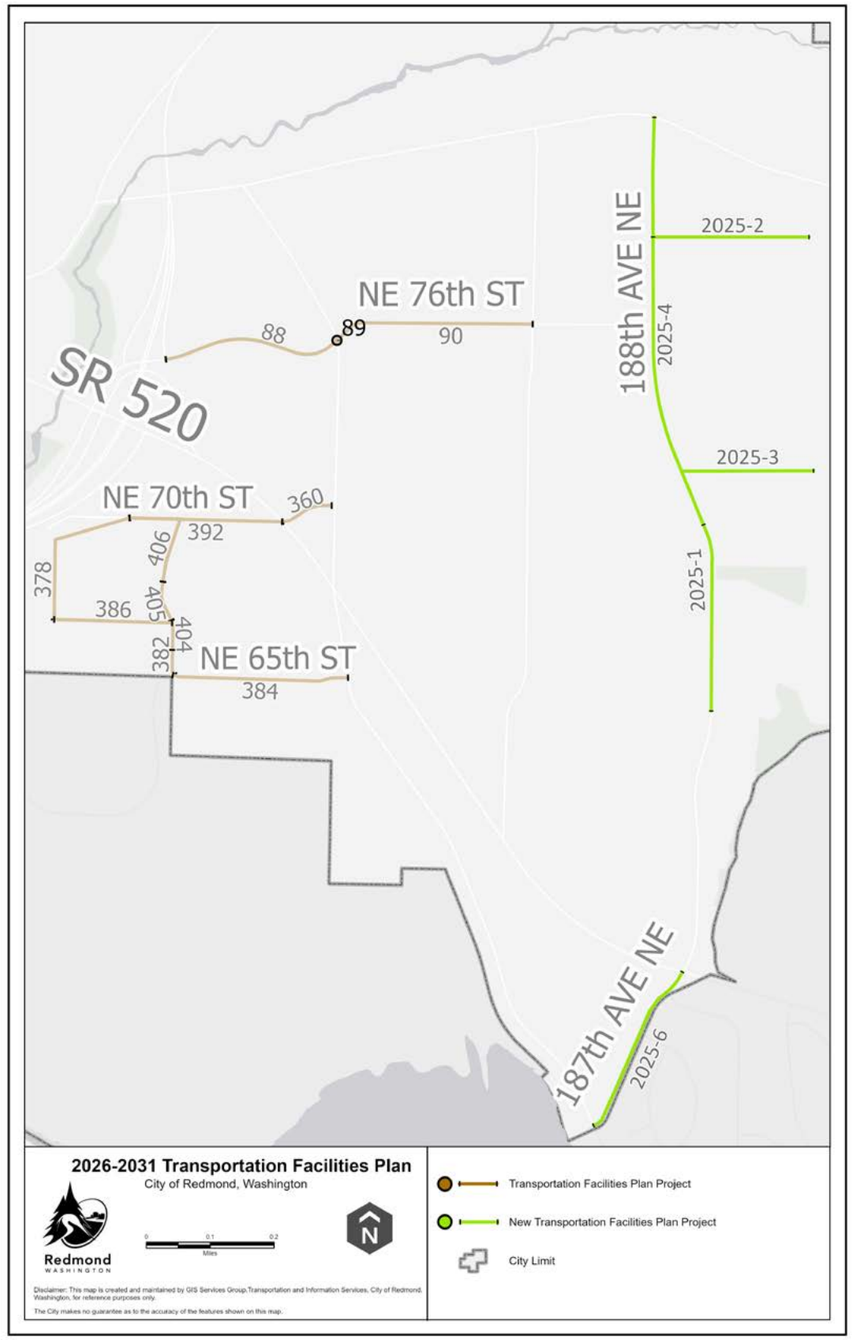
MAP 2 | 2026-2031 TFP PROJECTS - DOWNTOWN



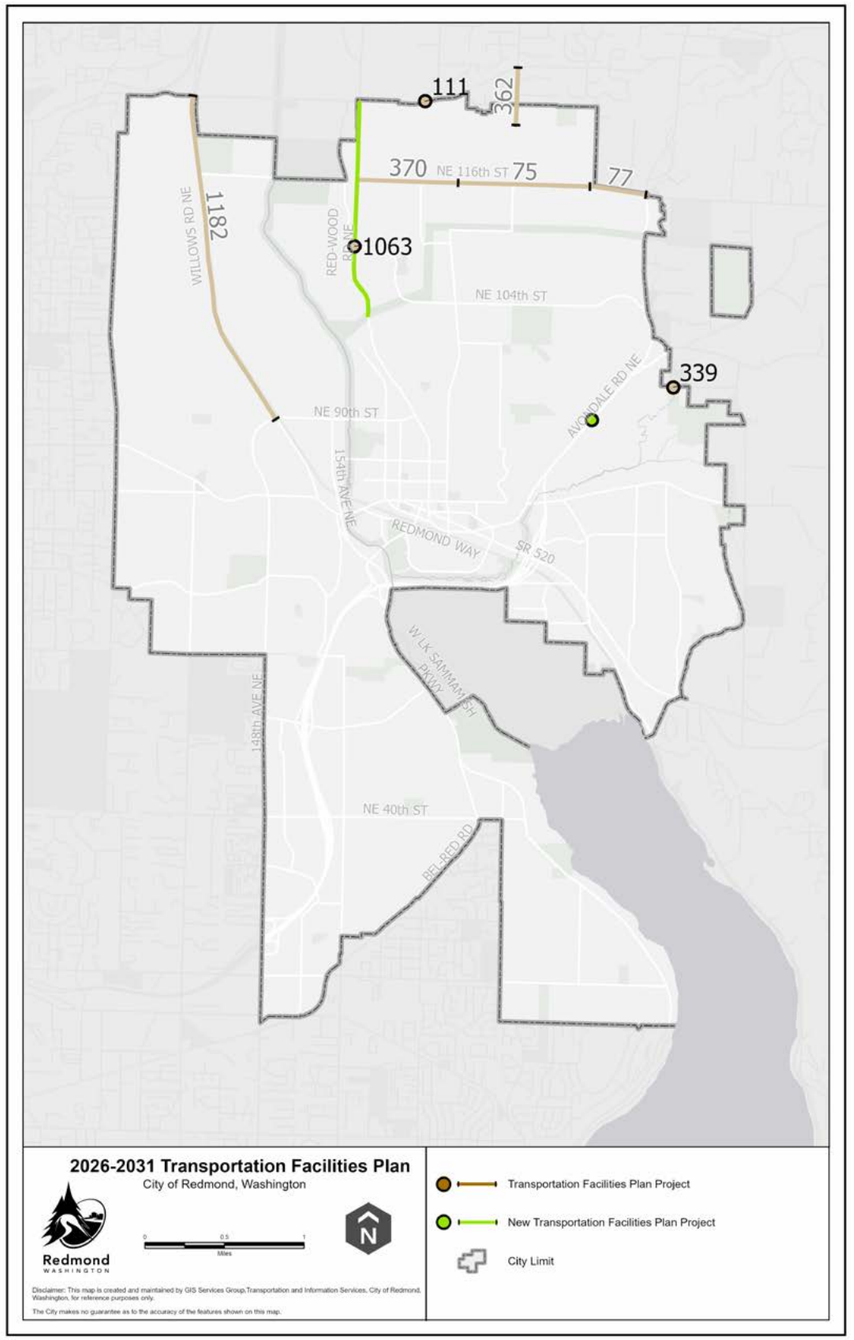
MAP 3 | 2026-2031 TFP PROJECTS - OVERLAKE



MAP 4 | 2026-2031 TFP PROJECTS - SE REDMOND/MARYMOOR



MAP 5 | 2026-2031 TFP PROJECTS - NEIGHBORHOODS



APPENDICES

Transportation Master Plan

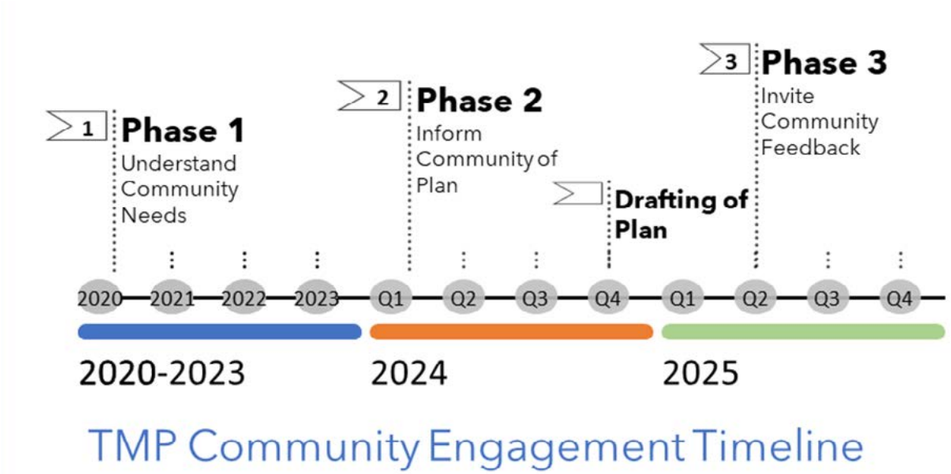
COMMUNITY ENGAGEMENT SUMMARY

The City of Redmond's Transportation Master Plan (TMP) identifies strategies and actions for implementing the transportation vision and policies in Redmond 2050. It shapes the way the City plans and invests in the transportation system and how people get around Redmond.

COMMUNITY ENGAGEMENT GOAL

The City engaged the Redmond community throughout the TMP development process to accurately understand community needs and desires and ensure these are reflected in strategies and modal networkrecommendations. This includes talking with community members to better understand their needs, explaining the TMP creation process, and allowing for community feedback prior to adoption of the plan.

TIMELINE FOR COMMUNITY ENGAGEMENT



TMP Community Engagement Timeline

Phase 1: Understand Community Needs

The first phase of community engagement took place from 2020-2023 and was focused on understanding the needs of the community regarding transportation in Redmond. This engagement took place through a variety of methods, including the Redmond 2050 plan outreach. The Redmond 2050 engagement process resulted in hundreds of interactions with community members. Specific to transportation questions were asked about community members' mobility needs and what they would like to see more of to improve their daily transportation experience. This feedback resulted in the formulation of the transportation vision and policies in the Transportation Element of the Redmond 2050 Comprehensive Plan. The Transportation Element of Redmond 2050 serves as the foundation for the TMP. TMP specific engagement also took place through the Capital Projects Ideas mapping activity (Spring 2020), Routes to Rails project (Spring 2023), and Derby Days questionnaire (2023). More information about these projects can be found at Transportation Master Plan Engagement | Redmond, WA

Phase 1 Engagement Activities

- **Spring 2020: Capital Projects Mapping Activity**
  - Understand community transportation needs as part of Redmond 2050 outreach. The City provided an interactive online map to solicit community ideas for where the City can improve transportation and mobility.
  - Approximately 107 community interactions
- **Spring 2023: Routes to Rails Engagement**
  - Gather feedback via an online questionnaire to develop transportation safety improvements, including wayfinding signage at the Heron Rookery Trail and traffic calming measures at the 161st Avenue NE/Bear Creek Parkway intersection, as well as implementing an additional pedestrian crossing at the 166th Avenue NE/NE 79th Street intersection.
  - Approximately 108 community interactions
- **July 15, 2023: 2023 Derby Days**
  - Gather feedback on challenging locations for transportation and multimodal access.
  - Approximately 500 community interactions
- **August 26, 2023: 2023 Open Streets Festival**
  - Understand community transportation needs and multimodal access challenges at future light rail station locations
  - Approximately 300 community interactions

Phase 2: Inform Community of Plan and Gather Feedback

The second phase of community engagement took place from April 2024 – August 2024 and is focused on informing the community about the TMP creation process and how they can stay involved. This includes staff being present at a variety of community events with materials to inform the community that TMP development is still underway and ensuring them that transportation is a priority for the City. This also includes sharing how the community can stay involved during the TMP development process, including through attending City Council and Planning Commission meetings, as well as participating in the Redmond Pedestrian and Bicycle Advisory Committee. This phase may also include a small degree of seeking feedback on specific strategies to be included in the TMP.

Phase 2 Engagement Activities

- **March 11, 2024 – April 26, 2024: City of Redmond Parking Questionnaire**
  - Understand the impact of current parking restrictions on residents and visitors of Redmond's Downtown, Overlake, and Southeast Redmond neighborhoods.
  - Approximately 140 community interactions
- **April 17, 2024: Microsoft Transportation Open House**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP writing process.
  - Approximately 85 community interactions
- **April 27, 2024: Sound Transit 2 Line Opening**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP writing process.
  - Over 1,000 community interactions
- **May 11, 2024: Community Road Safety Assessment**
  - Get community feedback regarding safety of pedestrians in Redmond neighborhoods to influence the strategies within the Active Transportation sections of the TMP (and Safety Action Plan).
  - Approximately 35 community interactions
- **May 13, 2024: Redmond Pedestrian and Bicycle Advisory Committee Transit Open House**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process, strengthen community accessibility to Move Redmond, Sound Transit, Metro, and Hopelink.
  - Approximately 30 community interactions
- **May 15, 2024: City of Redmond Staff Sustainability Fair**
  - Share resources for accessing bicycle facilities, transit facilities, and multimodal transportation resources
  - Approximately 100 community interactions
- **May 17, 2024: Bike Everywhere Day**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 100 community interactions
- **May 22, 2024 and June 5, 2024: Road Safety Assessment**
  - Get staff feedback regarding safety of pedestrians in Redmond neighborhoods to influence the strategies within the Active Transportation sections of the TMP and Safer Streets Action Plan.
  - Approximately 20 community interactions
- **June 22, 2024: Open Streets Festival (Overlake)**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 130 community interactions

- **July 13, 2024: 2024 Derby Days Festival**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 754 community interactions
- **August 17, 2024: Open Streets Festival (Downtown)**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 300 community interactions
- **Fall 2024: City of Redmond Parking Questionnaire**
  - Gather feedback to understanding opportunities and challenges for implementing parking management strategies in Redmond's urban centers
  - Approximately 100 community interactions
- **November 2024: Fall 2024 Redmond Schools Parent/Guardian Transportation Questionnaire**
  - Gather community feedback from Redmond families to understand how students travel to and from schools and support transportation safety improvements
  - Approximately 133 community interactions
- **December 2024: Electric Vehicle Ready Community Questionnaire**
  - Gather feedback to understand what Redmond residents and visitors need for electric vehicles and charging resources
  - Approximately 149 community interactions
- **December 2024: Pedestrian and Bicycle Advisory Committee Meeting**
  - Gather feedback and share initial ideas for the Bicycle Strategy of the Transportation Master Plan
  - Approximately 10 community interactions
- **December 2024: E-Mobility Roundtable Sessions**
  - Gather targeted feedback from electric vehicle user groups via four roundtable sessions to inform the E-Mobility Strategy of the Transportation Master Plan
  - Approximately 24 community interactions

Phase 3: Invite Community Feedback and Share Results

The third and final phase of community engagement for the Redmond TMP took place from May-July 2025 and focused on sharing the draft TMP with the community and getting their feedback. This was a chance for staff to share with community members what types of strategies and actions were being proposed and how they relate to the feedback and needs identified in the initial two phases of engagement. Activities during this phase of engagement focused on informing people how to access and review the TMP and demonstrating how strategies will help achieve transportation targets set by the City. Engagement also included education for the community regarding how the TMP funnels into other plans and City initiatives.

Phase 3 Engagement Activities

- **January 13, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Transportation Demand Management (TDM) and Transit sections of the TMP
  - Approximately 10 community interactions
- **December 2024: E-Mobility Roundtable Sessions**
  - Gather targeted feedback from electric vehicle user groups via four roundtable sessions to inform the E-Mobility Strategy of the Transportation Master Plan
  - Approximately 24 community interactions
- **March 10, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Freight & Goods Delivery section of the TMP
  - Approximately 10 community interactions
- **April 8, 2025: Eastside for All Focus Group #1**
  - Gather input and hold strategy development discussion with Community Based Organizations
  - Approximately 12 community interactions
- **April 14, 2025: Transit Open House**
  - Share progress on the TMP and provide TDM resources through the GoRedmond program and in partnership with Move Redmond and Hopelink
  - Approximately 30 community interactions
- **April 22, 2025: Eastside for All Focus Group #2**
  - Gather input and hold strategy development discussion with Community Based Organizations
  - Approximately 12 community interactions
- **April 29, 2025: Eastside for All Focus Group #3**
  - Gather input and hold strategy development discussion with Community Based Organizations
  - Approximately 12 community interactions
- **May 6, 2025: Eastside for All Focus Group #4**
  - Gather input and hold strategy development discussion with Community Based Organizations
  - Approximately 12 community interactions
- **May 10, 2025: Downtown Redmond Link Extension Station Opening Event**
  - Share progress on the TMP and provide TDM resources through the GoRedmond program
  - Approximately 500 community interactions
- **June 9, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Streets Plan and Transit Plan sections of the TMP
  - Approximately 10 community interactions
- **July 14, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Pedestrian Network section of the TMP
  - Approximately 10 community interactions

- **September 8, 2025: Eastside for All Transportation Master Plan Open House**
  - In partnership with Eastside for All, share TMP progress and results from Spring 2025 Focus Groups with Community Business Organizations
  - Approximately 55 community interactions
- **September 29, 2025: Community-wide Transportation Master Plan Open House**
  - Share TMP progress and gather feedback from the community
  - Approximately 17 community interactions

Key Findings

Throughout outreach and engagement for Redmond 2050 and the Transportation Master Plan, several key themes stood out from a variety of community members. The following represent a summary of the ideas and feedback heard from community members throughout the process:

- More reliable transit is needed in Redmond, especially in residential neighborhoods outside of urban centers.
- More high comfort separated bicycle facilities are needed in Redmond.
- Protected bicycle lanes help bicyclists and drivers feel safer.
- Create or promote intentional transportation education opportunities for specific groups and the community at-large.
- Increase opportunities for transportation information to be shared in multiple languages and in visual formats.
- Partnerships with other community resources, such as Hopelink or the King County Library, are important.
- Increased transit connections between eastside cities would be valuable and appreciated
- Increased bicycle and pedestrian connections to existing transit networks would be valuable and appreciated.
- Emphasize safety and comfort at transit hubs through increased lighting, seating, and restroom access.
- Increase education of existing transit networks and provide easier access to transit resources
- Many sidewalks can be broken or bumpy and provide navigation barriers for those with mobility challenges.
- Redmond needs better and safer sidewalk access through and/or around construction zones
- Providing seating options along common pedestrian routes can make walking a much more pleasant option.
- Limiting right-turns on red for vehicles make intersections safer for pedestrians.
- Redmond needs more safe and secure bicycle storage.
- Clearer signage and more protection for bikes and pedestrians are needed in modal conflict zones such as shared use paths and bus stop facilities.
- Electric vehicle (EV) chargers can be expensive, and are often unavailable at multi-family housing locations.
- Current EV programs are directed towards high-income families. These programs need better access for people of all socioeconomic backgrounds.
- More education about Redmond's micromobility program is needed, including how to use shared e-bikes and e-scooters.
- Parking rules can be confusing, which can lead to increased ticketing.
- Parking restrictions and regulations should be clear and intuitive for all.
- Emergency response and access is an important consideration for all modes of transportation.

APPENDIX B

MULTIMODAL LEVEL-OF-SERVICE STANDARDS

The Growth Management Act (GMA) (RCW 36.70A) requires that communities establish a level of service (LOS) standard for all locally owned roads and locally or regionally operated transit routes. The GMA gives wide latitude to communities about how to go about establishing LOS standards and does not prescribe any specific methodology. The primary function of establishing an LOS standard is to ensure that the community builds new infrastructure in a way that keeps pace with growth. The GMA amended by HB 1181 in 2023 to ensure that communities adopt LOS standards that focus more on just vehicle travel—in other words, communities must adopt multimodal LOS or MMLOS standards.

In addition to GMA requirements, PSRC's multi-county planning policies also require that communities consider all modes when planning.

HOW LOS STANDARDS ARE USED

Before identifying MMLOS recommendations for Redmond, it is important to understand how LOS standards can be used by jurisdictions. There are two main ways that LOS standards are used:

- Transportation Concurrency – Transportation concurrency, often simply referred to as concurrency, is a fundamental element of the GMA. When LOS is referred to in the GMA, it is specifically related to transportation concurrency. At its core, the transportation concurrency LOS standard is established within the Transportation or Capital Facilities Element of the Comprehensive Plan to ensure that there is adequate transportation infrastructure in place to serve the planned growth identified in the Land Use Element. As noted earlier, the GMA does not prescribe a specific LOS standard, which is a recognition that communities may have differing expectations of how the transportation system functions and what constitutes a satisfactory LOS.
- Development Review and Permitting – Another area where LOS standards are frequently applied is for development review. In this case, the LOS standard is applied when preparing a transportation impact analysis or environmental impact statement. If the development causes the LOS standard not to be met or worsens an already substandard condition, mitigation can be identified to reduce or eliminate the conditions that caused the LOS standard violation. Permitting requirements can be set to require that LOS standards are met which can include frontage improvements, off-site mitigation, or a fee-in-lieu contribution.

  After the passage of the GMA in 1990, communities generally adopted vehicle LOS standards that were used for both transportation concurrency and development review and permitting. In other words, the same metric and standard were applied to both transportation concurrency and for a transportation impact analysis.

MMLOS IN REDMOND

Within the transportation planning community, Redmond has long been recognized as a leader in multimodal transportation planning. Specifically, Redmond adopted the first plan-based multimodal transportation concurrency LOS standard in 2008. This MMLOS standard is still in use today and many communities throughout Washington State have emulated Redmond's plan-based concurrency LOS standard.

Redmond's Transportation Concurrency LOS Standard

Redmond's LOS standard for transportation concurrency is rooted in the city's multimodal Transportation Facilities Plan (TFP). The TFP is prepared in conjunction with the Comprehensive Plan's Land Use Element and considers the growth in population and employment within Redmond and the neighboring jurisdictions. Unlike systems that focus on the performance of the vehicle network, Redmond's concurrency standard tracks implementation of the improvements identified in the TFP and requires that the city build new investments ahead of or at-pace with growth identified in the Comprehensive Plan.

A simple way to think of Redmond's transportation concurrency LOS standard is as follows:

- Redmond can accommodate 20 percent of planned growth so long as it has built or committed funding to build 20 percent of the transportation improvements defined in the TMP.

Since the TFP is fundamentally multimodal, Redmond's transportation concurrency LOS standard is also multimodal since it does not focus on building infrastructure solely for vehicles.

MMLOS ENHANCEMENTS FOR REDMOND

As part of Redmond 2050, Redmond is refining the way that transportation system supply and demand are calculated, shifting from a calculation based on person-miles traveled to a calculation based on person trips. This change is to simplify calculations and align with the proposed changes to Redmond's transportation impact fees, which are used, in part, to fund new transportation infrastructure using a one-time fee paid for by new development.

Of the other TMP performance measures that relate to MMLOS, they each have merit in evaluating the performance of the transportation system and identifying new projects.

- **Connectivity** – this performance measure can help to identify areas of Redmond that are physically proximate, but where the actual travel distance is long. The classic example is of a cul-de-sac neighborhood that might be a few hundred feet from a shopping area, but it might be more than a mile to get to that shopping area because there are no roads, paths, or sidewalks connecting the two. Connectivity is a key measure being explored by WSDOT as the agency looks to adopt MMLOS metrics and standards. This performance measure does not need to be recalculated frequently as it is complex to calculate and does not change unless a new connection is made.

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- **Network Completion** – this is an important measure of how complete the street, active transportation, and transit networks are relative to an "ultimate" build-out condition.
- **Mode Share** – calculating the share of travel by means other than SOV travel is required for regional growth centers by the PSRC multi-county planning policies. This performance metric will be maintained to monitor progress on shifting how people travel through denser land uses and more multimodal connectivity.
- **Vehicular Congestion** – the current metric measured in average seconds of delay per mile is useful for a traffic engineer but may not be understandable to the layperson. This performance measure will be changed for how vehicular congestion is calculated using standard measures from the Highway Capacity Manual for intersection delay or roadway segment delay. Bellevue, for example uses both intersection volume/capacity ratios and HCM roadway segment delay to calculate vehicle delay. It is important to note that it is not recommend to adopt a vehicular congestion LOS standard, but measuring vehicle congestion as part of a multimodal approach to identifying transportation projects is an important aspect of multimodal transportation planning.
- **Transit Ridership** – given the level of investment in transit in Redmond and surrounding communities. The City's current approach of reporting data from King County Metro and Sound Transit will continue.
- **Safety, Environment, and Street Preservation** – these performance measures are important for the city to track but are less-related to MMLOS.

LEVEL OF TRAFFIC STRESS FOR MMLOS

One innovation that has occurred since the last TMP update is the idea of the Level of Traffic Stress, or LTS, as an MMLOS performance measure. LTS is similar to vehicle LOS in that it can consider various features of a sidewalk, roadway, bike lane, cycletrack, or trail and calculate how well it accommodates active modes (walking, biking, scooters, wheelchairs, etc.). However, unlike vehicle LOS and earlier active mode LOS calculations, it is not based on how crowded an active mode facility is, rather it is based on how comfortable people are using that facility.

The idea of LTS stems from research in the 1990s from the Mineta Transportation Institute at San Jose State University in California. Initially, the research focused on bicycling and found that many people were uncomfortable bicycling in a vehicle lane on busier streets with higher speeds. In fact, some people were uncomfortable enough to determine that bicycling was not a viable means of travel for them, even though it was permissible under the law. Similar findings were made for bicycle lanes—while they can work well on smaller, slower, lower-volume streets, most people do not feel comfortable bicycling in a bike lane on a high-speed arterial street. This lack of comfort pushes some people who might bike to drive instead. Since the initial work on bicycle LTS, the idea has also spread to pedestrian travel. Similarly, greater separation from fast, high-volume vehicle travel makes walking more comfortable and thus a more viable means of traveling between places. LTS is measured on a scale of 1 to 4, with 1 being the most comfortable and 4 being the least comfortable. Often LTS 1 is referred to as a facility where small children or the elderly would feel completely comfortable traveling and LTS 4 is where people will only travel out of absolute necessity. Keep in mind that it may not always be feasible to achieve LTS 1 when considering impacts to adjacent land uses, the cost to build a facility, or environmental issues. Therefore, cities that have adopted LTS tend to have a range of LTS targets, much like cities sometimes allow for poor vehicle operations in certain areas in consideration of other constraints.

BICYCLE LEVEL OF TRAFFIC STRESS

The Redmond Bicycle Design Manual provides guidance on bicycle facility selection by analyzing characteristics of the street to determine the appropriate bicycle facility type for that street. Bicycle Level of Traffic Stress (LTS) is a key component that aims to address the needs, skills, and desires of a wide range of bicyclists. Figure 1 shows different levels of comfort with bicycling and the surveyed percentage of the population that falls within them. The "Interested but Concerned" percentage of the population - those who would like to ride a bicycle more but have concerns about their personal safety - is the largest percentage of the population and so is the design user for the facilities and treatments as shown in the manual.

A bicyclist's perception of their personal safety riding on a given street is greatly influenced by their proximity to and interaction with motorized traffic. At low volumes and speeds of traffic, many people feel safe and comfortable sharing the street with traffic or crossing the street in unmarked crossings. As traffic speed and volumes increase, their perception of safety degrades significantly, resulting in a feeling of increased stress and discomfort.

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FIGURE 1 | BICYCLE FACILITY DESIGN USER PROFILES



Comfort Typology of Bicyclists

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of Population	31-37%	51-56%	5-9%	4-7%

Note: the percentages above reflect only adults who have stated an interest in bicycling.

A bicycle level of traffic stress (LTS) rating from 1 to 4 is used in Redmond's Bicycle Design Manual to classify streets based on how stressful they are for riding a bicycle, with LTS 1 being the least stressful and LTS 4 being the most stressful.

Table 1 shows the LTS rating system created for the City of Redmond's streets. The LTS ratings consider characteristics of the street including posted speed limit and the amount of motor vehicle traffic (Average Annual Daily Traffic, or AADT) as well as characteristics of the bicycle facility on the street.

TABLE 1 | BICYCLIST LEVEL OF TRAFFIC STRESS ON STREETS IN CITY OF REDMOND

Roadway Characteristics		Type of Bicycle Facility						
Posted Speed[1]	AADT	Mixed Traffic	Bicycle Boulevard	Bicycle Lane[2,3] (painted)	Buffered Bike Lane[2,3] (painted >/=2')	Buffered Bike Lane[4] (with vertical elements)	Separated Bike Lane[5] or Sidepath	Shared Use Path
< / = 20	<1500	1	1	1	1	1	1	1
	1501-3000	2	2	1	1	1	1	
	3001-6000	2	n/a	2	2	2	1	
25	<1500	1	2	1	1	1	1	
	1501-3000	2	2	2	1	1	1	
	3001-6000	3	n/a	2	2	2	2	
	6000+	3	n/a	3	2	2	2	
30	<1500	3	n/a	2	2	2	2	
	1501-3000	3	n/a	2	2	2	2	
	3001-6000	3	n/a	2	2	2	1	
	6000+	3	n/a	3	3	3	2	
35	<1500	4	n/a	4	3	2	1	
	1501-3000	4	n/a	4	3	2	1	
	3001-6000	4	n/a	4	3	3	1	
	6000+	4	n/a	4	3	3	2	
> / = 40	Any	4	n/a	4	3	3	2	

Notes:

1. Table assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
2. On-street parking adjacent to the bicycle facility increases the level of traffic stress.
3. Number of driveways and volume of turning motor vehicles increase the level of traffic stress.
4. Buffer includes intermittent vertical elements (precast curbs, flexible posts, etc).
5. Bike lane separated from motor vehicle traffic by a landscape strip, parking, or other robust vertical protection.

Table adapted from: Mekuria, Maaza C.; Furth, Peter G.; Nixon, Hilary (2012) *Low-stress bicycling and network connectivity*: Mineta Transportation Institute. *WSDOT Design Bulletin Designing for Level of Traffic Stress* (2022) and NACTO *Urban Bikeway Design Guide*. Bicycle facility types as defined in the City of Redmond Bicycle Design Manual (2023).

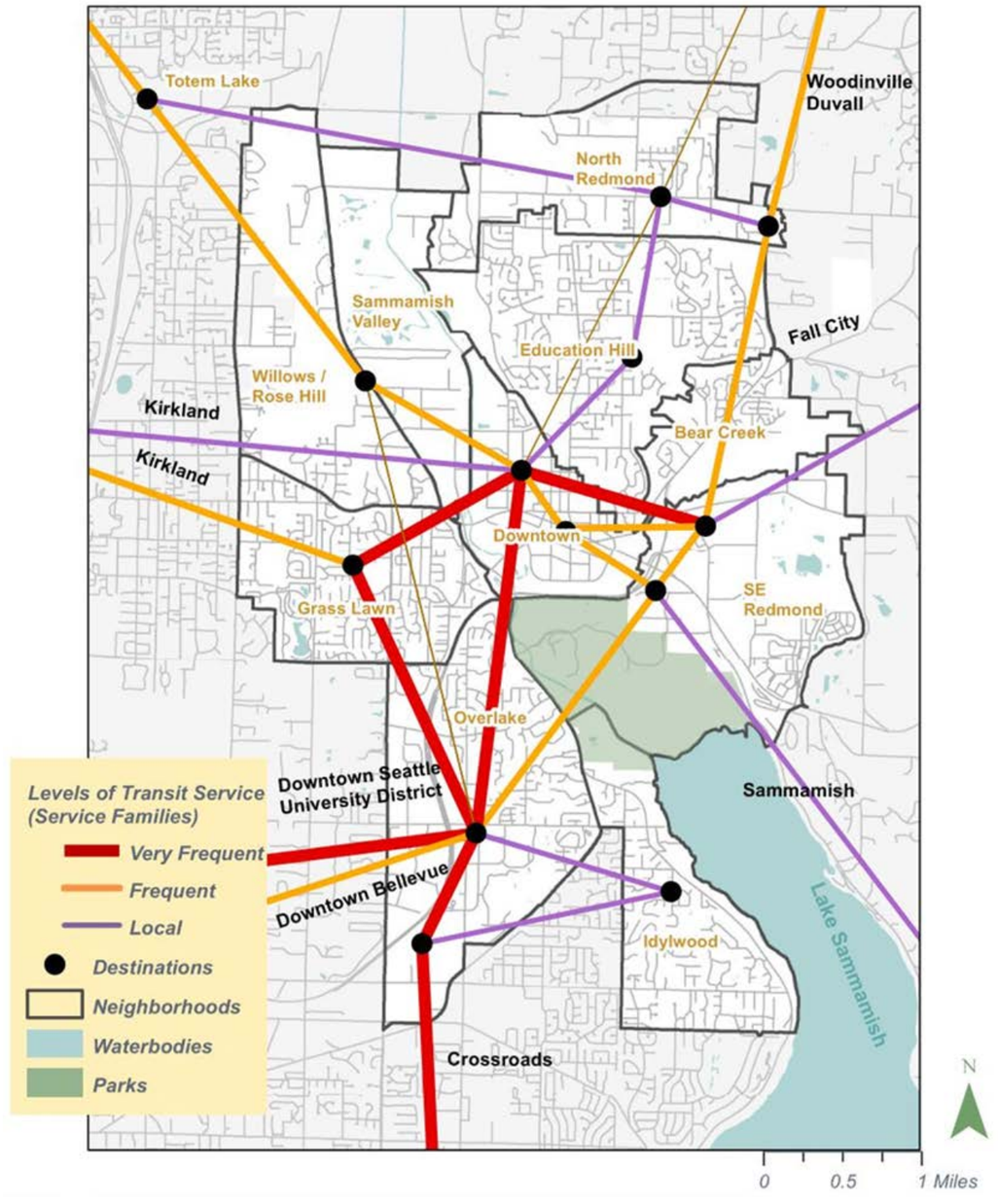
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TRANSIT LEVEL OF SERVICE STANDARDS AND PRIORITY CONNECTIONS

The priority connections and service standards in the following map identify the most important local and regional connections for Redmond and the levels-of-service needed to meet community needs. The following process was used to develop the priority connections and service standards:

- Identify priority connections between key destinations, including neighborhood centers and major regional destinations, based on travel needs and demand, and desired connections between transit services.
- Apply network design principles, focusing on providing frequent transit service that connects Redmond's centers to the region, and Redmond neighborhoods to centers and the regional transit spine. Each connection is designed to meet a wide variety of user groups and trip purposes, and meet the needs of multiple markets.
- Identify preferred travel paths that represent a balance between travel speed and coverage (access to transit) for Redmond's centers and neighborhoods.
- Set appropriate "Service Families" that define the desired level of service in terms of the frequency of service by time of day. These standards are established by identifying potential transit demand based on population and employment density measures (persons and jobs per acre), as well as overall travel demand measures (all-day person trips) along the corridor.

FIGURE 2



VEHICLE MILES TRAVELED (VMT)

The HB 1181 (2023) amendments to the GMA require cities to identify actions that cities can take to reduce VMT as part of future Comprehensive Plan updates. In the Redmond 2050 EIS, an analysis was performed on VMT in Redmond. The results are shown in **Table 2.**

TABLE 2 | AVERAGE WEEKDAY VMT, TOTAL AND PER CAPITA

Existing Condition		2050 No Action		2050 Preferred Alternative	
VMT	VMT per Capita	VMT	VMT per Capita	VMT	VMT per Capita
540,500	8.7	695,200	6.9	766,490	6.6

Redmond has established a 50% per-capita VMT reduction target from 2017 levels by 2050. It is anticipated to remain steady at 7,300 miles per person per year without local action. This VMT reduction target is set in consideration of ongoing vehicle electrification strategies and policies at the state and federal and local levels. The VMT reduction targets may need to be revised once WSDOT or PSRC establish state and regional VMT targets in the coming years.

APPENDIX C

ESTIMATED MULTIMODAL LEVEL-OF-SERVICE IMPACTS TO STATE-OWNED FACILITIES

The Growth Management Act requires that jurisdictions evaluate the impact of planned land use and transportation network changes on state facilities. As part of the Environmental Impact Statement (EIS) for 2050 Redmond Comprehensive Plan update, the City of Redmond performed a multimodal transportation impact analysis across the entire city, including the two state routes that travel through Redmond: SR 202 and SR 520. This memorandum summarizes the findings of the multimodal LOS impacts on these two facilities.

CONTEXT

SR 202 travels through much of the city as either a Principal or Minor Arterial. It extends from the north city limit at NE 124th Street where it is also known as Redmond-Woodinville Road into Downtown Redmond where the road name changes to 164th Avenue NE. SR 202 then turns east and follows the alignment Redmond Way/Redmond-Fall City Road until it leaves the city just east of 188th Avenue NE.

SR 520 runs as a freeway from the city limit at 148th Avenue NE to its terminus at the intersection of Union Hill Road/Avondale Road.

IMPACT SUMMARY

Impacts to state owned facilities in Redmond were assessed by comparing the 2050 No Action alternative (which assumes that the current Comprehensive Plan remains unchanged) to the Action Alternatives. The EIS presents the full analysis for all three Action Alternatives, but for brevity, only the Preferred Alternative is presented in this memorandum. The 2019 Existing Conditions data is also presented for context.

Impacts are described quantitatively from the perspective of vehicle traffic operations and qualitatively for active modes and transit. Note that this analysis also considers MMLOS metrics related to Level of Traffic Stress (LTS) described in Appendix B.

FEHR PEERS

Traffic Operations

Traffic operations were specifically evaluated at two intersections along SR 202 as part of the EIS (intersections are where arterial streets are most constrained and are commonly the basis for traffic operations impact assessments):

- Redmond Way/NE 70th Street
- Redmond Way/East Lake Sammamish Parkway

Freeway operations are evaluated along segments of roadway and two sections of SR 520 were evaluated as part of the EIS:

- West of 148th Avenue NE
- East of West Lake Sammamish Parkway

For simplicity, traffic operations results are converted from a quantitative measurement of traffic flow to a letter grade that describes the degree of congestion during the PM peak hour. LOS A represents a virtually empty road and LOS F indicates heavy congestion where the demand for travel exceeds the capacity of the road. Specific details on the LOS thresholds and quantitative units of measurement are provided in the EIS. WSDOT has set a LOS target of LOS E for SR 202 and LOS D for SR 520. These LOS targets seek to maximize the utilization of the roadway while keeping traffic congestion levels in a range that is typical for a large urban area.

The PM peak hour traffic operations results are summarized in **Table 1.**

TABLE 1 | STATE OWNED FACILITY LOS

State Facility	Existing (2019) Conditions	2050 No Action	2050 Preferred Alternative
SR 202: Redmond Way/ NE 70th Street	LOS B	LOS D	LOS F
SR 202: Redmond Way/ E Lake Samm Pkwy	LOS E	LOS F	LOS F
SR 520: West of 148th Ave NE*	LOS C	LOS D	LOS E
SR 520: East of W Lake Samm Pkwy*	LOS B	LOS B	LOS B

Note:
* The peak direction of travel in the PM peak hour is eastbound. The results in this table are for eastbound travel only.

The results in Table 1 show that LOS is expected to degrade, indicating more traffic congestion by 2050 because of growth in Redmond and the region as a whole. The Preferred Alternative shows more LOS degradation at SR 202/Redmond Way/NE 70th Street and SR 520 west of 148th Avenue NE compared to the No Action Alternative. This additional traffic congestion is generally attributable to the fact that the Preferred Alternative has a greater level of population and employment growth compared to the No Action Alternative. As described in the Comprehensive Plan EIS, under the No Action Alternative, Redmond would not be able to accommodate its share of regional population or employment growth, which is inconsistent with regional planning policies and requirements set forth by PSRC.

The higher levels of growth under the Preferred Alternative would result in more traffic congestion, but it is important to consider that the Preferred Alternative has lower per-capita vehicle miles traveled (VMT) and higher non-private vehicle mode share compared to the No Action alternative. In other words, while Redmond would be accommodating more residents and jobs with the Preferred Alternative, the travel would be more efficient from the perspective of fewer people driving and more people waking, rolling, biking, or using transit. Reducing dependance on driving and the environmental impacts of vehicle travel is an important goal of the Comprehensive Plan.

Transit Ridership

Based on data in the EIS, transit ridership is anticipated to grow between 2019 and 2050, with the highest levels of transit ridership under the Preferred Alternative. Additional people riding transit, particularly light rail, will reduce the impacts on WSDOT facilities; therefore, higher transit ridership is identified as a benefit to state owned facilities. **Table 2** summarizes average weekday transit boardings occurring anywhere in Redmond under the three scenarios.

TABLE 2 | CITYWIDE TRANSIT RIDERSHIP

Transit Ridership	Existing (2019) Conditions	2050 No Action	2050 Preferred Alternative
Average Weekday Boardings	11,000	26,500	28,800

Active Modes

Similar to transit ridership, additional growth in population and employment will increase the number of walking, rolling, and bicycling trips in Redmond. In addition, much of the growth planned for 2050 is expected to be in transit-oriented, mixed-use neighborhoods where people tend to use active modes more. The Comprehensive Plan EIS did not specifically evaluate active mode share, but it does track non-SOV mode share for all trips and commuting trips. The results are presented in **Table 3.**

TABLE 3 | CITYWIDE NON-SOV MODE SHARE

Mode Share	Existing (2019) Conditions	2050 No Action	2050 Preferred Alternative
Non-SOV Mode Share – All Trips	55%	56%	56%
Non-SOV Mode Share – Commute Trips	36%	43%	44%

The higher non-SOV mode shares under the 2050 Preferred Alternative are beneficial to state owned facilities from the perspective of reducing vehicular demand. However, additional people walking, rolling, and biking on or parallel to some state facilities could be an issue if there are not comfortable places for active mode users to travel. Along SR 520, this is not an issue because of the SR 520 trail and Bear Creek Trail, that parallel the freeway. Additionally, portions of Redmond Way are parallel to the Redmond Central Connector trail and many of the sidewalks through Downtown Redmond have parking and or landscape buffers to separate pedestrians from vehicle traffic. However, there are segments of Redmond-Woodinville Road (see **Figure 1**) and Redmond-Fall City Road that have unbuffered bike lanes and basic attached sidewalks that (while better than no facility) are not likely to meet WSDOT's target for LTS 2 or better on these facilities. To mitigate this potential impact to LTS, Redmond will look for opportunities to identify parallel bicycle routes, opportunities to enhance the pedestrian environment, and/or roadway improvements to improve active mode infrastructure in conjunction with WSDOT.

FIGURE 1 | VIEW NORTH ALONG REDMOND-WOODINVILLE ROAD SHOWING STANDARD BIKE LANES AND AN UNBUFFERED SIDEWALK (SOURCE: GOOGLE, 2023)



APPENDIX D

TRAVEL DEMAND FORECAST

BACKGROUND

The City of Redmond's Comprehensive Plan update develops a comprehensive and multimodal vision for the future and will guide the City's transportation investments and activities through 2050. This memo delves specifically into the travel demand modeling undertaken to support the Comprehensive Plan update, and the associated model outputs that were analyzed. Specifically, the results of the travel demand modeling were used to inform and refine the projects included in Appendix G, Transportation Facilities Plan

PERFORMANCE MEASURES

The performance measures shown in **Figure 1** are used to demonstrate the City's progress toward meeting its transportation goals. The travel demand model was used to analyze selected measures under a 2050 timeframe, including mode share, transit boardings, congestion, and air quality. The City considered several future land use alternatives, as documented in the Redmond 2050 Environmental Impact Statement (EIS). For the sake of brevity, the travel demand modeling results for just the Preferred Alternative are presented here. As part of the TMP update some changes to performance measures have been made, including adding vehicle miles traveled (VMT), and removing vehicle congestion and connectivity measures.

Mode Share

Currently, the single occupancy vehicle (SOV) is the most common form of travel in Redmond. The City of Redmond seeks to provide a range of transportation options so that residents, employees, and visitors can choose alternatives to the SOV and, in doing so, can reduce congestion and negative environmental consequences of driving.

To track progress on the goal of providing alternative transportation options, the City of Redmond set a target in 2013 that 53% of all trips and 45% of commute trips be taken via a non-SOV mode by 2030. As shown in **Table 1**, under the 2050 analysis horizon, 44% of commute trips are estimated to be made by non-SOV modes, missing the 2030 target by 1%. The share of all trips made by non-SOV modes is forecasted to be 56%, which surpasses the 2030 target. Under the Preferred Alternative, households and jobs are more concentrated near transit, including the new Link light rail stations in Overlake, Marymoor, and Downtown, which results in the higher non-SOV mode share for all trips. Redmond employment centers in Overlake and Downtown draw employees from across the Seattle-Bellevue metro region, and non-SOV modes may be less practical for some commuters, particularly those located away from high-frequency transit. This result indicates that there is room for transportation demand management strategies and the opportunity for further enhancements to the already widespread employer shuttle programs active in Redmond

TABLE 1 | MODE SHARE, 2050 PREFERRED ALTERNATIVE

Scenario	Non-SOV Mode Share	
	All Trips	Commute Trips
2030 Target	53%	45%
2050 Preferred Alternative	56%	44%

Transit

Transit ridership is defined as average weekday boardings for all transit stops/stations within Redmond. This includes boardings on Metro and Sound Transit buses, as well as Link light rail since service to Redmond will be operational by 2025.

Table 2 summarizes the 2030 target transit boardings and the 2050 Preferred Alternative. The Preferred Alternative is expected to have about 2,000 more daily transit boardings than the 2030 target. Increasing transit ridership is a critical component of the City's growth strategy for the Preferred Alternative, which directs most additional housing and employment to the Downtown and Overlake urban centers.

TABLE 2 | DAILY TRANSIT BOARDINGS, 2050 PREFERRED ALTERNATIVE

Scenario	Daily Transit Boardings
2030 Target	26,700
2050 Preferred Alternative	28,800

While it is notable that there are forecast to be more transit trips under the 2050 Preferred Alternative than the 2030 target, it is worth considering that there are another 20 years of growth in employment and population between the 2030 target and the 2050 Comprehensive Plan horizon. If we were to scale the 2030 target according to employment and population growth, we would find the forecasted 2050 target to be around 34,600 daily transit boardings, which is greater than the forecasted transit boardings in the 2050 Preferred Alternative.

Congestion

Vehicular congestion is expressed as the average delay (in minutes and seconds) incurred during a one-mile trip on principal, minor, and collector arterials in Redmond during the p.m. peak hour (5 p.m.-6 p.m.). **Table 3** summarizes the arterial delay per mile for the 2030 target and the 2050 Preferred Alternative. Arterial delay under the Preferred Alternative is projected to be 56 seconds, ten seconds more than the 2030 target of 46 seconds.

While the Preferred Alternative does not meet the 2030 target, the City acknowledges that delay for roadways users will continue to grow as long as the number of jobs and housing units reliant on SOV travel increases in Redmond. Travelers can avoid peak-period delay by choosing travel modes that are not subject to congestion like biking, walking, or transit that operates in its own lane/right-of-way; shifting the timing of trips; and by reducing unnecessary trips during peak periods. Realistically, Redmond cannot expand roadways to hold congestion levels constant in the future as many streets are already built out to the edge of the right-of-way. While there may be limited and strategic widening of roadways and intersections to address bottlenecks, widespread road widenings that would impact many homes and businesses are counter to the City's growth strategy.

TABLE 3 | PEAK HOUR ARTERIAL DELAY, 2050 PREFERRED ALTERNATIVE

Alternative	Arterial Delay per Mile
2030 Target	46 seconds
2050 Preferred Alternative	56 seconds

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Level of Service

Level of Service (LOS) is a qualitative measure that assesses the operational conditions of a roadway or intersection. The Highway Capacity Manual (HCM) is a widely used reference for evaluating and defining LOS. It categorizes LOS from A to F, with A representing free-flow conditions and F indicating congestion and conditions where demand exceeds the supply during the analysis period (typically the peak hour of the day). The City of Redmond has not set a target for intersection LOS, as it is impractical to provide a target LOS at all intersections during the peak hour when considering fiscal, environmental, and right-of-way constraints. It is important to note that every property in the City of Redmond has a roadway/vehicular connection and that the overall capacity of the transportation system increases when more people choose to walk, bike, or take transit, which take up far less space and fewer resources than driving a vehicle.

Because there is no 2030 target to compare the 2050 Preferred Alternative against, **Table 4** summarizes the expected traffic operations at key study intersections for the 2050 Preferred Alternative and the 2050 No Action Alternative. Under the Preferred Alternative, all study intersections are expected to operate at LOS E or F. Intersections that would operate with higher delay under the Preferred Alternative than the No Action Alternative are shown in bold. The traffic operations results for intersections near the city limits of Redmond also provide an indication of how traffic volumes and congestion may be affected in neighboring jurisdictions.

TABLE 4 | INTERSECTION LEVEL OF SERVICE, 2050 PREFERRED ALTERNATIVE

ID	Intersection	LOS / Delay (seconds)	
		2050 No Action	2050 Preferred Alternative
1	NE 124th St/Willows Rd	F / >120	F / >120
2	NE 90th St/Willows Rd	F / 104	F / 104
3	Redmond Way/148th Ave NE	F / >120	F / >120
4	Leary Way/W Lake Sammamish Pkwy	E / 65	E / 65
5	Union Hill Rd/Avondale Way	F / >120	F / >120
6	NE 70th St/Redmond Way (SR 202)	F / >120	F / >120
7	Redmond Way (SR 202)/E Lake Sammamish Pkwy	F / 106	F / 106
8	NE 51st St/148th Ave NE	F / 85	F / 85
9	NE 40th St/148th Ave NE	E / 63	E / 63
10	NE 24th St/148th Ave NE	F / 116	F / 116

ID	Intersection	LOS / Delay (seconds)	
		2050 No Action	2050 Preferred Alternative
11	NE 20th St/148th Ave NE	F / >120	F / >120
12	NE 24th St/152nd Ave NE	E / 61	F / 93
13	NE 40th St/156th Ave NE	E / 68	E / 73
14	Turing St/156th Ave NE	F / 117	F / >120
15	Bel-Red Rd/156th Ave NE	E / 69	E / 62

Note: All study intersections are signalized.
Source: Fehr & Peers, 2023.

Table 4 shows that several intersections are expected to operate with greater levels of delay and lower LOS scores under the 2050 Preferred Alternative compared to the 2050 No Action Alternative. The primary reason for this difference is the 2050 Preferred Alternative includes about 10,000 greater households, and 15,000 greater jobs than the 2050 No Action Alternative.

Table 5 shows projected 2050 volumes and LOS under the No Action Alternative and the Preferred Alternative for SR 520. Compared to the No Action Alternative, the Preferred Alternative would increase SR 520 volumes up to 7%, with the largest increase occurring in the eastbound direction east of West Lake Sammamish Parkway. However, this roadway segment is still expected to operate at LOS C[1]. The increased housing and job growth concentration in the Overlake and Downtown areas under the Preferred Alternative result in higher volumes on SR 520 west of 148th Ave NE, and LOS could fall to LOS E in both directions at this location. In addition, the increased volumes under the Preferred Alternative could exacerbate the eastbound queue spillback from the signals at NE Union Hill Road/ Avondale Road and SR 202/East Lake Sammamish Parkway.

[1] This eastbound segment of SR 520 experiences PM peak hour congestion under 2023 conditions, but this is due to queues spilling back from the intersections Avondale Road and Union Hill Road and SR 202 and East Lake Sammamish Parkway. The freeway segment of SR 520 has enough capacity to meet current and future travel demands.

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TABLE 5 | SR 520 OPERATIONS, 2050 PREFERRED ALTERNATIVE

Location	2050 No Action			
	2050 No Action		2050 Preferred Alternative	
	EB	WB	EB	WB
East of West Lake Sammamish Parkway	4,250 / B	3,530 / B	4,540 / C	3,650 / B
West of 148th Avenue NE	5,540 / D	5,580 / D	5,620 / E	5,750 / E

Note: EB = eastbound and WB = westbound.
Source: Fehr & Peers, 2023.

WSDOT also considers the number of additional trips that may be added to a state highway segment. Per Design Manual Section 1130.09(2)(a), WSDOT considers a proposal to have a probable significant adverse impact to the state highway system if it meets either or both of these thresholds:

- Addition of ten (10) or more AM or PM peak-hour vehicle trips assigned to an individual approach leg to a state highway intersection.
- Addition of twenty-five (25) or more AM or PM peak-hour vehicle trips assigned to a state highway segment (2-way travel) or intersection (total 25 trips all legs).

Based on the projected growth, it is expected that the Preferred Alternative would exceed those thresholds on SR 520 from its terminus at Avondale Rd NE to I-405, SR 202 from NE 80th Street to NE 124th Street, and I-405 from NE 8th Street in Bellevue to NE 128th Street in Kirkland.
The increase in travel on WSDOT facilities is not driven solely by growth in Redmond. The surrounding cities and unincorporated King County are all expecting growth over the coming decades in line with the regional growth strategy outlined by PSRC.

Air Quality

The Comprehensive Plan recognizes the environment as a community priority. Transportation Element policies strive to improve access to environmentally friendly travel choices like walking, biking, and transit, and through individual project design. The following measures, which focus on air quality and vehicle-miles-traveled (VMT), provide insight into whether the transportation system in and around Redmond is doing its part for the environment.

The Preferred Alternative could result in approximately 65% more total greenhouse gas (GHG) emissions than the 2050 No Action Alternative. The increase in transportation emissions of the Preferred Alternative is driven by both the higher number of households and jobs as well as the type; the Preferred Alternative includes higher numbers of retail and industrial jobs as well as single family homes relative to the other alternatives.

Per capita emissions in the 2050 Preferred Alternative would be roughly 6% higher than in the 2050 No Action Alternative. The No Action Alternative is expected to generate approximately 208 MTCO2e per Redmond resident/employee, while the Preferred Alternative is expected to generate approximately 221 MTCO2e per Redmond resident/employee (driven by the energy emissions associated with greater employment growth).

TABLE 6 | LIFESPAN GHG EMISSIONS (MTCO2E)

Type of Emissions	2050 No Action	2050 Preferred Alternative
2030 Target	901,300	1,507,000
2050 Preferred Alternative	9,547,400	15,611,800
2030 Target	1,091,100	1,965,400
2050 Preferred Alternative	11,539,800	19,084,200
Emissions Per Capita	**208**	**221**

Notes: Data above reflects emissions expected to be generated by new development and does not include existing land uses and transportation. Lifespan emissions assume an average building lifespan of 62.5 years.
Sources: King County SEPA GHG Emissions Worksheet completed by Fehr & Peers, 2023; BKR Travel Demand Model and EMFAC2021 database analysis completed by Fehr & Peers, 2023.

Because the City's energy, fossil fuel, and GHG emissions goals are based on total reductions, the Preferred Alternative is less likely to meet the City's targets than the No Action. However, the contribution of the increment of growth under the Preferred Alternative should be considered relative to both the No Action Alternative's planned growth as well as the existing land uses. The primary differences in growth and land use between the No Action and Preferred Alternative is that the Preferred Alternative would meet the Puget Sound Regional Council multi-county growth requirements for the City, while No Action would not. Moreover, the projected emissions per capita are expected to be less than similar development located elsewhere in the region given Redmond's proximity to light rail connecting to residential and employment centers around the region.

Vehicle Miles Traveled

The City aims to reduce per capita VMT by at least 50% by 2050. The travel demand model was used to assess the likelihood of achieving this goal under each alternative. For this analysis, VMT was summarized for all trips generated by households in Redmond (including the miles traveled both within and outside city limits).[2] Results for the Existing Condition and the 2050 Preferred Alternative are summarized in **Table 7**.

[2] Note that this is a different type of VMT summary than referenced in the GHG emissions section which includes 100% of VMT for trips that occur entirely within Redmond and 50% of VMT for trips that have only one end in Redmond, such as a commute trip made by someone who lives in Redmond but works outside Redmond).

›REDMOND 2050

The Preferred Alternative would result in an increase of total VMT by over 41% compared to the Existing Condition, but the per capita VMT would decrease by 24%. The increase in total VMT is in line with projected population and job growth in the Preferred Alternative. The 24% reduction in VMT per capita in the Preferred Alternative as compared to the Existing Condition would not meet the City's goal of 50% reduction by 2050. To achieve this goal, broader action at the county and state level would likely be required to address factors beyond the City's control.

TABLE 7 | DAILY VEHICLE MILES TRAVELED

Existing Condition		2050 Preferred Alternative	
VMT	**VMT per Capita**	**VMT**	**VMT per Capita**
540,500	8.7	766,490	6.6

Note: Per capita calculation is based on total projected population in Redmond.
Source: Fehr & Peers, 2023.

APPENDIX E

IMPACTS TO NEIGHBORING JURISDICTIONS

BACKGROUND

As part of the Redmond 2050 Comprehensive Plan Update a transportation evaluation was conducted in support of an Environmental Impact Statement (EIS). The EIS analysis incorporates a run of the Bellevue-Kirkland-Redmond (BKR) travel demand model which includes an evaluation of all major roadways in and around Redmond. Using output from the BKR model, we are able to assess how growth within Redmond and other communities in the Puget Sound Region affects traffic in the surrounding jurisdictions. The results in this memorandum include the following:

- Existing Conditions – the modeled traffic volumes from the base year 2019 BKR model.
- No Action – the 2050 forecast of traffic volumes assuming no change to Redmond's Comprehensive Plan and background growth in the surrounding communities.
- Preferred Alternative – the 2050 forecast of traffic volumes assuming the Redmond 2050 Comprehensive Plan Preferred Alternative and background growth in the surrounding communities.

These three BKR model run results were selected to show the degree of change that will happen regardless of any change on Redmond's part (the difference between 2050 No Action and Existing Conditions) and the specific effects of the Preferred Alternative (the difference between the Preferred Alternative and the No Action).

RESULTS TABLE

Table 1 presents the results of the BKR model runs for Existing Conditions, No Action, and the Preferred Alternative.

FEHR PEERS

TABLE 1 | PM PEAK HOUR BKR MODEL VOLUMES FOR ROADWAYS BETWEEN REDMOND AND NEIGHBORING JURISDICTIONS

Roadway	Location	Existing (2019) Conditions	2050 No Action	2050 No Action – Existing*	2050 Preferred Alternative	Pref Alt – No Action
East Lake Sammamish Parkway	South of SR 202	1,990	2,690	700 (1.0%)	2,150	-540
SR 202	East of 188th Ave NE	3,320	3,430	110 (<0.5%)	3,480	50
Union Hill Road	West of 196th Ave NE	2,080	2,430	350 (0.5%)	2,460	30
Novelty Hill Road	West of 196th Ave NE	1,260	1,360	100 (<0.5%)	1,380	20
Avondale Road	North of NE 116th St	2,000	2,670	670 (1.0%)	2,630	-40
Red-Wood Road (SR 202)	North of NE 124th St	2,450	3,040	590 (0.7%)	3,050	10
NE 124th St	West of Willows Rd	3,890	5,210	1,320 (1.0%)	5,290	80
Redmond Way	West of 132nd Ave NE	2,650	3,640	990 (1.1%)	3,590	-50
SR 520	West of 148th Ave NE	7,920	10,980	3,060 (1.1%)	11,210	230
NE 24th St	West of 148th Ave NE	1,170	1,920	750 (1.7%)	2,060	140
Bel-Red Road	South of NE 20th St	2,030	2,680	650 (0.9%)	2,750	70
148th Ave NE	South of NE 20th St	2,750	3,600	850 (0.9%)	3,670	70
156th Ave NE	South of NE 24th St	2,150	2,960	810 (1.1%)	3,080	120
West Lake Sammamish Parkway	South of NE 24th St	330	760	430 (2.8%)	760	0

Note:
* This column shows the absolute difference and annual growth rate between 2050 No Action and Existing Conditions.

CONCLUSIONS

Table 1 indicates that traffic volumes are expected to grow between the 2050 No Action and Existing Conditions. This growth is typical for Western Washington, which continues to see robust job growth and migration from many parts of the United States as well as other countries. For the most part the annual growth rate is about 1.0% (with a few locations higher or lower). This growth rate lower than the regional growth rate of 1.6% per year observed between 2010 and 2020, a period of rapid growth, and more in line with long-term average growth for the Puget Sound Region.

Some of the notable changes in traffic volumes shown in Table 1 include strong growth NE 24th Street (1.7%) which is reflection of long-planned growth in Redmond's Overlake regional growth center and Bellevue's Bel-Red neighborhood. However, growth on other Overlake-area roadways is more moderate, showing the benefit of light rail to provide mobility in one of the fastest-growing areas of King County. West Lake Sammamish Parkway also shows strong growth (2.8%) which is driven by a relatively low initial volume of traffic under existing conditions and busier traffic on parallel roads between SR 520 and I-90 like 156th Ave NE and 148th Ave NE. There may be opportunities to work with the City of Bellevue to manage demand on West Lake Sammamish Parkway, which otherwise is not expected to see substantial changes in land uses.

When comparing the growth between No Action and the Preferred Alternative, most roadways see a modest change in PM peak hour traffic of less than 100 vehicles per hour. At this level, most drivers would not be able to notice a change in traffic congestion levels. However, under the Preferred Alternative there are larger increases in traffic (greater than 100 vehicles per hour) on SR 520, NE 24th Street, and 156th Ave NE near the Overlake regional growth center. This change in traffic is caused by the greater land use intensities planned in Overlake under the Preferred Alternative compared to No Action. Adding more growth to Overlake allows Redmond to meet the regional growth targets in the most employment and transit-rich part of the city. The only other notable change in traffic between the Preferred Alternative and No Action condition is on East Lake Sammamish Parkway, which is expected to see a decrease of 540 PM peak hour vehicles. In reviewing the model files, this change in volume is a combination of traffic redistributing to other routes and some traffic diverting through the Marymoor neighborhood to reach new destinations in this redevelopment area as well as light rail. However, the model may be overstating the degree to which people would shift away from this major arterial.

Overall, Redmond can meet its commitment to accommodate a reasonable share of regional growth with relatively modest changes to traffic in surrounding jurisdictions. This result reflects a future condition where people have more options to travel than driving a vehicle because of transit oriented development and a strong investment in expanding multimodal travel options in Redmond.

APPENDIX F

DESIGN GUIDANCE

Design guidance is an implementation tool for the street, transit, pedestrian, bicycle, and freight plans in the Transportation Master Plan. Together with these modal plans, this guidance helps clarify the intent for amending design standards and regulations contained in Redmond Zoning Code, Redmond Construction Design Standards, and other relevant documents as needed to be in alignment with the TMP. Also, design guidance directs the selection of engineering design parameter values for capital improvements, such as those included in the American Association of State Highway and Transportation Officials (AASHTO) Green Book.

As a member of the National Association of City Transportation Officials (NACTO), the City of Redmond fully endorses design guidance issued by that organization, including, but not limited to, the Urban Bikeway Design Guide, Urban Street Design Guide, Transit Street Design Guide, Urban Street Stormwater Guide, Designing Streets for Kids, and Global Street Design Guide. Together, these guides will inform updates to City of Redmond design standards and regulations and provide direction for any design questions not adequately addressed by existing City of Redmond's standards and guidance.

TRANSIT DESIGN SPEED AND RELIABILITY

The City of Redmond can improve the speed and reliability of bus transit through a combination of operations and street and stop design strategies. The level of speed and reliability investment made should correlate with the service types discussed in the Transit Plan. Frequent transit and RapidRide which have service frequencies of less than 15 minutes and less than 10 minutes during peak periods, respectively, should see a higher level of speed and reliability investment. Table 1 summarizes a variety operational and design treatments that enhance speed and reliability.

TABLE 1 | TRANSIT SPEED AND RELIABILITY TREATMENTS

Treatment	Treatment Description	Treatment Purpose
Queue Jump Lane	A bus only lane with a dedicated signal call that advances the bus only lane ahead of the general-purpose lanes at a signalized intersection.	Improve speed and reliability. Emphasis on reliability in highly congested corridors. Between 5-25 percent reduction in travel times at a signal.
Transit Signal Priority (TSP)	Signal communication device used to trigger a bus only signal phase to speed bus movement.	Typically used for reliability, may also be used for speed. Up to 10 percent time savings at signals.
Business Access and Transit (BAT) Lanes	A through lane exclusively for use by buses and general purpose right-turn movements.	Improve speed and reliability. Emphasis on reliability in highly congested corridors. 5-25 percent reduction in corridor travel times.
Transit-only lanes	A through lane exclusively for use by buses typically where no business access exists.	Improve speed and reliability. Emphasis on reliability in highly congested corridors. 5-25 percent reduction in corridor travel times.
Bus- Supportive Roadway Surface	Roadway-wide or spot (bus stop or general-purpose lane with bus traffic) pavement thicker and stronger than typical pavement.	Improves pavement life cycle. Also maintains bus service reliability and passenger comfort.
Bus Bulbs	Bus stop extended to be adjacent to travel lane where on-street parking or other roadway configuration would locate bus stop away from general purpose and require bus to pull out of general-purpose lane to serve bus stop.	Removes the need for the bus to merge back into traffic and adds queuing space for riders at busy transit stops. Speed improvement of eight seconds per stop has been demonstrated locally.
Level Boarding Platforms	Boarding platform raised to height of bus floor.	Remove the need to hydraulically lift mobility- impaired passengers onto the vehicle. Only applicable for low floor buses with no stairs. Notable reliability benefit.
Bus stop spacing	The distance between bus stops.	Balance access needs with improved speed by removing underutilized stops that do not meet spacing criteria. Stop consolidation to standard distance can improve route speed by 2-20 percent.

SIDEWALK ALTERNATIVES

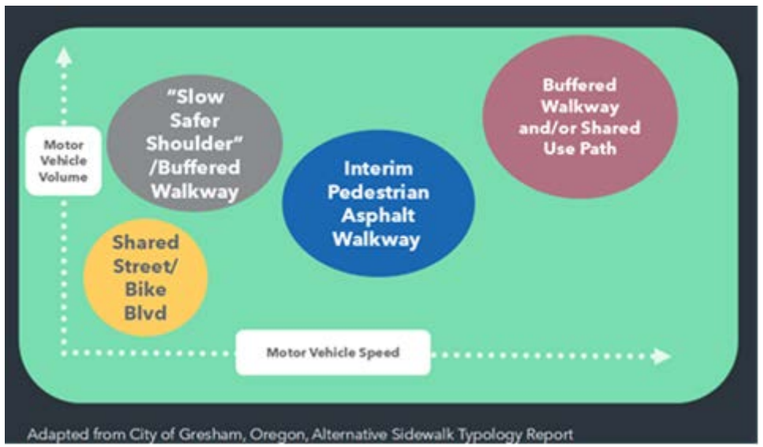
As of 2025, less than 10 percent of arterials have no sidewalks and 24 percent have sidewalk on only one side of the street. Similarly, the vast majority of local neighborhood streets have sidewalks on one (10 percent) or both sides (75 percent) of the street. Nonetheless, these gaps in the sidewalk network present access barriers and detract from a comfortable and connected pedestrian network. Sidewalks may be missing due to constraints such as topography, critical areas (steep slopes, wetlands, shoreline areas, stream buffers, poor soil conditions), utility location, limited right-of-way or because it is not physically feasible to install the standard sidewalk cross-section. It is estimated that filling all sidewalk gaps within the city would cost more than $63 million. When factoring in environmental and other constraints that may need to be mitigated or involve higher levels of engineering, the cost could be much greater. Lower-cost sidewalk alternatives to conventional curb and gutter sidewalks can help fill existing sidewalk gaps and improve network connectivity. Sidewalk alternatives may include asphalt pathways, buffered walkways, and shared streets. Table 2 shows appropriate sidewalk alternatives based on general existing conditions.

TABLE 2 | APPROPRIATE SIDEWALK ALTERNATIVE BASED ON EXISTING CONDITIONS

Existing Conditions	Shared Street/Bike Boulevard	"Slow Safer Shoulder"/ Buffered Walkway	Interim Pedestrian Asphalt Walkway	Buffered Walkway and /or Shared Use Path	Shared Use Path
Local, narrow, curbed	X	X	X		
Local, narrow, curbless with ditch or swale	X		X		
Local Street, wide curbed or curbless	X	X	X		
Arterial, curbless				X	X
Arterial with curbs					X

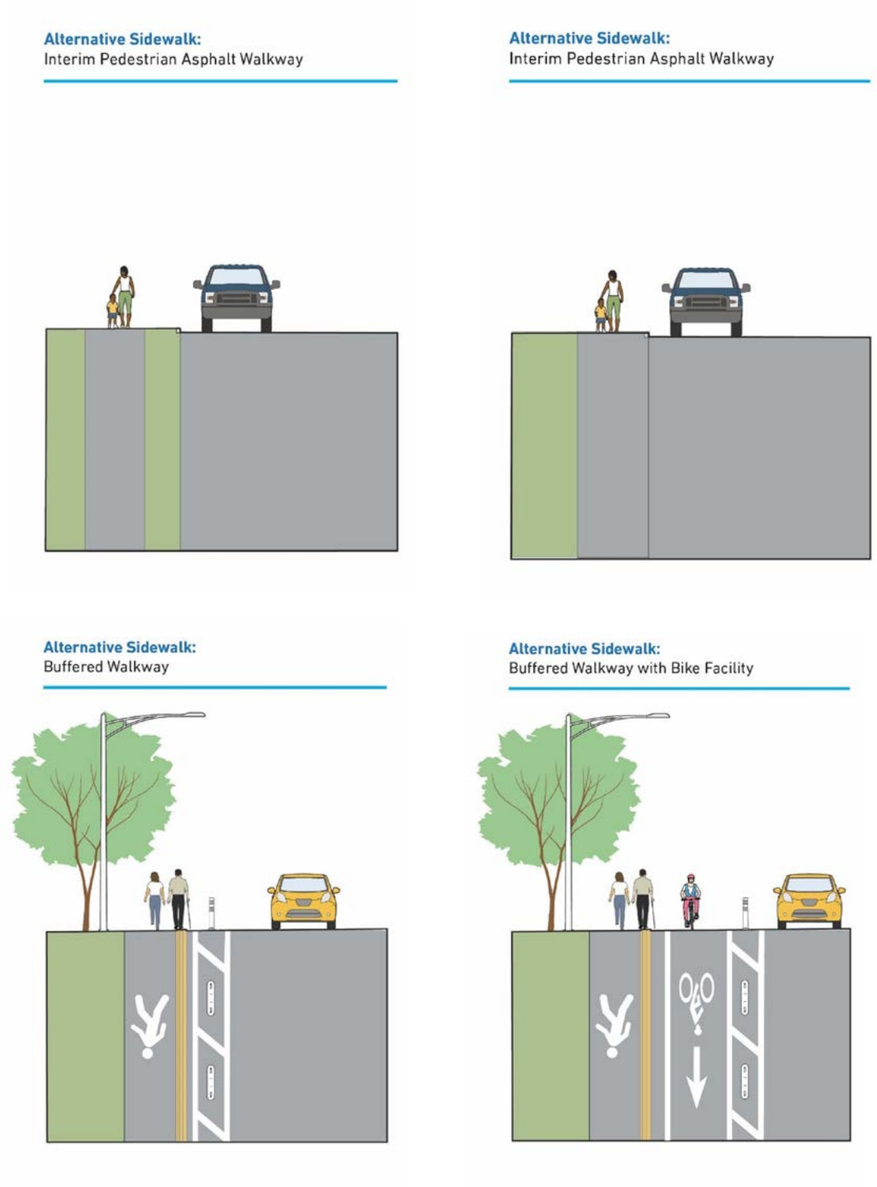
Figure 1 further indicates the selection of an alternative sidewalk in relationship to motor vehicle speed and traffic volumes along the roadway.

FIGURE 1 | APPROPRIATE SIDEWALK ALTERNATIVE IN RELATION TO MOTOR VEHICLE VOLUMES AND SPEED



The following cross sections in Figure 2 further illustrate what sidewalk alternative facilities could look like:

FIGURE 2 | SIDEWALK ALTERNATIVE FACILITIES



SHARED STREETS

Shared streets are slow-speed streets shared by pedestrians, cyclists, and vehicles. In a shared street, every user yields to any more vulnerable user. Pedestrians may use the full width of the street within an area defined as a shared street. Washington Senate Bill 5595 gives local agencies legal authority to create shared streets that feature speed limits as low as 10 mph and allows pedestrians to walk in the middle of the street. Vehicles would be allowed on these streets, but they must yield the right-of-way to pedestrians.

Shared Streets components that help create a people-oriented space can include:

- Special paving and surface treatment to identify these streets as unique people places.
- Flush or reduced curb height and nonexistent curb sidewalk to encourage pedestrians to use the entire street rather than street edges.
- Narrow vehicular lanes to create a safe and comfortable environment for pedestrians and cyclists.
- Chicanes to slow drivers by adding curves to the travel lane to indicate that they are entering a pedestrian area.
- High-quality and artistic street furniture to announce that people are welcome and create a friendly pedestrian environment.
- Plants to increase the quality of the urban space and the pedestrian experience with attention paid to pedestrians who are deaf-blind.
- Pedestrian-scale lighting.

Figure 3 and Figure 4 include examples of shared streets.

FIGURE 3 | 162ND AVENUE NE IN REDMOND, WA

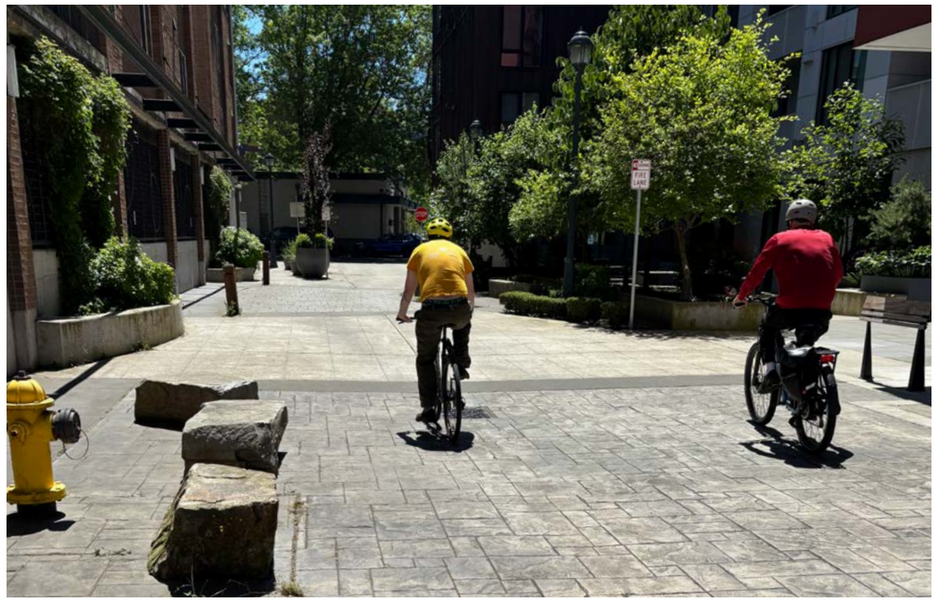
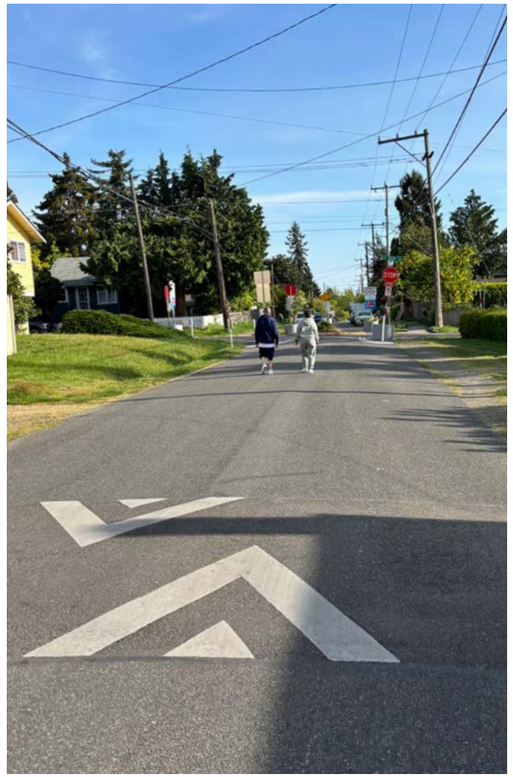
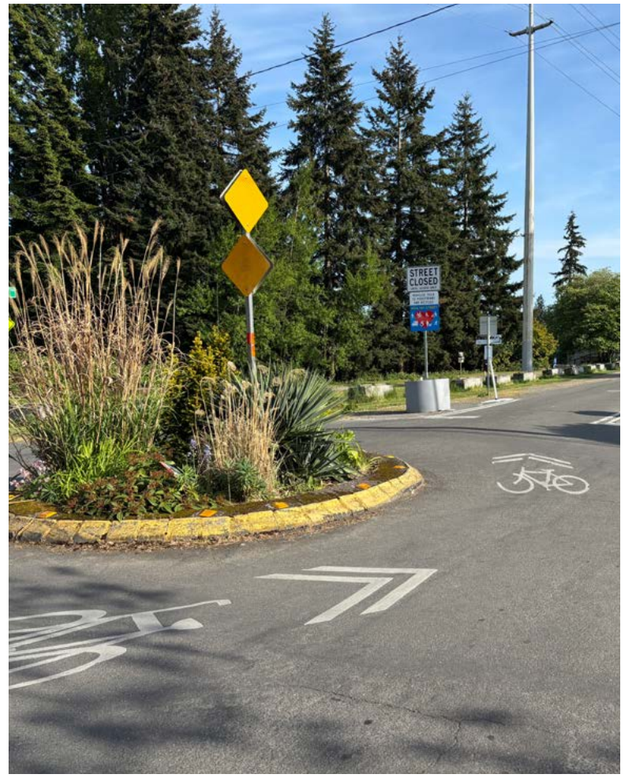


FIGURE 4 | EXAMPLES OF "HEALTHY STREETS" IN SEATTLE, WA





Memorandum

Date: 1/27/2026
Meeting of: City Council Study Session

File No. SS 25-083
Type: Study Session

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

Finance	Kelley Cochran	425-556-2748

DEPARTMENT STAFF:

Finance	Haritha Narra	Deputy Finance Director
Finance	Hailey Zurcher	Financial Planning Manager

TITLE:
Outcome Maps Refresh: Healthy & Sustainable and Strategic & Responsive

OVERVIEW STATEMENT:
In preparation for the upcoming development of the 2027-2028 biennial budget, the City is updating the outcome maps for all four budget priorities to ensure alignment with current community values, adopted plans, and how services are delivered today. The outcome maps were last updated in 2020; since then, Redmond 2050, the Community Strategic Plan (CSP), the Environmental Sustainability Action Plan (ESAP), and several departmental and functional plans have been adopted or refreshed.

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

REQUESTED ACTION:

☐ **Receive Information** ☒ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  Redmond 2050, Environmental Sustainability Action Plan (ESAP), Community Strategic Plan (CSP), Departmental Functional Plans, Fire Strategic Plan, Long-Range Financial Strategy, Fiscal Policies
- **Required:**
  N/A
- **Council Request:**
  N/A
- **Other Key Facts:**
  N/A

OUTCOMES:

The purpose of this discussion is to brief Council on the proposed updates to the City's outcome maps, including outcomes, dashboard indicators, and program measures, and to confirm shared understanding prior to the upcoming biennial budget discussions.

The refresh provides consistency and transparency for Council, staff, and the community by establishing a shared framework that connects long-range plans, city operations, and budget decisions. This effort ensures each budget priority clearly communicates what the community expects, how progress is measured, and how day-to-day operations and long-term investments support community and Council priorities. The work reinforces and bolsters the connection between community values, service delivery, infrastructure stewardship, organizational effectiveness, and the biennial budget.

- **Outcomes** describe what the community expects and values.
- **Dashboard indicators** track progress toward those outcomes at a citywide level.
- **Program measures** track how effectively day-to-day work and services are delivered in support of outcomes.
- **Objectives** describe the strategies and focus areas departments use to achieve the outcomes.

To support a focused and effective discussion, the presentation will highlight a summary list of current and proposed changes. Detailed descriptions of each outcome, dashboard indicator, program measure, and objective-including descriptions, key contributing departments and partners, data sources, evaluation criteria, and targets-are provided in Attachment C, Outcome Maps Refresh - Enhanced, for Council review.

Given the volume and level of detail, staff will not review each measure individually during the study session. Instead, the discussion will focus on key changes, areas of Council interest, and any specific questions or concerns identified. Council is encouraged to review the attached materials prior to the meeting to support a productive, strategic discussion focused on alignment, clarity, and readiness for the biennial budget process.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  Future Community Results Team work in Q1 2026 will include review of and feedback regarding the outcome maps.
- **Outreach Methods and Results:**
  N/A
- **Feedback Summary:**
  N/A

BUDGET IMPACT:

Total Cost:
N/A

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

Budget Offer Number:

N/A

Budget Priority:
Healthy & Sustainable
Strategic & Responsive

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
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
2/10/2026	Study Session *Outcome Maps Refresh: Safe & Resilient and Vibrant & Connected*	Provide Direction

Time Constraints:
The refreshed outcome maps should be reviewed in early 2026 prior to the budget process for the 2027-2028 biennial budget. This work supports Council discussions and ensures alignment with the biennial budget and performance reporting process.

ANTICIPATED RESULT IF NOT APPROVED:
Lack of direction may result in inconsistency between adopted city plans, outcome maps, and performance reporting, reducing clarity and transparency for Council and the community.

ATTACHMENTS:
Attachment A: DRAFT Refreshed Outcome Map - Healthy & Sustainable
Attachment B: DRAFT Refreshed Outcome Map - Strategic & Responsive
Attachment C: DRAFT Outcome Maps Refresh - Enhanced
Attachment D: DRAFT Outcome Maps Refresh - PowerPoint

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FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

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REQUESTED ACTION:

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REQUEST RATIONALE:

- **Relevant Plans/Policies:**
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- **Required:**
  N/A
- **Council Request:**
  N/A
- **Other Key Facts:**
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- **Outreach Methods and Results:**
  N/A
- **Feedback Summary:**
  N/A

BUDGET IMPACT:

Total Cost:
N/A

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

Budget Offer Number:

N/A

Budget Priority:
Healthy & Sustainable
Strategic & Responsive

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
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

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Healthy and Sustainable

We value a healthy environment that supports an active community

Outcomes	Environmental preservation responsibly balanced with growth	Sustainable and resilient utility infrastructure that support a healthy environment	Climate action goals achieved through green practices and policies	Deliver inclusive, sustainable experiences that foster elonging, promote well-being, and build trust through responsive service and community connection	Improve community health, safety, and emergency readiness
Budget Plans	• Ground & Surface Water Management • Safe & Reliable Drinking Water	• Stormwater Management • Wastewater Management	• Solid Waste Management • Environmental Sustainability	• Community Recreation • Parks, Trails, and Open Space	• Community Health & Wellbeing
Dashboard Indicator	• Percentage of drinking water quality tests that meet compliance regulations	• Freshwater Water Quality Index	• Community-wide green-house gas emissions (met-ric tons CO2e)	• The number of community members who actively use parks, facilities, or recreation programs annually, supported by high-quality customer service interactions. • Percentage of residents and employees in Redmond who have convenient access (within half a mile) to publicly accessible parks, trails, open spaces, and recreation facilities, whether city-owned or managed by other entities such as school districts or regional agencies. Measured from their residence or place of employment.	• Lower noncritical 911 utilization

Objectives

Objective 1: Use the City's environmental and park plans to guide strategic investments and partnerships that support a healthy and sustainable environment and community

Objective 2: Provide engagement, education, and outreach opportunities to promote actions that preserve the natural environment

Objective 3: Measure performance to improve service delivery and program effectiveness

Objective 4: Support efforts that improve the sustainability of natural resources and the community's ability to connect with the natural environment

Objective 5: Maintain Redmond's quality of life and healthy local ecosystem through compliance to local, state, and federal environmental regulations

Objective 6: Inspect, clean, and maintain infrastructure to prevent pollutants from entering streams and groundwater

Objective 7: Provide activities, recreation, and spaces to gather and celebrate our diverse community and learn with each other



Strategic and Responsive

We value a City that is welcoming, service-oriented, and fiscally responsible

Outcomes	Fiscally responsible organization	Welcoming, innovative, and continuous learning culture	Welcoming, inclusive, and engaged community	Trusted and responsive government
Budget Plans	• Fiscal Accountability • Operating Reserves	• Human Resources	• Respect, Diversity, Equity, and Inclusion	• Technology Solutions • Citywide Communications • Community Outreach and Involvement • Fleet Management • Executive Leadership • City Council
Dashboard Indicator	• Community Investment Rate for government services • The City's Bond Rating	• Turnover rate	• Fostering a diverse community by providing equitable access to services	• Community Satisfaction Rating • Effective delivery of city services
Objectives	**Objective 1:** Use the Long-Term Financial Strategy and the Community Strategic Plan to guide the City in fiscal matters **Objective 2:** Connect with the local and regional community through broad and inclusive communication and public engagement strategies **Objective 3:** Measure performance and improve service delivery and program effectiveness **Objective 4:** Leverage City financial resources with matching grants and partnerships that support and benefit the community **Objective 5:** Continue to develop strategies that advance the City towards its goals, mission, vision, and values **Objective 6:** Use asset management, performance measurement, and data to drive decisions regarding City operations, capital expenditures, policy, and strategic initiatives **Objective 7**: Modernize and maintain key business applications and external facing systems			



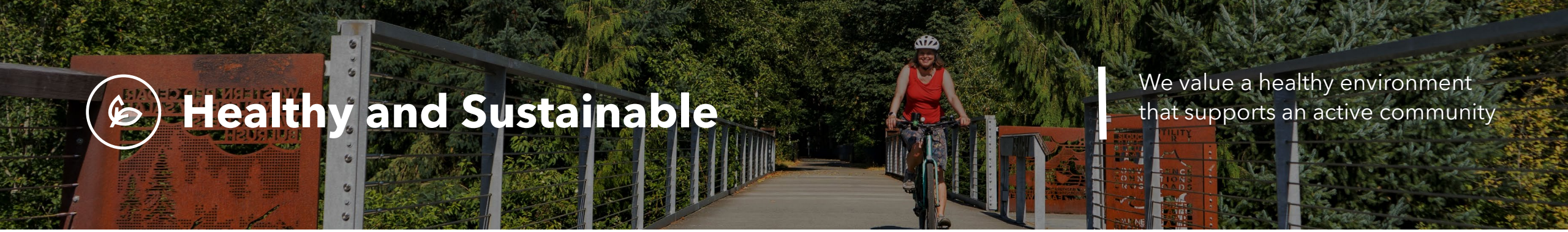
Outcome Map Refresh - Enhanced

January 27, 2026

Redmond
WASHINGTON

Budgeting by Priorities

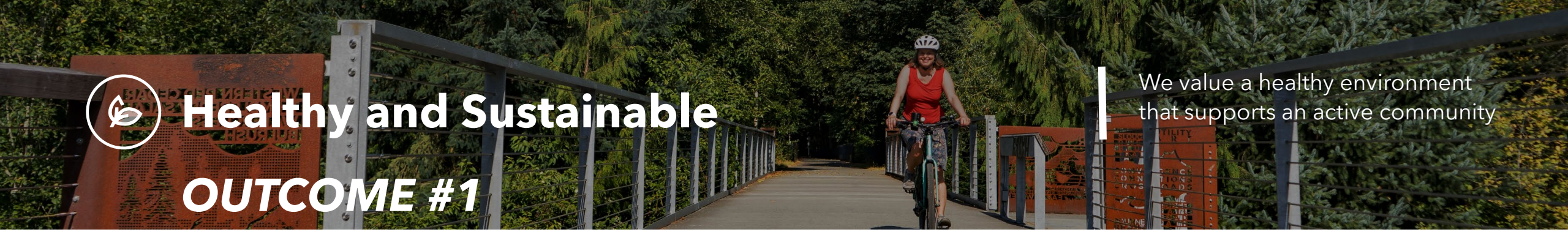
Healthy and Sustainable



Healthy and Sustainable

We value a healthy environment that supports an active community

Outcomes	Environmental preservation responsibly balanced with growth		Sustainable and resilient utility infrastructure that support a healthy environment		Climate action goals achieved through green practices and policies		Deliver inclusive, sustainable experiences that foster belonging, promote well-being, and build trust through responsive service and community connection		Improve Community Health, Safety, and Emergency Readiness
Budget Plans	Ground & Surface Water Management	Safe and Reliable Drinking Water	Stormwater Management	Wastewater Management	Solid Waste Management	Environmental Sustainability	Community Recreation	Parks, Trails, and Open Space	Community Health and Wellbeing
Dashboard Indicators	Percentage of drinking water quality tests that meet compliance regulations		Freshwater Water Quality Index		Community-wide greenhouse gas emissions (metric tons CO2e)		The number of community members who actively use parks, facilities, or recreation programs annually, supported by high-quality customer service interactions.	Percentage of residents and employees in Redmond who have convenient access (within 1/2 mile) to publicly accessible parks, trails, open spaces, and recreation facilities whether city-owned or managed by other entities such as school districts or regional agencies measured from their residence or place of employment	Lower non-critical 911 utilization

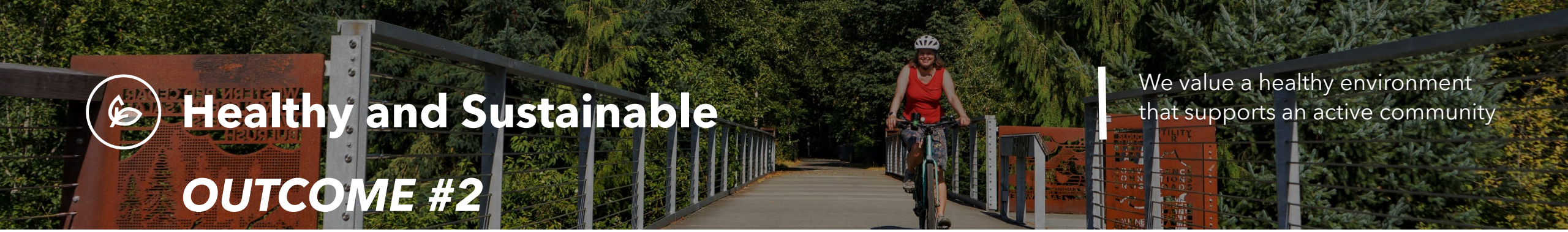


Healthy and Sustainable

OUTCOME #1

We value a healthy environment that supports an active community

Current Outcome	Proposed Outcome	Description	Contributing Departments/ Partners	How was the Outcome Determined
Environmental preservation responsibly balanced with growth	**No Change**	• Ensures community growth and development occur without compromising natural resources, ecosystems, or public health. • Guides land use, utility expansion, and infrastructure decisions to support sustainable growth and long-term environmental stewardship.	• Public Works Utilities • Planning • Fire • Parks & Recreation • Regional Partners	• Redmond 2050 and the Environmental Sustainability Action Plan (ESAP) • Adopted functional plans for utilities, land use, and natural systems • Equity principles to ensure environmental benefits across all communities • Regional and peer-city benchmarking and best practices

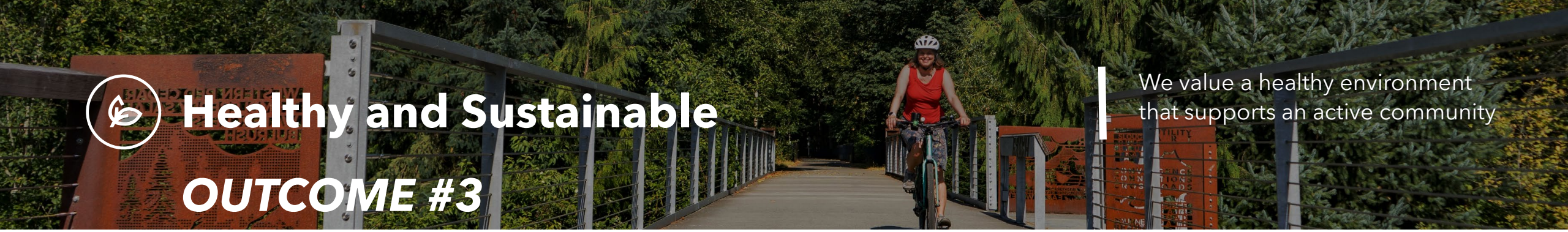


Healthy and Sustainable

OUTCOME #2

We value a healthy environment that supports an active community

Current Outcome	Proposed Outcome	Description	Contributing Departments/ Partners	How was the Outcome Determined
------	***New*** Sustainable and resilient utility Infrastructure that support a healthy environment	• Ensures critical utility systems are maintained, repaired, and upgraded to provide reliable service. • Protects environmental quality by reducing failures, overflows, and service disruptions. • Supports long-term community health, safety, and environmental sustainability through resilient infrastructure investments.	• Public Works • Regional Utility Partners	• Redmond 2050 – Utilities Element and implementation framework • Community Strategic Plan – Infrastructure and service reliability objectives • Utilities Strategic Plan – Asset condition, resilience, and lifecycle investment priorities • Municipal Asset Management Policy – Long-term stewardship and risk-based decision-making

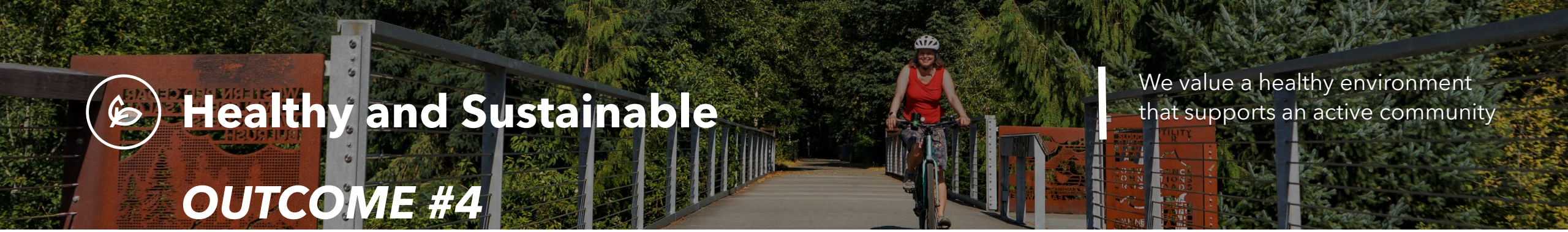


Healthy and Sustainable

OUTCOME #3

We value a healthy environment that supports an active community

Current Outcome	Proposed Outcome	Description	Contributing Departments/ Partners	How was the Outcome Determined
Climate action goals achieved through green practices and policies	**No Change**	• Advances Citywide climate action through policies and practices that reduce greenhouse gas emissions • Promotes energy efficiency, sustainable operations, and climate-resilient infrastructure • Guides investments and operational decisions that support long-term environmental sustainability	• Public Works Utilities • Planning • Fire • Parks & Recreation • Regional Climate & Sustainability Partners	• Redmond 2050 climate and sustainability goals • Environmental Sustainability Action Plan (ESAP) • Adopted functional and departmental plans • Council priorities for climate resilience and emissions reduction • Regional, statewide, and peer-city benchmarking

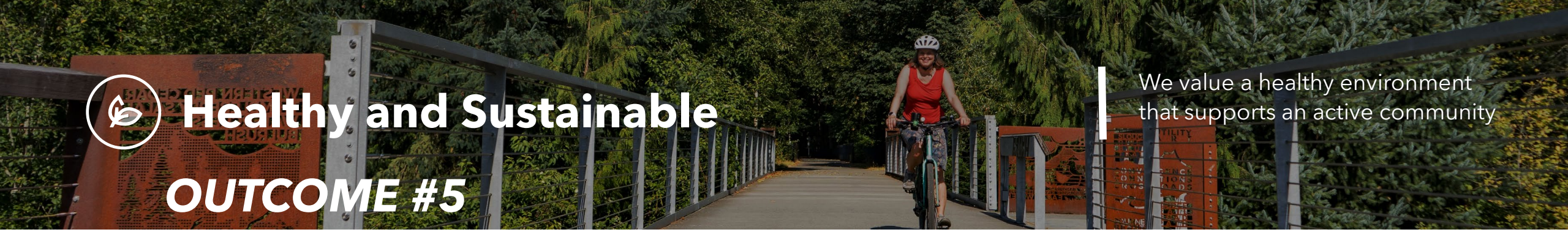


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OUTCOME #4

We value a healthy environment that supports an active community

Current Outcome	Proposed Outcome	Description	Contributing Departments/ Partners	How was the Outcome Determined
Places and programs that support an active and involved community	**Refined** Deliver inclusive, sustainable experiences that foster belonging, promote well-being, and build trust through responsive service and community connection	• Provides equitable access to parks, recreation facilities, and programs for all residents • Invests in inclusive, culturally responsive spaces and programming • Removes financial, physical, and social barriers to participation • Strengthens community connection, trust, and overall well-being	• Parks & Recreation • Executive Leadership • Public Works • Planning • Community-based organizations and regional partners	• Redmond 2050 community vision for inclusive, connected neighborhoods • PARCC Plan and Recreation Program Plan priorities • Community engagement and participation feedback • Council priorities for equity, access, and quality of life • NRPA best practices for inclusive recreation systems



Healthy and Sustainable

OUTCOME #5

We value a healthy environment that supports an active community

Current Outcome	Proposed Outcome	Description	Contributing Departments/ Partners	How was the Outcome Determined
------	**New** Improve Community Health, Safety, and Emergency Readiness	• Reduces preventable emergencies through upstream prevention and early intervention • Improves access to appropriate health, safety, and crisis response services • Ensures the right response at the right time through coordinated service delivery • Strengthens community resilience while reducing strain on emergency systems	• Fire Department (EMS, Mobile Integrated Health, Community Risk Reduction) • Human Services / Housing & Social Services • Police Department (crisis response coordination) • Regional health, housing, and behavioral health partners	• Community Strategic Plan: Focus on health, safety, equity, and quality of life • Redmond 2050: Emphasis on resilient communities, social infrastructure, and coordinated services • Departmental Strategic Plans • Council Vision and Priorities • Community Partner Input: Feedback from health, housing, and behavioral health providers • Regional / Statewide Goals: Public health alignment, EMS modernization, crisis response reform • Community Engagement: Ongoing concerns about access to care, crisis response, and emergency system overuse



Healthy and Sustainable

Dashboard Indicators

We value a healthy environment that supports an active community

No	Current Dashboard Indicator	Proposed Dashboard Indicator
1	Percentage of drinking water quality tests that meet compliance regulations	***No Change***
2	Freshwater Water Quality Index	***No Change***
3	Community-wide greenhouse gas emissions (metric tons CO2e)	***No Change***
4	Recreation expenditures per capita	***Refined*** The number of community members who actively use parks, facilities, or recreation programs annually, supported by high-quality customer service interactions.
5	Percentage of residents and employees in Redmond that have convenient access to outdoor sports and fitness facilities from their residence or place of employment	***Refined*** Percentage of residents and employees in Redmond who have convenient access (within 1/2 mile) to publicly accessible parks, trails, open spaces, and recreation facilities whether city-owned or managed by other entities such as school districts or regional agencies measured from their residence or place of employment
6	--------	***New*** Lower non-critical 911 utilization



Healthy and Sustainable

Dashboard Indicator #1

We value a healthy environment that supports an active community

Outcome	Environmental preservation responsibly balanced with growth

Current Dashboard Indicator	**Proposed Dashboard Indicator**	**Purpose/ Description**	**Contributing Departments/ Partners**	**Data Source/ Frequency**	**Target**
Percentage of drinking water quality tests that meet compliance regulations	***No Change***	• Confirms compliance with state and federal drinking water quality regulations • Demonstrates effectiveness of treatment, monitoring, and sampling systems • Provides assurance that safe, reliable drinking water is delivered to the community	• Public Works – Water Operations • Public Works – Water Quality Division • Utility Engineering • Washington State Department of Health	• Regulatory testing and reporting required by WA State Department of Health • Data submitted by Public Works Water Quality Division • Updated continuously as testing is completed and reported	100%



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Dashboard Indicator #2

We value a healthy environment that supports an active community

Outcome	Sustainable and Resilient Utility Infrastructure that support a healthy environment

Current Dashboard Indicator	**Proposed Dashboard Indicator**	**Purpose/ Description**	**Contributing Departments/ Partners**	**Data Source/ Frequency**	**Target**
Freshwater Water Quality Index	***No Change***	• Provides an overall snapshot of freshwater system health by combining chemical, biological, and contaminant indicators into a single index • Helps track water quality trends over time and identify emerging risks • Supports data-informed decisions to protect ecosystems, public health, and drinking water sources	• Public Works – Environmental Programs • Public Works – Utility Engineering • Regional watershed partners (as applicable)	• Public Works Surface Water Monitoring Program • Monthly surface water quality sampling • Index calculated annually for priority watersheds on a rotating basis	80



Healthy and Sustainable

Dashboard Indicator #3

We value a healthy environment that supports an active community

Outcome	Climate action goals achieved through green practices and policies

Current Dashboard Indicator	Proposed Dashboard Indicator	Purpose/ Description	Contributing Departments/ Partners	Data Source/ Frequency	Target
Community-wide greenhouse gas emissions (metric tons CO2e)	***No Change***	• Provides an overall measure of the City's progress in reducing greenhouse gas emissions. • Captures emissions impacts from transportation, buildings, energy use, and waste. • Helps assess effectiveness of climate policies, investments, and operational practices. • Supports accountability toward Redmond's climate and sustainability commitments.	• Executive • Public Works • Planning • Parks & Recreation • Fire • Police • Regional and utility partners (as applicable)	• Compiled from energy consumption data, vehicle and fleet operations, and operational activity across City departments. • Data aggregated through established greenhouse gas inventory methodologies. • Annual	500,000



Healthy and Sustainable

Dashboard Indicator #4

We value a healthy environment that supports an active community

Outcome	Deliver inclusive, sustainable experiences that foster belonging, promote well-being, and build trust through responsive service and community connection

Current Dashboard Indicator	Proposed Dashboard Indicator	Purpose/ Description	Contributing Departments/ Partners	Data Source/ Frequency	Target
Recreation expenditures per capita	***Refined*** The number of community members who actively use parks, facilities, or recreation programs annually, supported by high-quality customer service interactions.	• Measures the reach and engagement of Redmond's parks and recreation system. • Indicates how effectively the City is connecting residents to programs, facilities, and services. • Helps assess whether access is expanding to diverse populations and whether barriers to participation are being reduced. • Growth over time reflects improved outreach, relevant programming, and positive customer experience.	• Parks & Recreation • Technology & Information Services (TIS) • Communications	• SmartRec registration data • Supplemental Excel tracking for specialized programs • Placer.ai visitation data • U.S. Census population data • Annual	2027:125,000 2028:130,000



Healthy and Sustainable

Dashboard Indicator #5

We value a healthy environment that supports an active community

Outcome	Deliver inclusive, sustainable experiences that foster belonging, promote well-being, and build trust through responsive service and community connection

Current Dashboard Indicator	Proposed Dashboard Indicator	Purpose/ Description	Contributing Departments/ Partners	Data Source/ Frequency	Target
Percentage of residents and employees in Redmond that have convenient access to outdoor sports and fitness facilities from their residence or place of employment	***Refined*** Percentage of residents and employees in Redmond who have convenient access (within 1/2 mile) to publicly accessible parks, trails, open spaces, and recreation facilities whether city-owned or managed by other entities such as school districts or regional agencies measured from their residence or place of employment	• Measures geographic accessibility to parks, trails, open spaces, and recreation facilities. • Indicates how well the City's recreation system supports active lifestyles and community well-being. • Helps identify gaps in access to inform planning, capital investment, and equity-focused service delivery.	• Parks & Recreation • Planning • Technology & Information Services (GIS) • Regional partners and school districts (for non-City-owned facilities)	• GIS spatial analysis of residential and employment locations relative to parks, trails, and recreation facilities • City and partner facility datasets • Annual	2027: 58% 2028: 60%



Healthy and Sustainable

Dashboard Indicator #6

We value a healthy environment that supports an active community

Outcome	Improve Community Health, Safety, and Emergency Readiness

Current Dashboard Indicator	Proposed Dashboard Indicator	Purpose/ Description	Contributing Departments/ Partners	Data Source/ Frequency	Target
--------	***New*** Lower non-critical 911 utilization	• Measures reliance on 911 for non-emergency needs • Indicates access to appropriate health, behavioral health, and social services • Reduced non-critical use improves emergency response times and system efficiency	• Fire • Police • Planning / Human Services	• CAD call data and call-type analysis • EMS ePCR records • MIH program data • Quarterly and annually to identify trends and repeat utilizers	Year-over-year reduction



Healthy and Sustainable *Budget Plans*

We value a healthy environment that supports an active community

No	Current Budget Plans	Proposed Change
1	Ground & Surface Water Management	***No Change***
2	Safe & Reliable Drinking Water	***No Change***
3	Stormwater Management	***No Change***
4	Wastewater Management	***No Change***
5	Solid Waste Management	***No Change***
6	Environmental Sustainability	***No Change***
7	Community Recreation	***No Change***
8	Parks, Trails, and Open Space	***No Change***
9	Community Health & Wellbeing	***New***



Healthy and Sustainable *Program Measures*

We value a healthy environment that supports an active community

Outcome	Environmental preservation responsibly balanced with growth
Dashboard Indicator	Percentage of drinking water quality tests that meet compliance regulations
Budget Plan #1	Ground & Surface Water Management

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
Percentage of groundwater monitoring wells that meet quality standards	***No Change***	Sustain or increase percentage of monitoring wells that meet quality standards.	City of Redmond semi-annual groundwater monitoring event data.	≥44% of monitoring wells meet groundwater quality standards annually. ≥70% of monitoring wells meet drinking water standards annually.



Healthy and Sustainable
Program Measures

We value a healthy environment that supports an active community

Outcome	Environmental preservation responsibly balanced with growth
Dashboard Indicator	Percentage of drinking water quality tests that meet compliance regulations
Budget Plan #1	Ground & Surface Water Management

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
Percentage of high-risk sites provided with technical assistance	***No Change***	Conduct inspections and provide technical assistance at high-risk sites within the Critical Aquifer Recharge Area. Technical assistance ensures use and storage of hazardous materials is conducted using best management practices to reduce the threat to groundwater resources.	Annual city of Redmond groundwater inspection program data.	100%



Healthy and Sustainable
Program Measures

We value a healthy environment that supports an active community

Outcome	Environmental preservation responsibly balanced with growth
Dashboard Indicator	Percentage of drinking water quality tests that meet compliance regulations
Budget Plan #2	Safe & Reliable Drinking Water

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/Frequency	Target
Percentage of pressure reducing stations rebuilt each year	***No Change***	Indicates proper maintenance of pressure reducing valve stations which ensure adequate and appropriate drinking water pressure and flow throughout the distribution system	• Annual rebuild cycle • Lucity work order data	20%
Maintenance Report Card - Number of water main breaks per 100 miles of pipe	***Refined*** State of the Asset Report - Number of water main breaks per 100 miles of pipe	• Industry-standard indicator of water distribution system condition and resilience. • Increasing break rates signal aging infrastructure and the need for reinvestment. • Supports capital planning, risk management, and service reliability decisions.	• Lucity work orders (water main breaks) • Enterprise GIS pipe inventory	Less than 3



Healthy and Sustainable *Program Measures*

We value a healthy environment that supports an active community

Outcome	Sustainable and Resilient Utility Infrastructure that support a healthy environment
Dashboard Indicator	Freshwater Water Quality Index
Budget Plan #3	Stormwater Management

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
Percentage of City-owned catch basins inspected each year	**Refined** Percentage of city-owned stormwater mains in poor condition	• Tracks the structural condition of stormwater conveyance pipes. • High or increasing percentages of poor-condition pipe indicate elevated risk of failures, flooding, and environmental degradation. • Informs prioritization of rehabilitation and replacement investments.	• GraniteNet CCTV inspection data	0%
Percentage of the City with adequate stormwater flow control	**No Change**	• Tracks long-term system improvement as older facilities are replaced • Reduces flooding risk and protects streams from erosion and habitat loss • Ensures development meets current stormwater flow control standards	• GIS layer • Updated as projects are completed	100% by 2050



Healthy and Sustainable *Program Measures*

We value a healthy environment that supports an active community

Outcome	Sustainable and Resilient Utility Infrastructure that support a healthy environment
Dashboard Indicator	Freshwater Water Quality Index
Budget Plan #4	Wastewater Management

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
Percentage of City-owned sewer mains CCTV inspected each year	***Refined*** Percentage of city-owned sewer mains in poor condition	• Tracks the structural condition of wastewater conveyance pipes. • High or increasing poor-condition pipe indicates elevated risk of failures, overflows, and service interruptions. • Supports proactive asset management and capital investment planning.	• GraniteNet CCTV inspection data • Updated as inspections are completed	0%
Maintenance Report Card - Number of sanitary sewer overflows	***Refined*** State of the Asset Report - Number of sanitary sewer overflows	• Tracks the number of sanitary sewer overflows across the wastewater system • Indicates system performance, reliability, and public health risk • Overflows signal issues such as pipe failure, inadequate maintenance, or lift station equipment deterioration • Supports prioritization of maintenance, rehabilitation, and capital investments	• Lucity CMMS system • Updated as events occur	0



Healthy and Sustainable *Program Measures*

We value a healthy environment that supports an active community

Outcome	Sustainable and Resilient Utility Infrastructure that support a healthy environment
Dashboard Indicator	Freshwater Water Quality Index
Budget Plan #4 (Continued)	Wastewater Management

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
------	***New*** Number of parcels in the city served by septic systems	Failing or malfunctioning septic systems pose a risk to the environment and public health with potential impacts to surface water and groundwater quality. Connection of all parcels within the city to the city's wastewater system will eliminate the risk posed by septic system use.	City of Redmond GIS and King County Health Department	0 by 2050



Healthy and Sustainable *Program Measures*

We value a healthy environment that supports an active community

Outcome	Climate action goals achieved through green practices and policies
Dashboard Indicator	Community-wide greenhouse gas emissions (metric tons CO2e)
Budget Plan #5	Solid Waste Management

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
City of Redmond government operations greenhouse gas emissions (metric tons CO2e)	**Moved to Environmental Sustainability Budget Plan**	-------	-------	-------
Percentage of community-wide solid waste diverted from the landfill	**No Change**	• Measures the percentage of total community waste that is recycled or composted rather than landfilled • Reflects participation in recycling, organics, and diversion programs across residential and commercial sectors • Reduces demand for natural resource extraction and extends the life of the regional landfill • Tracks progress toward long-term waste reduction and sustainability goals	• Recycling and organics tonnage reported by the City's solid waste hauler • Construction & demolition diversion data from the Green Halo platform • Hard-to-recycle materials tracked through curbside and store collection programs • Annual	70% by 2030, 80% by 2050



Healthy and Sustainable *Program Measures*

We value a healthy environment that supports an active community

Outcome	Climate action goals achieved through green practices and policies
Dashboard Indicator	Community-wide greenhouse gas emissions (metric tons CO2e)
Budget Plan #5 (Continued)	Solid Waste Management

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
--------	**Moved from Environmental Sustainability Budget Plan** Number of business and multi-family complexes participating in organics recycling	• Includes food waste from commercial and multifamily sources, such as produce, meat, dairy, bones, and compostable service ware • Organics are collected and hauled to a local commercial composting facility • Materials are processed into soil products used in local landscaping • Diverting organics from landfill reduces methane emissions, a potent greenhouse gas • Supports the City's climate action and waste diversion goals	• Recology service level reporting • Monthly	Increase participation 15% per year. 100% participation by 2030.



Healthy and Sustainable
Program Measures

We value a healthy environment that supports an active community

Outcome	Climate action goals achieved through green practices and policies
Dashboard Indicator	Community-wide greenhouse gas emissions (metric tons CO2e)
Budget Plan #6	Environmental Sustainability

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
Community energy consumption (MMBtu)	**Remove**	• Energy (MMBtu) is defined as total electricity and natural gas consumed by the community. • The 2025 ESAP recognizes electricity demand will increase as we transition buildings from natural gas to clean electricity and grow in population. • The new metric decouples electricity and natural gas and focuses on natural gas only.	---	---
Number of business and multi-family complexes participating in organics recycling	**Move to Solid Waste Budget Plan**	---	---	---



Healthy and Sustainable
Program Measures

We value a healthy environment that supports an active community

Outcome	Climate action goals achieved through green practices and policies
Dashboard Indicator	Community-wide greenhouse gas emissions (metric tons CO2e)
Budget Plan #6	Environmental Sustainability

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
--------	**New** Per capita natural gas consumption (therms per resident)	• Tracks per-resident natural gas consumption to measure progress in reducing fossil fuel use • Provides a clear signal of progress toward electrification, independent of population growth • Informs policy and investment decisions for building electrification and energy efficiency	• Natural gas consumption data provided by Puget Sound Energy (PSE) • Calculated on a per-resident basis • Annual	Year-over-year reduction



Healthy and Sustainable
Program Measures

We value a healthy environment that supports an active community

Outcome	Climate action goals achieved through green practices and policies
Dashboard Indicator	Community-wide greenhouse gas emissions (metric tons CO2e)
Budget Plan #6 (Continued)	Environmental Sustainability

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
------	***Moved from Solid Waste Budget Plan*** City of Redmond government operations greenhouse gas emissions (metric tons CO2e)	• Tracks total greenhouse gas emissions from City government operations • Measures progress toward climate, sustainability, and emission-reduction goals • Identifies high-impact operational areas for energy and fleet improvements • Supports accountability for climate commitments and policy decisions	• Compilation of energy use, fleet fuel consumption, and operational data • Calculated using established greenhouse gas accounting protocols • Annual	Net zero by 2040



Healthy and Sustainable
Program Measures

We value a healthy environment that supports an active community

Outcome	Deliver inclusive, sustainable experiences that foster belonging, promote well-being, and build trust through responsive service and community connection
Dashboard Indicator	The number of community members who actively use parks, facilities, or recreation programs annually
Budget Plan #7	Community Recreation

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
Number of people served through recreation activities	***Refined*** Number of people unique registrants served through recreation activities	• Tracks the number of unique individuals participating in City recreation programs • Provides a clearer measure of community reach and access than total participation counts • Helps assess equity of access, program demand, and effectiveness of outreach efforts • Supports data-driven decisions on program offerings, capacity, and resource allocation	• Smartrec • Annual	2027: 8,250 2028: 9,000
Number of hours indoor and outdoor facilities are scheduled for use	***Refined*** Number of hours indoor and outdoor facilities are scheduled available for use	• Quantifies total annual hours facilities and fields are available for public use • Tracks capacity growth through new facilities, extended operating hours, and interim uses • Informs capital planning (CIP) and operational decisions to meet community demand • Demonstrates progress by showing expanded access and increased recreational opportunity	• Smartrec • Annual	2027: 85,000 2028: 85,000



Healthy and Sustainable
Program Measures

We value a healthy environment that supports an active community

Outcome	Deliver inclusive, sustainable experiences that foster belonging, promote well-being, and build trust through responsive service and community connection
Dashboard Indicator	The number of community members who actively use parks, facilities, or recreation programs annually
Budget Plan #7 (Continued)	Community Recreation

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
------	***New*** Percentage of applicants who qualify for income-based fee assistance and receive recreation fee support	• Tracks the share of applicants who successfully receive income-based recreation fee assistance • Measures the City's effectiveness in removing financial barriers to participation • Informs fee assistance budget adequacy and outreach effectiveness • Demonstrates progress toward equitable access to recreation programs	• Smartrec • Annual	2027: 100% 2028:100%
------	***New*** Percentage of QALERT Requests responded to within target timeframes	• Tracks QALERT request volume, response timeliness, and resolution performance by request type • Measures the City's responsiveness to community concerns and service requests • Reveals patterns in community needs, workload, and department performance • Demonstrates progress toward timely, reliable customer service that builds public trust	• QALERT system reporting • Annual	2027: 95% 2028: 100%



Healthy and Sustainable *Program Measures*

We value a healthy environment that supports an active community

Outcome	Deliver inclusive, sustainable experiences that foster belonging, promote well-being, and build trust through responsive service and community connection
Dashboard Indicator	The number of community members who actively use parks, facilities, or recreation programs annually, supported by high-quality customer service interactions.
Budget Plan #8	Parks, Trails, and Open Space

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
Percentage of total Redmond land area covered by tree foliage	***Refined*** Percentage of total Redmond land area covered by tree canopy	• Measures total tree canopy coverage across the City. • Supports climate mitigation, heat reduction, stormwater management, and environmental health. • Informs planning, development standards, and urban forestry investments.	• Aerial photography and LiDAR-based GIS analysis. • Updated periodically	2027: 37.2% 2028: 37.4%
------	***New*** Number of acres enrolled in active forest restoration	• Tracks acreage enrolled in active forest restoration (e.g., thinning, invasive removal, replanting) • Measures progress toward healthier, more climate-resilient forest ecosystems • Supports climate mitigation, wildfire risk reduction, and biodiversity goals • Informs land management priorities, capital investments, and coordination	• GIS mapping of forested areas enrolled in active restoration • Updated as projects are initiated and completed (annually or per project cycle)	2027: 1,016 acres 2028: 1,035 acres



Healthy and Sustainable
Program Measures

We value a healthy environment that supports an active community

Outcome	Deliver inclusive, sustainable experiences that foster belonging, promote well-being, and build trust through responsive service and community connection
Dashboard Indicator	Percentage of residents and employees in Redmond that have convenient access (within 1/2 mile) to parks, trails, open spaces, and recreation facilities from their residence or place of employment
Budget Plan #8 (Continued)	Parks, Trails, and Open Space

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
------	***New*** Number of active Forest Stewards participating in Green Redmond Program	• Tracks the number of trained volunteers actively engaged in forest restoration activities • Measures community participation and capacity to support ongoing forest health and restoration efforts • Demonstrates progress toward climate action and environmental stewardship through volunteer-led work • Informs program sustainability, outreach effectiveness, and staffing or training needs	• Forest Steward program roster • Annual or per program cycle	2027: 40 2028: 50
------	***New*** Number of volunteer hours contributed for the Parks & Recreation Department	• Tracks total volunteer hours supporting Parks and Recreation programs, including recreation activities, Green Redmond, and park stewardship • Measures community engagement and volunteer capacity supporting City services • Demonstrates progress toward accessible programming and environmental stewardship • Informs program planning, resource needs, and volunteer recruitment and retention	• Volunteer program roster and time tracking records • Annual	2027: 24,000 2028: 25,000



Healthy and Sustainable *Program Measures*

We value a healthy environment that supports an active community

Outcome	Improve Community Health, Safety, and Emergency Readiness ***(New)***
Dashboard Indicator	Lower non-critical 911 utilization ***(New)***
Budget Plan #9	Community Health & Wellbeing ***(New)***

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
------	**New** Number of Community Health Program (CHP) connected with unique, clients, providing personalized, holistic care and access to essential resources	Tracks the number of unique clients which is important for staff in measuring need	Apricot – Human Services Julota – Police and Fire	Year-over-year
------	**New** Number of Community Health Program (CHP) partners with internal and external healthy care and social service agencies and organizations to enhance access to resources.	Tracks number of partners which is important for getting better client outcomes if there is more specialized care available	Apricot – Human Services Julota – Police and Fire	Year-over-year



Healthy and Sustainable
Program Measures

We value a healthy environment that supports an active community

Outcome	Improve Community Health, Safety, and Emergency Readiness ***(New)***
Dashboard Indicator	Lower non-critical 911 utilization ***(New)***
Budget Plan #9	Community Health & Wellbeing ***(New)***

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
------	**New** Number of Community Health Program (CHP) facilitated interactions with or on behalf of clients, providing essential support and connecting individuals to resources	Tracks the amount of interacts, which helps us know how many interactions are need with unique individuals to support their independence.	Apricot – Human Services Julota – Police and Fire	Year-over-year
------	**New** Number of Community Health Program (CHP) dedicated service hours to supporting clients, addressing their health and wellness needs through personalized care and resource connections.	Tracks the amount of time spent with each client, which helps us know how much resource support is needed on average per client.	Apricot – Human Services Julota – Police and Fire	Year-over-year
------	**New** Integrated Service Alignment Indicators (ISAI) = Client Served + Verified Referrals / Total Interaction Hours	Measures the rate of time spent to meet an individual clients needs. Which helps understand total staffing levels needed.	Apricot – Human Services Julota – Police and Fire	Year-over-year



Healthy and Sustainable

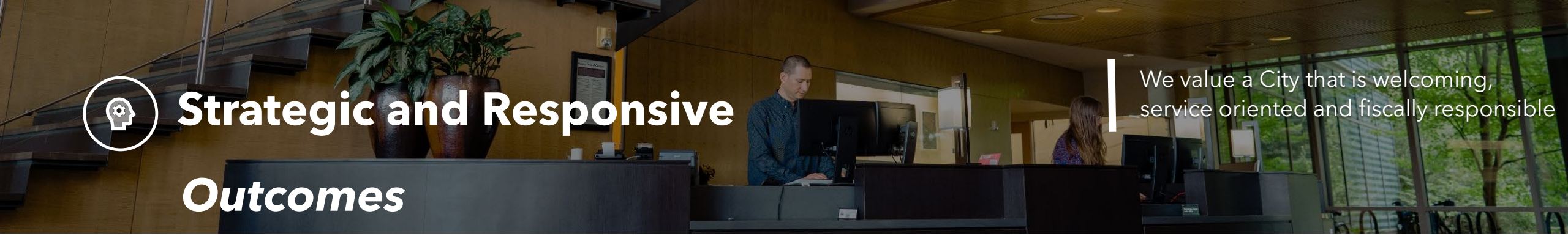
Objectives

We value a healthy environment that supports an active community

No	Objective
1	Use the City's environmental and park plans to guide strategic investments and partnerships that support a healthy and sustainable environment and community
2	Provide engagement, education and outreach opportunities to promote actions that preserve the natural environment
3	Measure performance to improve service delivery and program effectiveness
4	Support efforts that improve the sustainability of natural resources and the community's ability to connect with the natural environment
5	Maintain Redmond's quality of life and healthy local ecosystem through compliance to local, state and federal environmental regulations
6	Inspect, clean and maintain infrastructure to prevent pollutants from entering streams and groundwater
7	Provide activities, recreation, and spaces to gather and celebrate our diverse community and learn with each other

Budgeting by Priorities

Strategic & Responsive

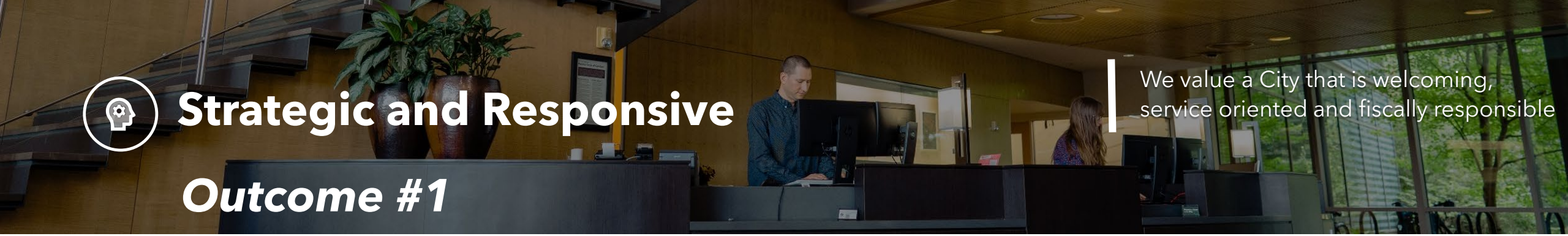


Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Outcomes

No.	Current Outcome	Proposed Outcome
1	Fiscally responsible organization	***No Change***
2	Welcoming, innovative and continuous learning culture	***No Change***
	----------	***New*** Welcoming, Inclusive, and Engaged Community
3	Leadership that aligns community needs with strategic planning and City operations	***Refined*** Trusted and responsive government

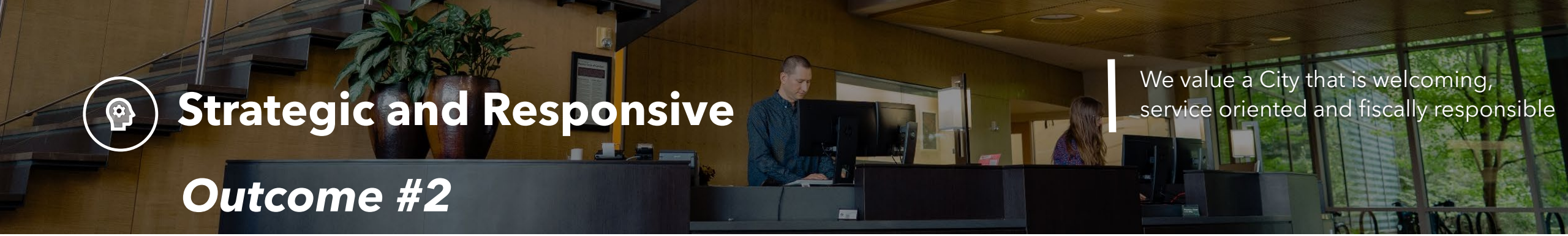


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Outcome #1

Current Outcome	Proposed Outcome	Description	Contributing Departments/ Partners	How was the Outcome Determined
Fiscally responsible organization	***No Change***	• Ensures responsible management of public funds and long-term financial stability • Supports informed operating, capital, and service investment decisions • Balances current service needs with future fiscal sustainability and risk management	• All City Departments • Finance (budgeting, forecasting, financial reporting)	• Community Strategic Plan • Redmond 2050 • Long-Range Financial Strategy • Departmental Functional Plans • Council Vision and Priorities • Community engagement and priorities

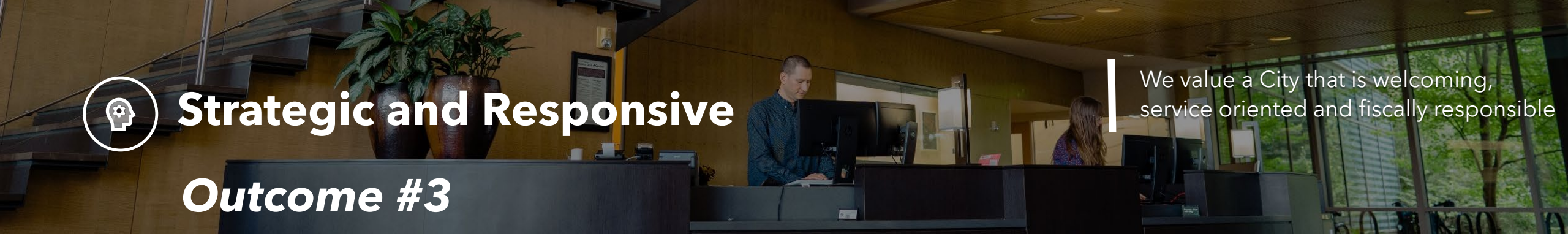


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Outcome #2

Current Outcome	Proposed Outcome	Description	Contributing Departments/ Partners	How was the Outcome Determined
Welcoming, innovative and continuous learning culture	**No Change**	• A workplace where people are supported and inspired to learn and advance, enabling high quality public service through commitment to employee growth and experience	All Departments	• Recruitment and Retention • Access and participation in learning opportunities

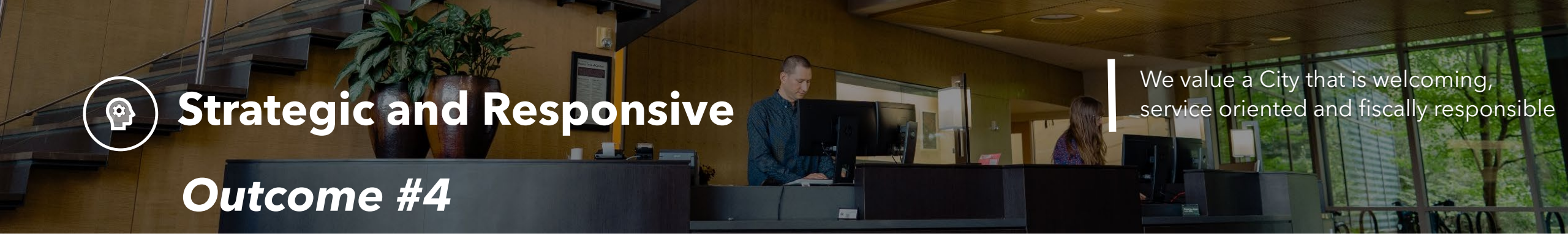


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Outcome #3

Current Outcome	Proposed Outcome	Description	Contributing Departments/ Partners	How was the Outcome Determined
----------	**New** Welcoming, Inclusive, and Engaged Community	• Fosters a community where residents feel respected, safe, and valued • Ensures equitable access to City services, programs, and opportunities • Promotes meaningful community connection, participation, and trust in City government • Centers inclusion, belonging, and engagement across all neighborhoods and populations	• All City departments • Community partners and service providers • Resident advisory groups and boards	• Community engagement • Community Partner Input • LetsConnectRedmond

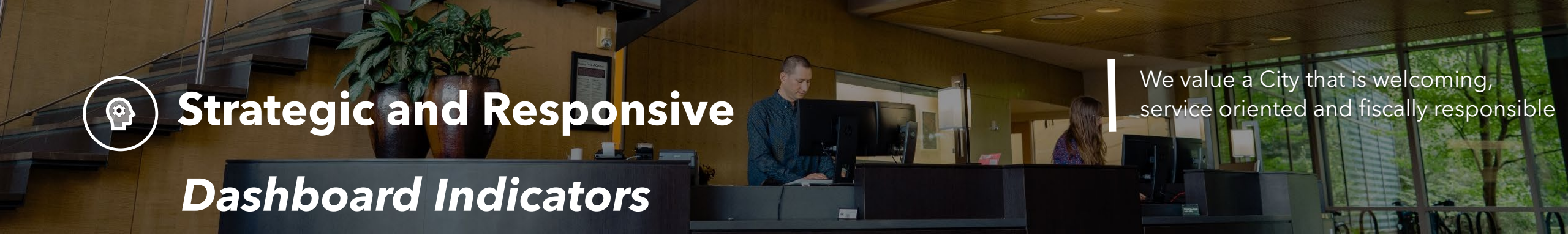


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Outcome #4

Current Outcome	Proposed Outcome	Description	Contributing Departments/ Partners	How was the Outcome Determined
Leadership that aligns community needs with strategic planning and City operations	***Refined*** Trusted and responsive government	• Actively listens to community needs, feedback, and concerns • Responds in a timely, consistent, and customer-focused manner • Communicates clearly and transparently about decisions and services • Aligns strategic planning with day-to-day operations and service delivery • Builds public trust through reliable, equitable, and inclusive decision-making	• All City departments (shared responsibility across the organization)	• Annual community survey • Community meetings, stakeholder groups, questionnaires • QAlert response



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Dashboard Indicators

No	Current Dashboard Indicator	Proposed Dashboard Indicator
1	Trend in the Price of Government	***Refined*** Community Investment Rate for Government Services
2	Bond Rating	***Refined*** The City's Bond Rating
3	Turnover Rate	***No Change***
4	---------	***New*** Fostering a diverse community by providing equitable access to services
5	Community Satisfaction Rating	***No Change***
6	---------	***New*** Effective Delivery of City Services



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Dashboard Indicator #1 & #2

Outcome	Fiscally responsible organization

Current Dashboard Indicator	Proposed Dashboard Indicator	Purpose/ Description	Contributing Departments/ Partners	Data Source/ Frequency	Target
Trend in the Price of Government	***Refined*** Community Investment Rate for Government Services	• Measures the overall cost of City services relative to community income and economic activity • Helps assess affordability, sustainability, and revenue capacity over time • Informs decisions about service levels, investments, and long-term financial balance	• Finance • All Departments	• D365 / Power BI • Annual	5%-5.5%
Bond Rating	***Refined*** The City's Bond Rating	• Indicates overall financial strength, stability, and creditworthiness • Reflects the City's ability to manage debt, reserves, and long-term obligations • Higher ratings reduce borrowing costs and protect taxpayer dollars	• Finance • All Departments	• Credit rating agency reports • Annual	AAA



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Dashboard Indicator #3

Outcome	Welcoming, innovative, and continuous learning culture

Current Dashboard Indicator	**Proposed Dashboard Indicator**	**Purpose/ Description**	**Contributing Departments/ Partners**	**Data Source/ Frequency**	**Target**
Turnover Rate	***No Change***	• Measures the percentage of employees who leave the organization annually, including voluntary and involuntary separations. • Indicates workforce health, retention, and trends that inform staffing, engagement, and workforce planning.	All Departments	• Eden HRIS reports • Annual	10%



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Dashboard Indicator #4

Outcome	Welcoming, inclusive, and engaged community

Current Dashboard Indicator	Proposed Dashboard Indicator	Purpose/ Description	Contributing Departments/ Partners	Data Source/ Frequency	Target
---	**New** Fostering a diverse community by providing equitable access to services	• Indicates whether residents can access City services regardless of language, background, or circumstance • Reflects inclusion, belonging, and reduced participation barriers • Signals progress toward stronger social connection and community resilience • Helps identify gaps in outreach, accessibility, and service delivery	• All Departments • Communications and Community Engagement teams • Human Services and program delivery departments	• Translation and interpretation services usage • Community outreach events and participation counts • Let's Connect Redmond • Annual	Year-over-year Increase



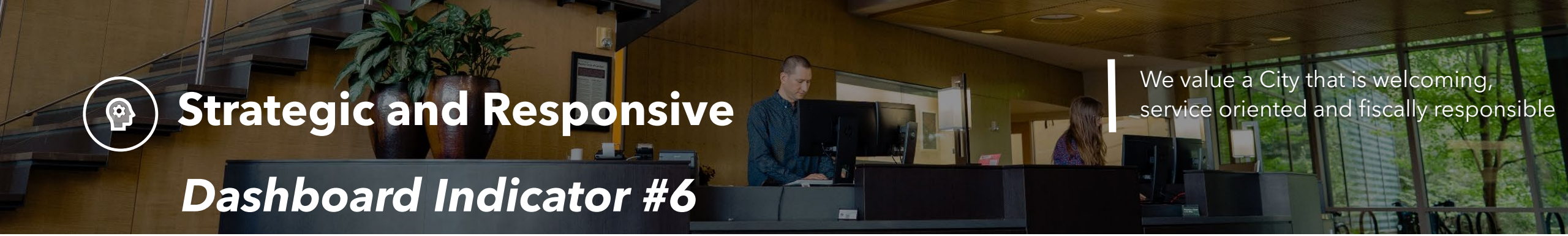
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Dashboard Indicator #5

Outcome	Trusted and responsive government

Current Dashboard Indicator	**Proposed Dashboard Indicator**	**Purpose/ Description**	**Contributing Departments/ Partners**	**Data Source/ Frequency**	**Target**
Community Satisfaction Rating	**No Change**	• Provides an annual, statistically valid measure of how satisfied community members are with City services • Reflects community trust, confidence, and overall perception of City performance • Supports accountability by tracking whether services meet community expectations over time	All Departments	• Community Survey • Annual	Year-over-year Increase



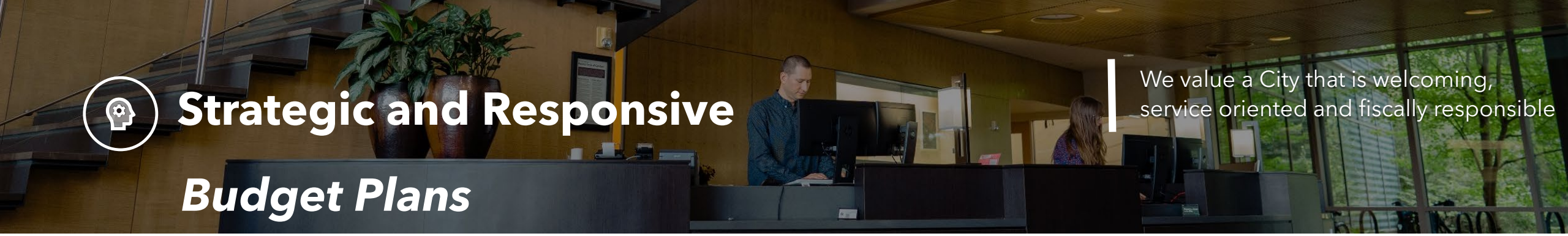
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Dashboard Indicator #6

Outcome	Trusted and responsive government

Current Dashboard Indicator	**Proposed Dashboard Indicator**	**Purpose/ Description**	**Contributing Departments/ Partners**	**Data Source/ Frequency**	**Target**
Trend in the Price of Government	**Removed and New** Effective Delivery of City Services	• Reflects whether residents feel supported, connected, and confident in City services • Indicates how effectively the City delivers services residents rely on in daily life • Helps assess trust, responsiveness, and reliability of local government operations	All Departments	• Community survey • Number of completed QAlert requests • Annual	Year-over-year Increase

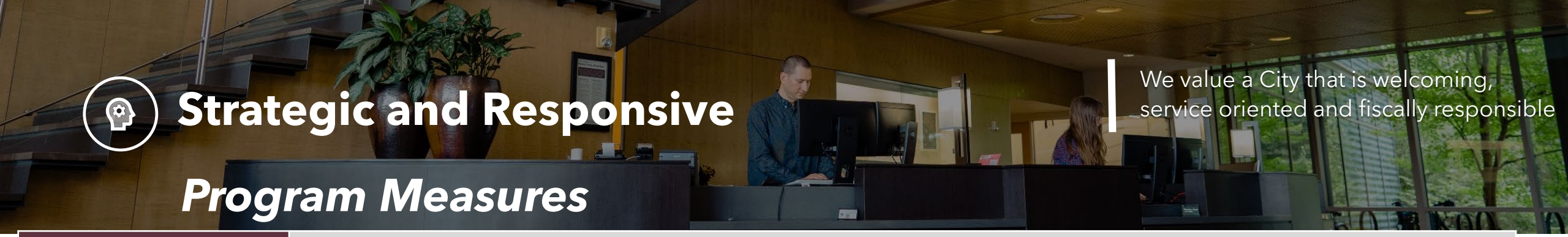


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Budget Plans

No	Current Budget Plans	Proposed Change
1	Fiscal Accountability	***No Change***
2	Operating Reserves	***No Change***
3	Human Resources	***No Change***
4	Diversity, Equity, and Inclusion	***Refined*** Respect, Diversity, Equity, and Inclusion
5	Citywide Communications	***No Change***
6	Technology Solutions	***No Change***
7	Community Outreach and Involvement	***No Change***
8	Fleet Management	***No Change***
9	Executive Leadership	***No Change***
10	City Council	***No Change***



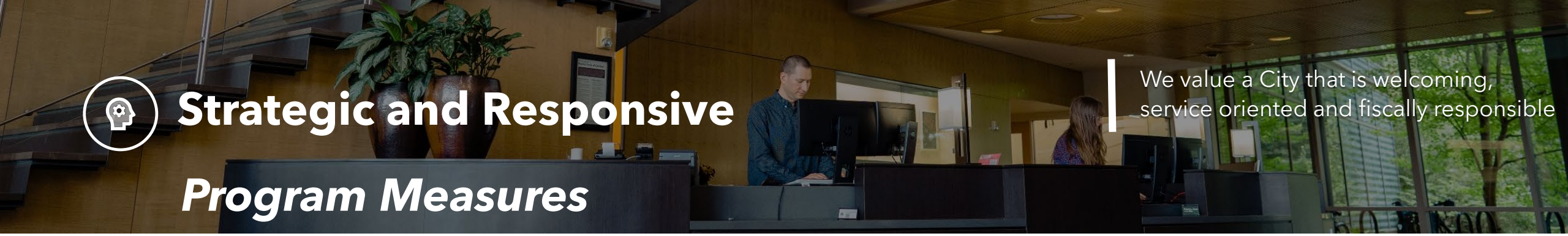
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Program Measures

Outcome	Fiscally responsible organization
Dashboard Indicator	Community Investment Rate for Government Services
Budget Plan #1	Fiscal Accountability

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source	Target
-----	Percentage of total revenues that comes from non-taxed or external sources	• Measures the share of City revenues from grants, partnerships, and non-tax sources. • Indicates progress in revenue diversification and reducing reliance on resident-paid taxes.	Budget vs. Actual Report	Year-over-Year trend
-----	Percentage of total spend on environmentally preferred products (EPP)	• Measures the share of purchasing spent on certified sustainable or eco-friendly products. • Reflects progress toward the City's environmental and climate commitments.	D365 Procurement Data	Year-over-Year trend
-----	Percentage of total contract dollars awarded to diverse vendors.	• Tracks equity in City contracting and supplier diversity. • Demonstrates progress toward inclusive procurement and REDI objectives.	D365 Procurement Data	Year-over-Year trend
Percentage of month-end closures completed by the 10th working day	***Removed***	Internal and operational measure	------	------



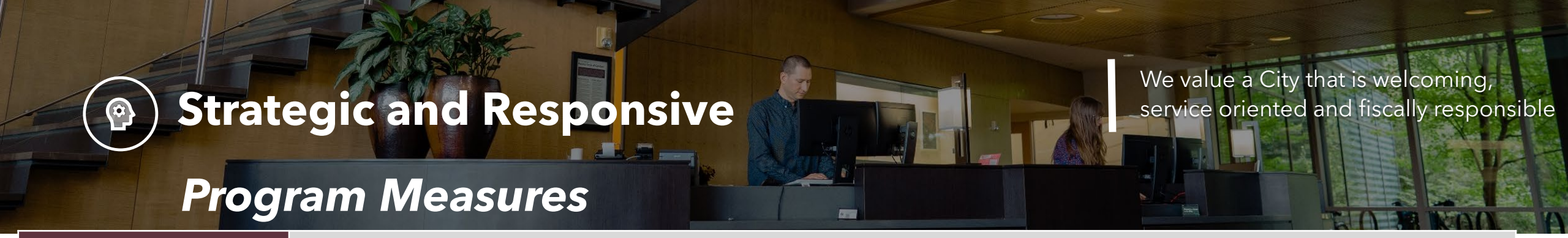
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Program Measures

Outcome	Fiscally responsible organization
Dashboard Indicator	The City's Bond Rating
Budget Plan #2	Operating Reserves

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source	Target
Percentage of reserves maintained at policy levels	**No Change**	• Monitors whether City reserves meet adopted policy targets. • Supports bond rating stability, emergency preparedness, and long-term fiscal resilience.	Financial Reports	100%
Percentage of equipment replaced within the appropriate timeframe	**Removed**	Difficult to consistently track with existing data systems and available tools.	-------	------
Number of material misstatements from audits performed	**Refined** Number of annual material misstatements or audit findings	• Tracks significant audit findings that reflect the strength of internal controls, accounting accuracy, and financial processes. • Fewer findings indicate improved financial integrity and reduced audit risk.	• State Auditor's Office (SAO) audit reports • Updated annually	Zero



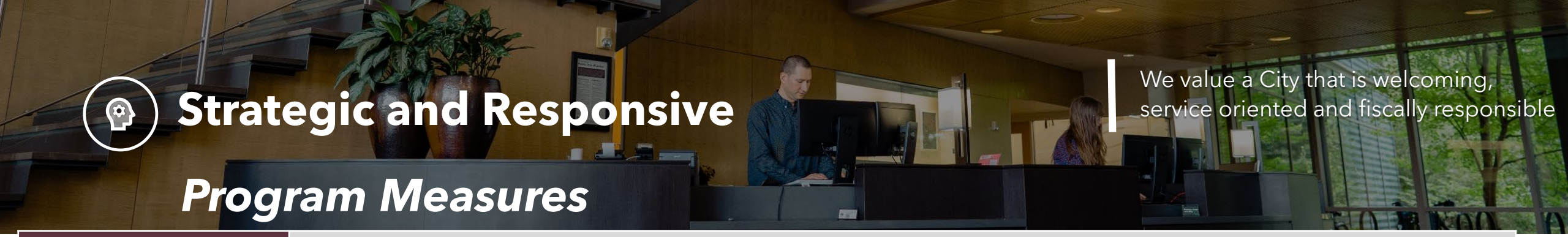
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Program Measures

Outcome	Welcoming, innovative and continuous learning culture
Dashboard Indicator	Turnover Rate
Budget Plan #3	Human Resources

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source	Target
Percentage of new employees retained following their probationary period	***No Change***	• Measures the percentage of new hires who remain employed after completing probation. • Reflects effectiveness of recruitment, onboarding, job fit, and early employee experience.	• Eden HRIS Reports • Updated Annually	85% probationary retention
Average number of days to fill a vacancy	***No Change***	• Measures recruiting efficiency and time to secure talent. • Supports workforce and operational planning by identifying hiring bottlenecks and minimizing service impacts from vacancies.	• NeoGov Applicant Tracking System data managed in Microsoft Lists • Updated weekly	Competitive average of 55 days



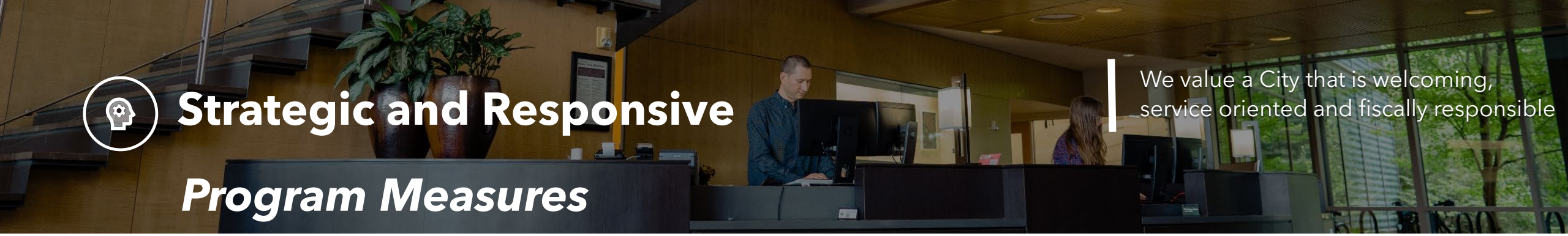
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Program Measures

Outcome	Welcoming, innovative and continuous learning culture
Dashboard Indicator	Turnover Rate
Budget Plan #3	Human Resources

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source	Target
---------	***New*** Percentage of city staff who attend professional development through monthly HR Learning & Development sessions	Measures the extent to which employees actively participate in a broad range of professional development activities. Demonstrates employee's commitment to investing into their own continuous learning.	Vector Solutions Learning Management System	25%



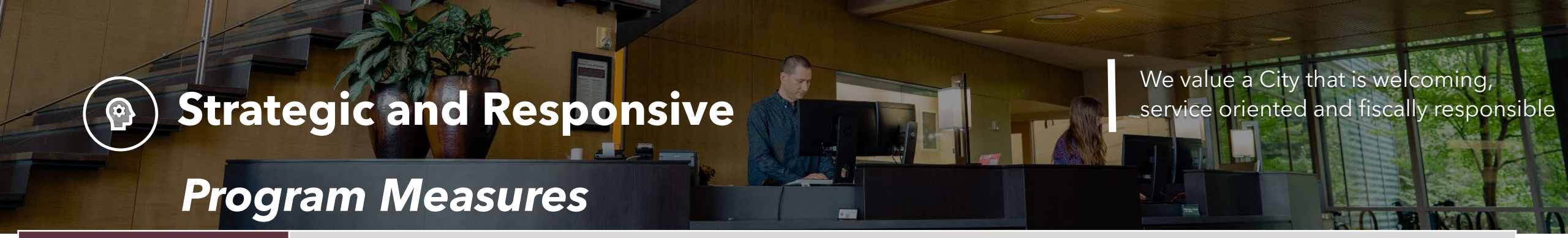
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Program Measures

Outcome	Welcoming, Inclusive, and Engaged Community ***(New)***
Dashboard Indicator	Fostering a diverse community by providing equitable access to services ***(New)***
Budget Plan #4	Respect, Diversity, Equity, and Inclusion

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source	Target
Percentage of members of boards, commissions, and committees who identify as part of an under-represented community	**Refined** Number of new and maintained community partnerships	• Tracks the City's ability to build and sustain meaningful partnerships with community organizations. • Reflects progress toward inclusive engagement, shared service delivery, and trust-building aligned with REDI goals.	• Report on active and new partnerships • Annual	Year-over-year Increase
Number of staff and members of boards, commissions, and committees receiving training on equity or cultural competency	**Remove**	Not easily or currently tracked	------	------



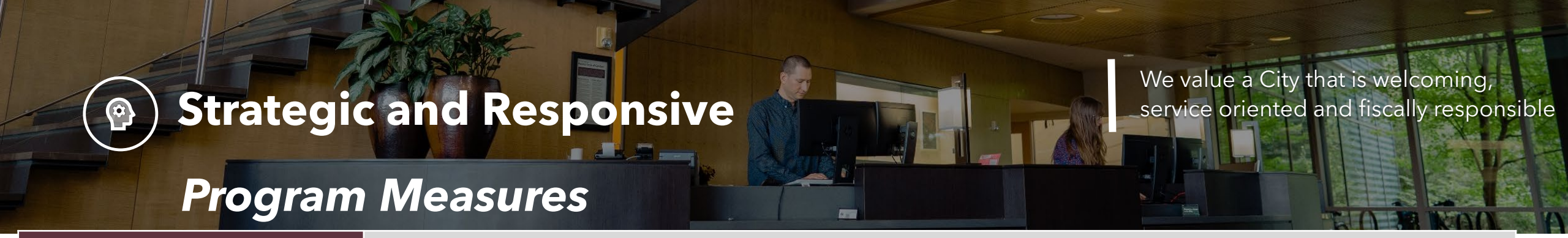
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Program Measures

Outcome	Trusted and responsive government ***(New)***
Dashboard Indicator	Community Satisfaction Rating
Budget Plan #5	Technology Solutions

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source	Target
Percentage of City staff who have completed the yearly Security Awareness Training	**No Change**	• Measures workforce readiness to follow security protocols and reduce cyber risk. • Supports Citywide operational continuity and protection of sensitive data.	• KnowBe4 training completion reports • Updated annually	2027-94% 2028-95%
Percentage of Service Desk requests resolved within published service level agreement parameters	**No Change**	• Measures responsiveness and reliability of IT support services. • Ensures timely issue resolution to support uninterrupted City operations.	• SolarWinds service desk reports • Updated annually	2027-91% 2028-92%
--------	**New** Percentage of Redmond staff who are satisfied with the quality of service provided by TIS	• Measures staff satisfaction with TIS service quality and responsiveness, indicating how effectively technology services support City operations and staff productivity.	• TIS Experience Survey • Conducted annually	≥ 86% agree or strongly agree



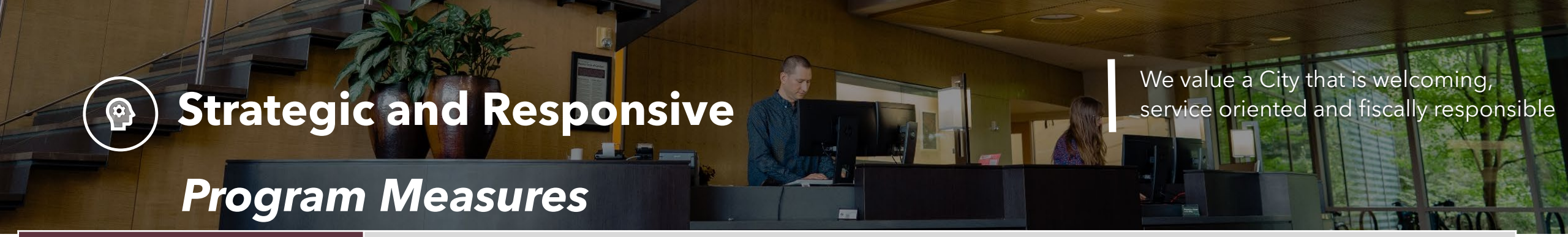
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Program Measures

Outcome	Trusted and responsive government ***(New)***
Dashboard Indicator	Community Satisfaction Rating
Budget Plan #5 (Continued)	Technology Solutions

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
--------	**New** Percentage of Redmond staff who state that TIS proactively offers helpful suggestions to improve how they use technology	• Measures how effectively TIS partners with staff to understand their work and proactively recommend technology solutions that improve operations and innovation, beyond reactive issue resolution.	• TIS Experience Survey • Annual	≥ 61% agree or strongly agree
--------	**New** Net Promoter Score (NPS) of how likely Redmond staff are to recommend TIS as a reliable and valuable partner	• Measures staff willingness to recommend TIS as a reliable, trusted, and value-adding partner, reflecting overall service quality, responsiveness, and relationship strength.	• TIS Experience Survey (NPS Report) • Annual	≥ 38 points



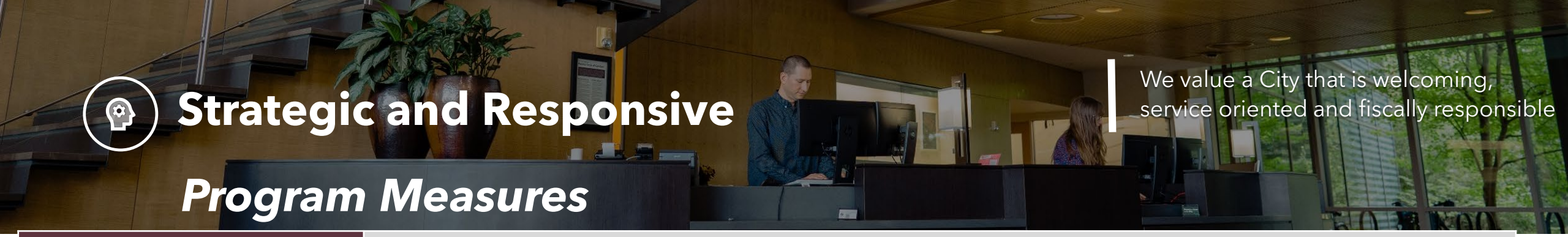
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Program Measures

Outcome	Trusted and responsive government ***(New)***
Dashboard Indicator	Community Satisfaction Rating
Budget Plan #6	Citywide Communications

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source	Target
Number of responses to the annual community survey and online questionnaires	**Moved to Budget Plan #7, Community Outreach and Involvement**	--------	--------	--------
Percentage of community members responding that they feel informed regarding City programs, initiatives, projects and issues.	**No Change**	• Measures the percentage of residents who feel informed about City programs, initiatives, projects, and issues • Reflects effectiveness of City communication, transparency, and outreach efforts • Indicates progress toward a responsive government that keeps residents informed	• Community survey and online questionnaires • Annual	Year-over-year Change



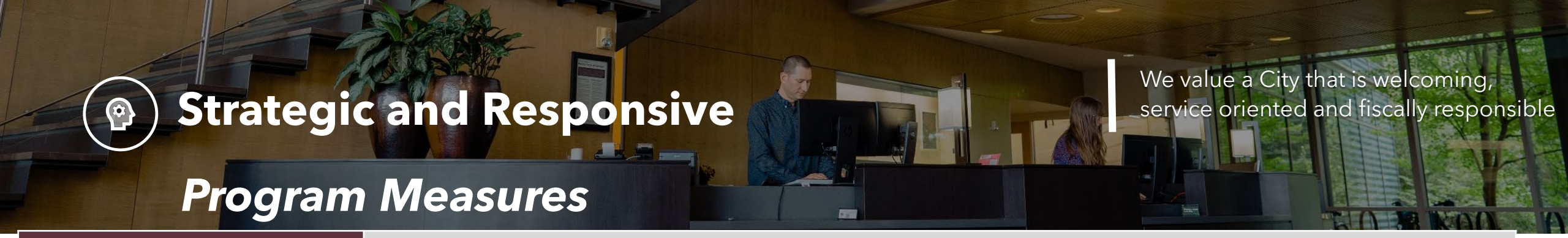
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Program Measures

Outcome	Trusted and responsive government ***(New)***
Dashboard Indicator	Community Satisfaction Rating
Budget Plan #7	Community Outreach and Involvement

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
Percentage of community members who feel the City is utilizing community feedback on priority project decision making	**No Change**	• Measures community perception of whether City decision-making reflects public input • Indicates effectiveness of community engagement and feedback loops • Demonstrates responsiveness and trust in City priority-setting processes	• Community Survey • Annual	Year-over-year Change



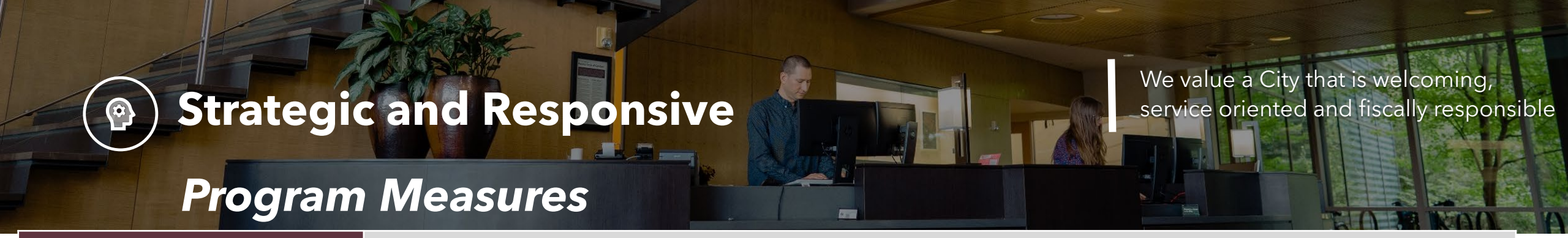
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Program Measures

Outcome	Trusted and responsive government ***(New)***
Dashboard Indicator	Community Satisfaction Rating
Budget Plan #8	Fleet Management

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
--------	***New*** Annual greenhouse gas emissions from fleet operations (CO_2e)	• Tracks fleet-related GHG emissions and progress toward climate goals. • Informs EV investments, fuel strategy, and operational efficiency.	• WEX fuel data, AssetWorks, EPA conversion factors • Annual	Year-over-year reduction
Percentage of light duty alternative fuel vehicles within the City fleet	***Moved from Budget Plan #7 and Refined*** Percentage of light-duty fleet transitioned to propane, hybrid, plug-in hybrid, or full EV	• Tracks progress toward a lower-emission fleet and GHG reduction goals. • Informs fleet replacement, EV charging, and long-term capital planning.	• AssetWorks inventory and WEX fuel data • Quarterly	Year-over-year Increase



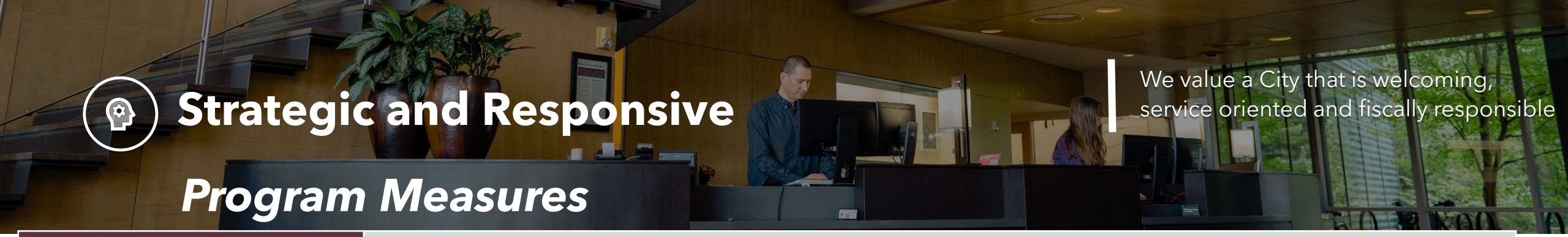
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Program Measures

Outcome	Trusted and responsive government ***(New)***
Dashboard Indicator	Community Satisfaction Rating
Budget Plan #8 (Continued)	Fleet Management

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
Percentage of time vehicles and equipment are available as compared to out of service	***Refined*** Percentage of time vehicles and equipment are available for use	• Measures fleet readiness to support essential City services. • High availability supports service reliability, reduces rentals, and lowers lifecycle costs.	• AssetWorks work orders and downtime codes • Updated daily; reported monthly/quarterly	≥95% availability for priority vehicles
--------	***New*** Percentage of preventive maintenance services completed within manufactured recommended practice or City-defined intervals	• Measures effectiveness of preventive maintenance to reduce failures and extend asset life. • Supports asset stewardship, reliability, and cost control.	• AssetWorks PM schedules and work orders • Updated continuously; reported monthly	≥85–90% on-time completion



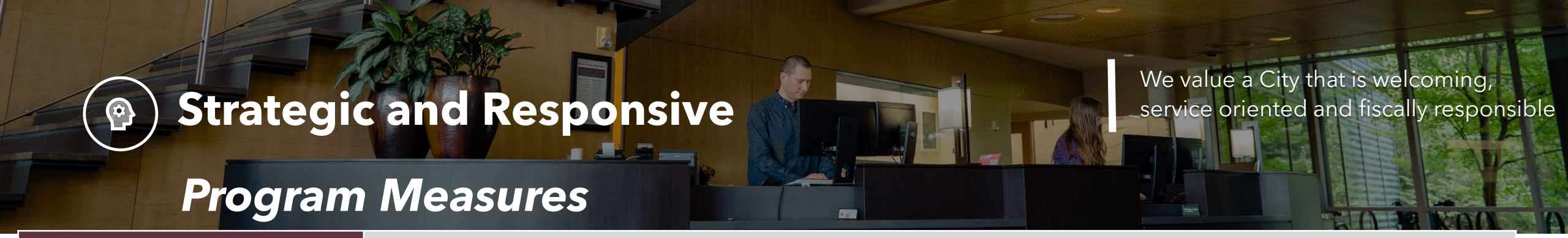
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Program Measures

Outcome	Trusted and responsive government ***(New)***
Dashboard Indicator	Effective Delivery of City Services
Budget Plan #9	Executive Leadership

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source/ Frequency	Target
Numbers of barrier to access city services equitably; e.g., translation, mobility, age, etc.	**Refined** Number of community members accessing language or translation support services	• Tracks use of language and translation support across City services. • Indicates progress in reducing access barriers and improving equitable service delivery. • Demonstrates the City's commitment to clear, inclusive, and transparent communication. • Supports informed decisions about resource allocation, outreach, and service design.	• Translation devices at front desks, Public Safety, and inspection services • Website translation and interpretation service • LetsConnectRedmond platform • Annual	Year-over-year Change



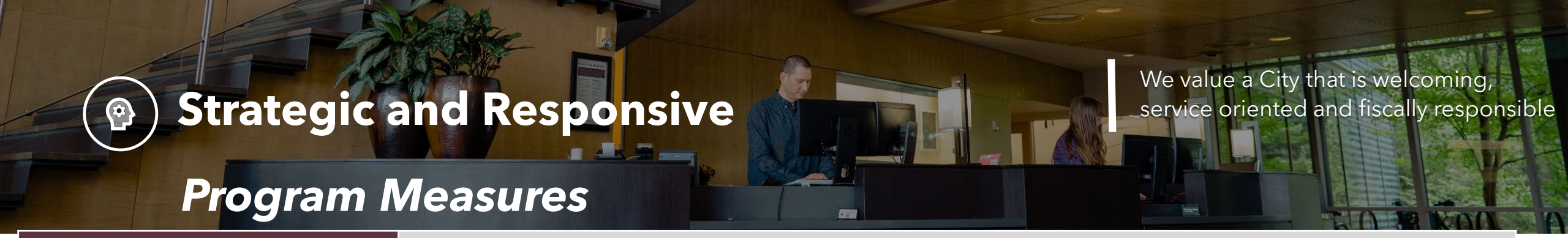
Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Program Measures

Outcome	Trusted and responsive government ***(New)***
Dashboard Indicator	Effective Delivery of City Services
Budget Plan #10	City Council

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source	Target
Percentage of agendas that are published three days in advance of Committee of the Whole meetings	**Refined** Percentage of council agendas that are published three days in advance of Council meetings	• Tracks whether Council agendas are published at least three days in advance of meetings • Ensures transparency and timely public access to information Council will discuss • Supports compliance with state open meeting and public notice requirements • Reinforces accountability and public trust in Council decision-making	Granicus Agenda Management System	100%



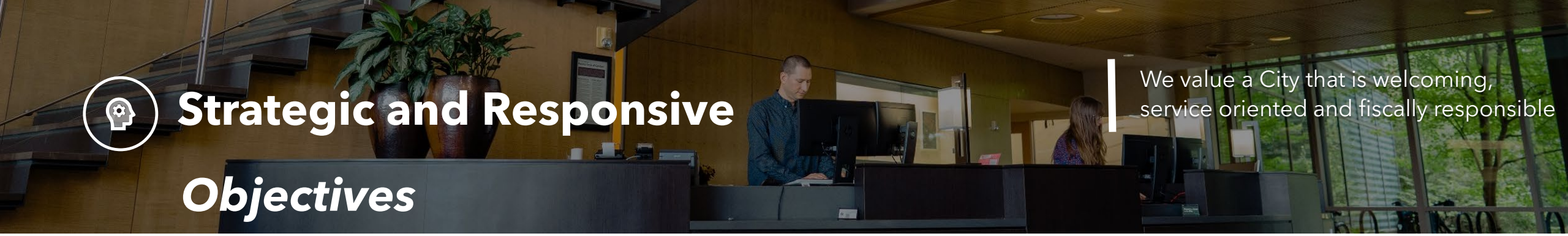
Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Program Measures

Outcome	Trusted and responsive government ***(New)***
Dashboard Indicator	Effective Delivery of City Services
Budget Plan #10 (Continued)	City Council

Current Program Measure	Proposed Program Measure	Purpose / Description	Data Source	Target
Percentage of Ombuds issues that are formally acknowledged, closed and reported within established timeframes	**Refined** Percentage of Council Ombuds issues that are formally acknowledged, closed and reported within established timeframes	• Tracks timely and complete responses to Council Ombuds inquiries, including emails, letters, phone calls, and public comments • Ensures community concerns are acknowledged, addressed, and resolved within established timeframes • Demonstrates accountable, transparent, and responsive customer service	• Email, mail, and phone message tracking • Annual	100%



Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Objectives

No	Objective
1	Use the Long-Term Financial Strategy and the Community Strategic Plan to guide the City in fiscal matters
2	Connect with the local and regional community through broad and inclusive communication and public engagement strategies
3	Measure performance and improve service delivery and program effectiveness
4	Leverage City financial resources with matching grants and partnerships that support and benefit the community
5	Continue to develop strategies that advance the City towards its goals, mission, vision, and values
6	Use asset management, performance measurement and data to drive decisions regarding City operations, capital expenditures, policy, and strategic initiatives
7	Modernize and maintain key business applications and external facing systems

Thank you

Any Questions?

Redmond
WASHINGTON



Outcome Map Refresh

January 27, 2026

- Haritha Narra, Deputy Finance Director
- Hailey Zurcher, Financial Planning Manager
- Deputy Directors & Financial Planning Team

Redmond
WASHINGTON

Agenda

- Background
- Purpose
- Framework Overview
- Governance & Process
- Review by Priority
  - Healthy and Sustainable
  - Strategic and Responsive
- Next Steps

Background

- Last refreshed in 2020
- Community input gathered through focus groups, emphasizing:
  - Community values and desired outcomes
  - Service priorities and quality of life
  - Equity, access, and long-term sustainability
- Budget priorities consolidated from six to four based on community feedback
- Ongoing community input incorporated through the Civic Results Team and public hearings

Purpose

- Modernize the framework to reflect current community values, priorities, and service expectations
- Major citywide plans have since been updated (Redmond 2050, Community Strategic Plan [CSP], Long-Range Financial Strategy, functional plans)
- Strengthen alignment between city outcomes, dashboard indicators, program measures, objectives, and the biennial budget
- Enhance transparency, accountability, and data-informed decision-making for Council, staff, and the community
- Establish a clear foundation for upcoming biennial budget discussions

Framework Overview

Outcome

What are we trying to achieve for the community?

- What success looks like
- Define the long-term impact the City aims to create (e.g., a safe, sustainable, vibrant, and connected community)
- Guide strategic alignment across departments, budgets, and Council priorities

Dashboard Indicators

How will we measure progress toward a better community?

- Quantifiable, high-level performance metrics that show how well the City is progressing toward its outcomes
- Allow comparison to targets and benchmarks

Performance Measures

How will we track and improve our daily work?

- *Specific, data-driven metrics used by departments to monitor program effectiveness and operational performance*
- *Provide actionable data for managers and staff to make informed decisions*
- *May evolve as program changes*

Objectives

What strategies will help us achieve those outcomes?

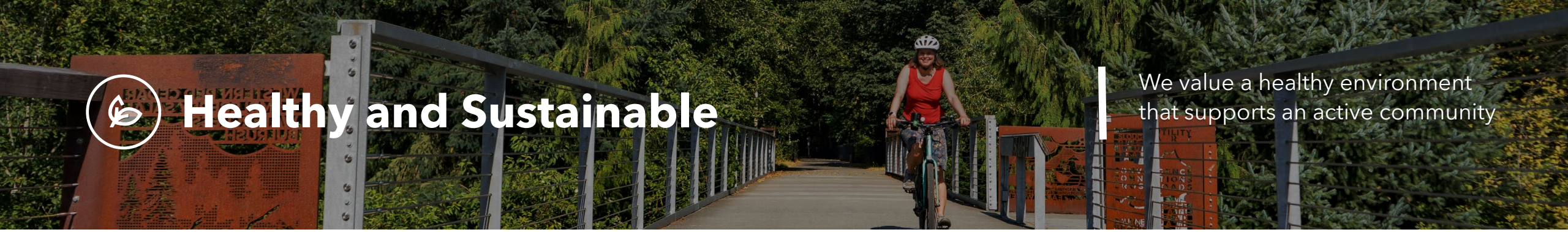
- *Department-driven strategies and focus areas that outline how the City will achieve the outcomes*
- *Translate high-level outcomes into operational intent*

Governance & Process

- Citywide collaboration
  - Deputy Directors and staff co-developed and refined outcomes, indicators, measures, and objectives
  - Financial Planning facilitated alignment and consistency
  - Directors, the COO, and the Mayor reviewed and validated
- Cross-departmental process
  - Clarified and strengthened existing outcomes, indicators, and measures
  - Identified and removed gaps, redundancies, and misalignments
  - Proposed refinements and new outcomes, indicators, and measures where needed
  - Reinforced the connection between priorities and budget investments

Budgeting by Priorities

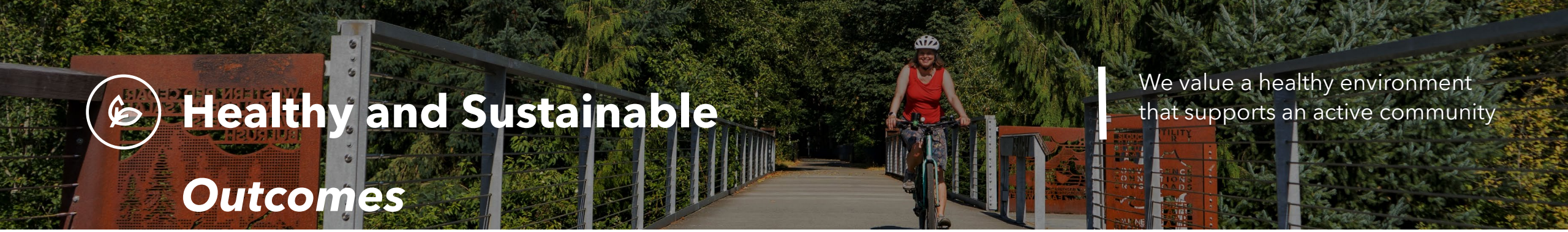
Healthy and Sustainable



Healthy and Sustainable

We value a healthy environment that supports an active community

Outcomes	Environmental preservation responsibly balanced with growth		Sustainable and resilient utility infrastructure that support a healthy environment		Climate action goals achieved through green practices and policies		Deliver inclusive, sustainable experiences that foster belonging, promote well-being, and build trust through responsive service and community connection		Improve Community Health, Safety, and Emergency Readiness
Budget Plans	Ground & Surface Water Management	Safe and Reliable Drinking Water	Stormwater Management	Wastewater Management	Solid Waste Management	Environmental Sustainability	Community Recreation	Parks, Trails, and Open Space	Community Health and Wellbeing
Dashboard Indicator	Percentage of drinking water quality tests that meet compliance regulations		Freshwater Water Quality Index		Community-wide greenhouse gas emissions (metric tons CO2e)		The number of community members who actively use parks, facilities, or recreation programs annually, supported by high-quality customer service interactions.	Percentage of residents and employees in Redmond who have convenient access (within 1/2 mile) to publicly accessible parks, trails, open spaces, and recreation facilities whether city-owned or managed by other entities such as school districts or regional agencies measured from their residence or place of employment	Lower non-critical 911 utilization	



Healthy and Sustainable

Outcomes

We value a healthy environment that supports an active community

No.	Current Outcome	Proposed Outcome
1	Environmental preservation responsibly balanced with growth	***No Change***
2	------	***New*** Sustainable and resilient utility Infrastructure that support a healthy environment
3	Climate action goals achieved through green practices and policies	***No Change***
4	Places and programs that support an active and involved community	***Refined*** Deliver inclusive, sustainable experiences that foster belonging, promote well-being, and build trust through responsive service and community connection
5	------	***New*** Improve Community Health, Safety, and Emergency Readiness



Healthy and Sustainable

Dashboard Indicators

We value a healthy environment that supports an active community

No	Current Dashboard Indicator	Proposed Dashboard Indicator
1	Percentage of drinking water quality tests that meet compliance regulations	***No Change***
2	Freshwater Water Quality Index	***No Change***
3	Community-wide greenhouse gas emissions (metric tons CO2e)	***No Change***
4	Recreation expenditures per capita	***Refined*** The number of community members who actively use parks, facilities, or recreation programs annually, supported by high-quality customer service interactions.
5	Percentage of residents and employees in Redmond that have convenient access to outdoor sports and fitness facilities from their residence or place of employment	***Refined*** Percentage of residents and employees in Redmond who have convenient access (within 1/2 mile) to publicly accessible parks, trails, open spaces, and recreation facilities whether city-owned or managed by other entities such as school districts or regional agencies measured from their residence or place of employment
6	--------	***New*** Lower non-critical 911 utilization



Healthy and Sustainable

Budget Plans → Program Measures

We value a healthy environment that supports an active community

No	Budget Plans	Current Program Measures	Proposed Program Measures
1	Ground & Surface Water Management	Percentage of groundwater monitoring wells that meet quality standards	***No Change***
		Percentage of high-risk sites provided with technical assistance	***No Change***
2	Safe & Reliable Drinking Water	Percentage of pressure reducing stations rebuilt each year	***No Change***
		Maintenance Report Card - Number of water main breaks per 100 miles of pipe	***Refined*** State of the Asset Report - Number of water main breaks per 100 miles of pipe



Healthy and Sustainable

Budget Plans → Program Measures

We value a healthy environment that supports an active community

No	Budget Plans	Current Program Measures	Proposed Program Measures
3	Stormwater Management	Percentage of City-owned catch basins inspected each year	***Refined*** Percentage of city-owned stormwater mains in poor condition
		Percentage of the City with adequate stormwater flow control	***No Change***
4	Wastewater Management	Percentage of City-owned sewer mains CCTV inspected each year	***Refined*** Percentage of city-owned sewer mains in poor condition
		Maintenance Report Card - Number of sanitary sewer overflows	***Refined*** State of the Asset Report - Number of sanitary sewer overflows
		------	***New*** Number of parcels in the city served by septic systems



Healthy and Sustainable

Budget Plans → Program Measures

We value a healthy environment that supports an active community

No	Budget Plans	Current Program Measures	Proposed Program Measures
5	Solid Waste Management	City of Redmond government operations greenhouse gas emissions (metric tons CO2e)	***Moved to Environmental Sustainability Budget Plan***
		Percentage of community-wide solid waste diverted from the landfill	***No Change***
		--------	***Moved from Environmental Sustainability Budget Plan*** Number of business and multi-family complexes participating in organics recycling
6	Environmental Sustainability	Community energy consumption (MMBtu)	***Remove***
		Number of business and multi-family complexes participating in organics recycling	***Move to Solid Waste Budget Plan***



Healthy and Sustainable

Budget Plans → Program Measures

We value a healthy environment that supports an active community

No	Budget Plans	Current Program Measures	Proposed Program Measures
6	Environmental Sustainability	--------	***New*** Per capita natural gas consumption (therms per resident)
		------	***Moved from Solid Waste Budget Plan*** City of Redmond government operations greenhouse gas emissions (metric tons CO2e)
7	Community Recreation	Number of people served through recreation activities	***Refined*** Number of people unique registrants served through recreation activities
		Number of hours indoor and outdoor facilities are scheduled for use	***Refined*** Number of hours indoor and outdoor facilities are scheduled available for use
		------	***New*** Percentage of applicants who qualify for income-based fee assistance and receive recreation fee support
		------	***New*** Percentage of QALERT Requests responded to within target timeframes



Healthy and Sustainable

Budget Plans → Program Measures

We value a healthy environment that supports an active community

No	Budget Plans	Current Program Measures	Proposed Program Measures
8	Parks, Trails, and Open Space	Percentage of total Redmond land area covered by tree foliage	***Refined*** Percentage of total Redmond land area covered by tree canopy
		------	***New*** Number of acres enrolled in active forest restoration
		------	***New*** Number of active Forest Stewards participating in Green Redmond Program
		------	***New*** Number of volunteer hours contributed for the Parks & Recreation Department



Healthy and Sustainable

Budget Plans → Program Measures

We value a healthy environment that supports an active community

No	Budget Plans	Current Program Measures	Proposed Program Measures
9	Community Health & Wellbeing **(New)**	------	***New*** Number of Community Health Program (CHP) connected with unique, clients, providing personalized, holistic care and access to essential resources
		------	***New*** Number of Community Health Program (CHP) partners with internal and external healthy care and social service agencies and organizations to enhance access to resources.
		------	***New*** Number of Community Health Program (CHP) facilitated interactions with or on behalf of clients, providing essential support and connecting individuals to resources
		------	***New*** Number of Community Health Program (CHP) dedicated service hours to supporting clients, addressing their health and wellness needs through personalized care and resource connections.
		------	***New*** Integrated Service Alignment Indicators (ISAI) = Client Served + Verified Referrals / Total Interaction Hours



Healthy and Sustainable

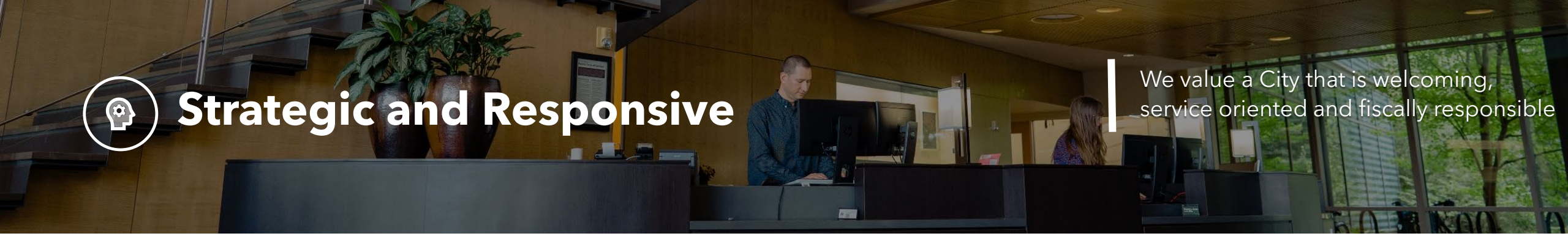
Objectives

We value a healthy environment that supports an active community

No	Objective
1	Use the City's environmental and park plans to guide strategic investments and partnerships that support a healthy and sustainable environment and community
2	Provide engagement, education and outreach opportunities to promote actions that preserve the natural environment
3	Measure performance to improve service delivery and program effectiveness
4	Support efforts that improve the sustainability of natural resources and the community's ability to connect with the natural environment
5	Maintain Redmond's quality of life and healthy local ecosystem through compliance to local, state and federal environmental regulations
6	Inspect, clean and maintain infrastructure to prevent pollutants from entering streams and groundwater
7	Provide activities, recreation, and spaces to gather and celebrate our diverse community and learn with each other

Budgeting by Priorities

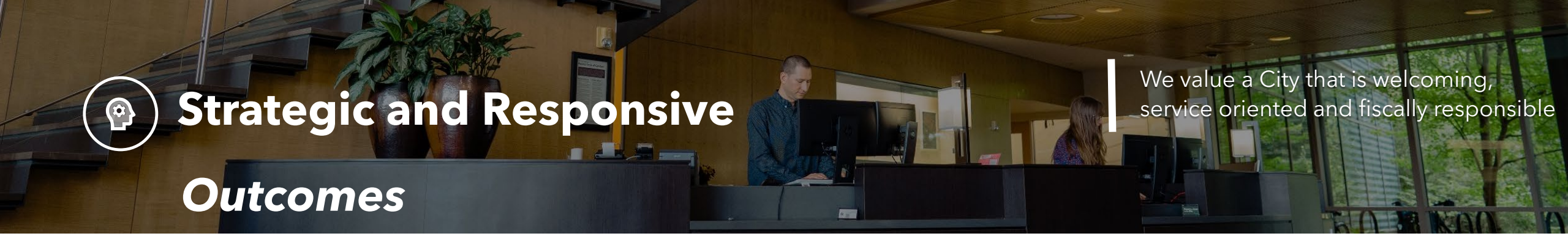
Strategic and Responsive



Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Outcomes	Fiscally responsible organization		Welcoming, innovative, and continuous learning culture	Welcoming, inclusive, and engaged community	Trusted and responsive government					
Budget Plans	Fiscal Accountability	Operating Reserves	Human Resources	Respect, Diversity, Equity, and Inclusion	Technology Solutions	Citywide Communications	Community Outreach and Involvement	Fleet Management	Executive Leadership	City Council
Dashboard Indicator	Community Investment Rate for government services The City's Bond Rating		Turnover rate	Fostering a diverse community by providing equitable access to services	Community Satisfaction Rating Effective delivery of city services					

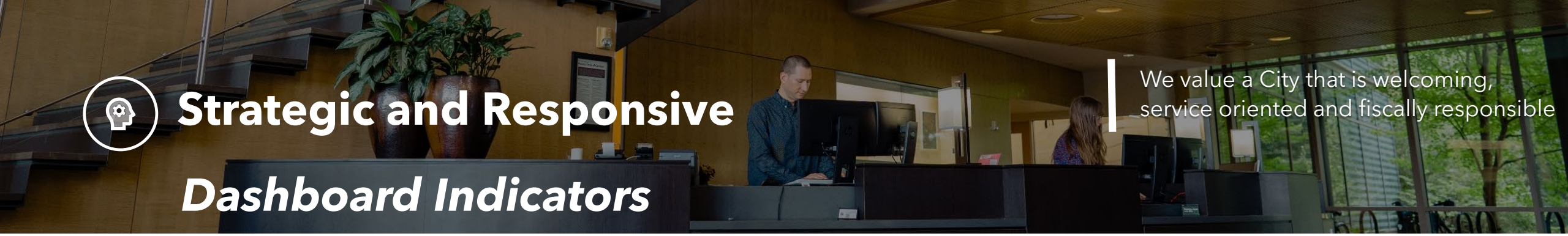


Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Outcomes

No.	Current Outcome	Proposed Outcome
1	Fiscally responsible organization	***No Change***
2	Welcoming, innovative and continuous learning culture	***No Change***
	----------	***New*** Welcoming, Inclusive, and Engaged Community
3	Leadership that aligns community needs with strategic planning and City operations	***Refined*** Trusted and responsive government



Strategic and Responsive

Dashboard Indicators

We value a City that is welcoming, service oriented and fiscally responsible

No	Current Dashboard Indicator	Proposed Dashboard Indicator
1	Trend in the Price of Government	***Refined*** Community Investment Rate for Government Services
2	Bond Rating	***Refined*** The City's Bond Rating
3	Turnover Rate	***No Change***
4	---------	***New*** Fostering a diverse community by providing equitable access to services
5	Community Satisfaction Rating	***No Change***
6	---------	***New*** Effective Delivery of City Services



Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Budget Plans → Program Measures

No	Budget Plans	Current Program Measures	Proposed Program Measures
1	Fiscal Accountability	Number of material misstatements from audits performed	***Refine and move to Operating Reserves budget plan***
		Percentage of month end closures completed by the 10th working day	***Remove***
		--------	***New*** Percentage of total revenues that come from non-tax or external sources
		--------	***New*** Percentage of total spend on environmentally preferred products (EPP)
		--------	***New*** Percentage of total contract dollars awarded to diverse vendors



Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Budget Plans → Program Measures

No	Budget Plans	Current Program Measures	Proposed Program Measures
2	Operating Reserves	Percentage of reserves maintained at policy levels	***Refine*** Percentage of reserves maintained at policy levels
		Percentage of equipment replaced within the appropriate timeframe	***Remove***
		--------	***Refined and moved from Fiscal Accountability budget plan*** Number of annual material misstatements or audit findings



Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Budget Plans → Program Measures

No	Budget Plans	Current Program Measures	Proposed Program Measures
3	Human Resources	Percentage of new employees retained following their probationary period	***No Change***
		Average number of days to fill a vacancy	***No Change***
		--------	***New*** Employee Development: Percentage of city staff who attend professional development through monthly HR L&D sessions



Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Budget Plans → Program Measures

No	Budget Plans	Current Program Measures	Proposed Program Measures
4	Respect, Diversity, Equity, and Inclusion	Number of staff and members of boards, commissions, and committees receiving training on equity or cultural competency	***Remove***
		Percentage of members of boards, commissions, and committees who identify as part of an underrepresented community	***Remove***
		--------	***New*** Number of new and maintained community partnerships



Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Budget Plans → Program Measures

No	Budget Plans	Current Program Measures	Proposed Program Measures
5	Technology Solutions	Percentage of City staff who have completed the yearly Security Awareness Training	***No Change***
		Percentage of Service Desk requests resolved within published service level agreement parameters	***No Change***
		--------	***New*** Net Promotor Score (NPS) of how likely Redmond staff are to recommend Technology & Information Services (TIS) as a reliable and valuable partner
		--------	***New*** Percentage of Redmond staff who are satisfied with the quality of service provided by Technology & Information Services (TIS)



Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Budget Plans → Program Measures

No	Budget Plans	Current Program Measures	Proposed Program Measures
5	Technology Solutions	--------	***New*** Percentage of Redmond staff who state that Technology & Information Services (TIS) proactively offers helpful suggestions to improve how they use technology
6	Citywide Communications	Number of responses to the annual community survey and online questionnaires	***Move to Community Outreach and Involvement***
		Percentage of community members responding that they feel informed regarding City programs, initiatives, projects and issues	***No Change***



Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Budget Plans → Program Measures

No	Budget Plans	Current Program Measures	Proposed Program Measures
7	Community Outreach & Involvement	Percentage of community members who feel the City is utilizing community feedback on priority project decision making	***No Change***
		--------	***From Citywide Communications*** Number of responses to the annual community survey and online questionnaires
		Percentage of community members responding that they feel informed regarding City programs, initiatives, projects and issues	***No Change***
8	Fleet Management	Percentage of light duty alternative fuel vehicles within the City fleet	***Refined*** Percentage of light-duty fleet transitioned to propane, hybrid, plug-in hybrid, or full EV
		Percentage of time vehicles and equipment are available as compared to out of service	***Refined*** Percentage of time vehicles and equipment are available for use



Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Budget Plans → Program Measures

No	Budget Plans	Current Program Measures	Proposed Program Measures
8	Fleet Management	--------	***New*** Annual greenhouse gas emissions from fleet operations (CO_2e)
		--------	***New*** Percentage of preventative maintenance services completed within manufactured recommended practice or City-defined intervals
9	Executive Leadership	Annual Community Quality of Life Rating	***No Change***
		Numbers of barriers to access city services equitably, e.g., translation, mobility, age, etc.	***Refined*** Number of community members accessing language or translation support services

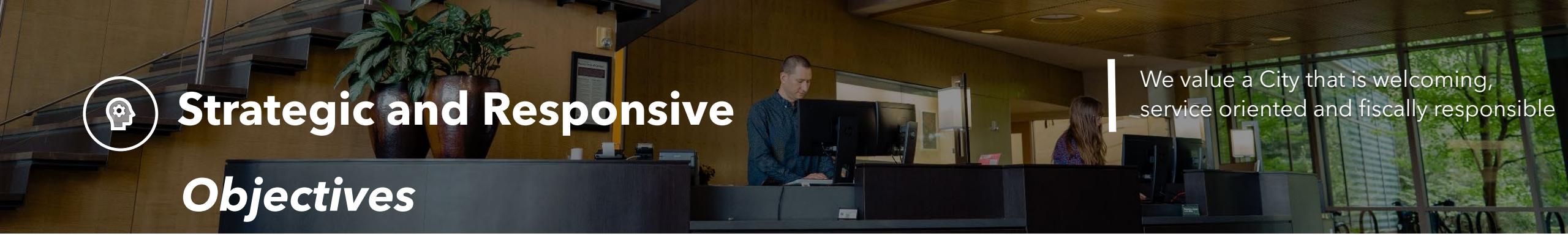


Strategic and Responsive

We value a City that is welcoming, service oriented and fiscally responsible

Budget Plans → Program Measures

No	Budget Plans	Current Program Measures	Proposed Program Measures
10	City Council	Percentage of agendas that are published three days in advance of Council meetings	***No Change***
		Percentage of Ombuds issues that are formally acknowledged, closed and reported within established timeframes	***Refined*** Percentage of Council Ombuds issues that are formally acknowledged, closed and reported within established timeframes



Strategic and Responsive

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Objectives

No	Objective
1	Use the Long-Term Financial Strategy and the Community Strategic Plan to guide the City in fiscal matters
2	Connect with the local and regional community through broad and inclusive communication and public engagement strategies
3	Measure performance and improve service delivery and program effectiveness
4	Leverage City financial resources with matching grants and partnerships that support and benefit the community
5	Continue to develop strategies that advance the City towards its goals, mission, vision, and values
6	Use asset management, performance measurement and data to drive decisions regarding City operations, capital expenditures, policy, and strategic initiatives
7	Modernize and maintain key business applications and external facing systems

Next Steps

- Study Session on February 10
  - Safe and Resilient
  - Vibrant and Connected

Thank you

Any Questions?

Redmond
WASHINGTON

15670 NE 85th Street
Redmond, WA

City of Redmond

Memorandum

Date: 1/27/2026
Meeting of: City Council Study Session

File No. SS 26-010
Type: Study Session

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

Public Works	Aaron Bert	425-556-2786

DEPARTMENT STAFF:

Public Works	Tess Wilkinson	Capital Program Planner
Public Works	Steve Gibbs	Capital Division Manager
Public Works	Brandon Buehler	Acting Deputy Director

TITLE:
2025 Q4 Capital Investment Program (CIP) Status Update including a Look Ahead to 2026, and an Update on the MOC Campus Rebuild Project

OVERVIEW STATEMENT:
Public Works will provide fourth quarter updates on active CIP projects and share an overview of what is to come in 2026. The purpose of this update is to provide an overview of the CIP progress and to receive feedback or answer questions about specific projects.

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

REQUESTED ACTION:

☐ **Receive Information** ☒ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  CIP
- **Required:**
  N/A
- **Council Request:**
  N/A
- **Other Key Facts:**
  None

OUTCOMES:
Quarterly updates are provided to showcase progress on active CIP projects to allow Council to ask questions and provide feedback.

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:
N/A

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

Budget Offer Number:
CIP

Budget Priority:
N/A

Other budget impacts or additional costs: ☐ **Yes** ☐ **No** ☒ **N/A**
If yes, explain:
N/A

Funding source(s):
CIP

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
1/7/2025	Committee of the Whole - Planning and Public Works	Provide Direction

1/14/2025	Study Session	Receive Information
4/1/2025	Committee of the Whole - Planning and Public Works	Provide Direction
4/22/2025	Study Session	Receive Information
7/1/2025	Committee of the Whole - Planning and Public Works	Provide Direction
7/15/2025	Business Meeting	Receive Information
10/7/2025	Committee of the Whole - Planning and Public Works	Provide Direction
10/14/2025	Study Session	Receive Information
1/6/2026	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:
None

ATTACHMENTS:
Attachment A - CIP Quarter 4 Projects Update
Attachment B - Projects List - Council Handout
Attachment C - Teen Center Building Demo Project Information Sheet

City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 1/27/2026
Meeting of: City Council Study Session

File No. SS 26-010
Type: Study Session

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FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

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REQUESTED ACTION:

☐ **Receive Information** ☒ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  CIP
- **Required:**
  N/A
- **Council Request:**
  N/A
- **Other Key Facts:**
  None

OUTCOMES:
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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:
N/A

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

Budget Offer Number:
CIP

Budget Priority:
N/A

Other budget impacts or additional costs: ☐ **Yes** ☐ **No** ☒ **N/A**
If yes, explain:
N/A

Funding source(s):
CIP

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
1/7/2025	Committee of the Whole - Planning and Public Works	Provide Direction

1/14/2025	Study Session	Receive Information
4/1/2025	Committee of the Whole - Planning and Public Works	Provide Direction
4/22/2025	Study Session	Receive Information
7/1/2025	Committee of the Whole - Planning and Public Works	Provide Direction
7/15/2025	Business Meeting	Receive Information
10/7/2025	Committee of the Whole - Planning and Public Works	Provide Direction
10/14/2025	Study Session	Receive Information
1/6/2026	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:
None

ATTACHMENTS:
Attachment A - CIP Quarter 4 Projects Update
Attachment B - Projects List - Council Handout
Attachment C - Teen Center Building Demo Project Information Sheet

CIP Quarterly Projects Update

Quarter 4, 2025 and a look ahead to 2026

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Capital Division Portfolio Reporting

2025-2026 CIP

CIP Projects	2025 Q3	2025 Q4
Active	34	33

Completion	2025	2026
Targeted for Completion	18	14
Total Complete	12	0
Percent complete	67%	0%

Completed & Soon to be Completed Projects

Completed Projects		Soon to be Completed Projects	Substantial Completion	Budget	Expected Cost
EV Charging		Fire Station 17 Siding Replacement	March 2026	$1,299,620	$1,199,000
10,000 Block of Avondale Erosion		Bel-Red Buffered Bike Lanes (30th St. to WLSP)	April 2026	$5,201,204	$5,720,000
PPE Management – Storage and Extractors		Sidewalk Repair Projects - Avondale Way (170th Ave to UHR)	April 2026	2,601,176	$2,000,000
Control & Telemetry		ADA Facilities Improvements	May 2026	$300,000	$300,000
40th St. Sidewalks (156th Ave to Bel-Red Rd.)		Old Fire House Teen Center Demolition	May 2026	$425,000	$425,000
Overlake Station Vault - Stormwater Hatch					
Pavement Mgmt. – West Lake Samm. Pkwy (N. of Marymoor to Leary Way)					
Redmond Central Connector Phs 3					
Sustainability LED Lighting Building Retrofit					
Turf Replacement Harman Park Baseball Infield					
Turf Replacement Grass Lawn Park Softball Field 1					
Meadow Park Sport Court Replacement					

Completed in 2025



Turf Replacement – Grass Lawn Softball Field 1 and Hartman Park Baseball Infield

These projects replaced degraded synthetic turf, preserving a vital park asset and helping the Parks Department continue to provide safe and functional recreational facilities for the community.

Completed: October



Sustainability LED Lighting Building Retrofit

This project replaced existing lighting at City Hall with new lighting fixtures, controllers, and energy-efficient LEDs.

Completed: September







Project & Program Reporting

Program Report – General Government (Facilities)

Active projects managed by the Construction Division

Program Manager: Quinn Kuhnhausen

Project Name	Phase	Targeted Completion	Project Standing	Budget	CIP Inclusion	Information
Electric Vehicle Charging Stations	Complete	January 2025	N/A	$734,334	2023-2024	
PPE Management – Storage and Extractors	Complete	April 2025	N/A	$505,000	2019-2020	
Sustainability LED Lighting Building Retrofit	Complete	September 2025	N/A	$741,187	2019-2020	
Fire Station 17 Siding Replacement	Construction	March 2026	●	$1,119,620	2023-2024	
Facilities ADA Improvements	Construction	May 2026	●	$300,000	2019-2020	Construction has begun.
Old Fire House Teen Center Demo	Design	May 2026	●	$425,000	2025-2026	
Sustainability Building Automation (Energy Management System)	Design/ Construction	July 2026	●	$506,408	2019-2020	ESCO project, final design is considered as part of the Construction phase.
Public Safety Building Phase 2 (Mechanical and Electrical)	Design/ Construction	July 2026	●	$3,075,096	2017-2018	ESCO project, final design is considered as part of the Construction phase.
Electric Vehicle Charging Stations Phs 2	Design	January 2027	●	$794,946	2025-2026	
MOC Campus Redevelopment	Design	2030	●	$225,000,000	2023-2024	
Upcoming in 2026						
ADA Improvements – Parks Restrooms	Targeted initiation February 2026			$1,000,332	2023-2024	Renovate park restrooms to address priority ADA needs identified in the 2019 Parks ADA Transition Plan.

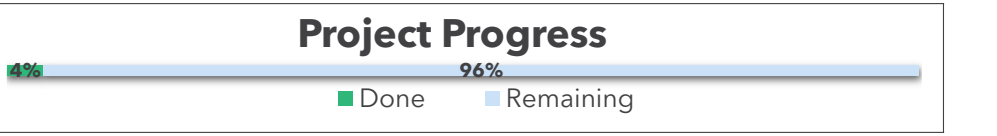
Q. Kuhnhausen/A. Kim

MOC Campus Redevelopment

Project #: 2501 Project start: 2024 Construction Start: Q1~Q2 2027 Targeted completion: Q1~Q2 2029

Scope ● Schedule ● Budget ● Total Project Budget: $225,000,000

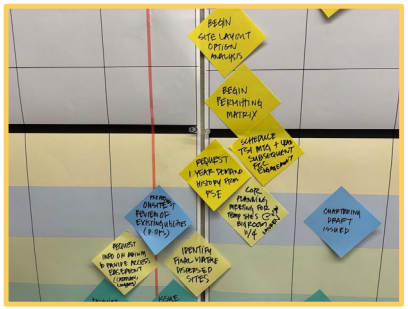
Progressive Design/Build	Project Funding	Project Spending
	$225,000,000	$832,454



- **Project Progress**
  - Team build-out completed with key sub-partners
  - 4 site and dispersed operations were developed and narrowed down to 2 for further evaluation
  - Property search for temporary and potential permanent sites underway
  - Benchmarking of facilities and systems to support scope and cost analysis
- **Issues and Solutions for Yellow/Red Indicators**
  - No issues
- **Key Upcoming Activities in the next month**
  - Continue evaluation of 2 shortlisted options
  - Evaluate availability of an alternate permanent site
  - Sustainability Workshop
- **Wins**
  - Successful narrowing of the project options with executive committee
  - City staff contributing to minimizing temporary needs for cost reduction









Funding Sources: General Fund, REET, Stormwater CIP, Water CIP, Wastewater CIP, Bond Issuance

Program Report – Parks

Active projects managed by the Construction Division

Program Manager: Dave Tuchek

Project Name	Phase	Targeted Completion	Project Standing	Budget	CIP Inclusion	Information
Redmond Central Connector Phs 3	Complete	August 2025	N/A	$8,075,000	2019-2020	
Turf Replacement, Grass Lawn Park Softball Field 1	Complete	October 2025	●	$1,851,216	2019-2020	Construction is complete
Turf Replacement, Hartman Park Baseball Infield	Complete	October 2025	●	$599,245	2019-2020	Construction will be completed by the end of this month
Meadow Park Sports Court Replacement	Construction	January 2026	●	$593,910	2019-2020	
Reservoir Park Sports Court Replacement	Construction	July 2026	●	$1,181,682	2019-2020	Recent change order has pushed this project over budget
Idylwood Park Parking Lot Expansion and Frontage Improvements	Design	May 2027	●	$4,476,663	2025-2026	This is a joint project with Traffic Operations
SE Redmond Park	Pre-Design	October 2028	●	$13,757,591	2025-2026	
Upcoming in 2026						
Hartman Park Playground Replacement	Targeted initiation January 2026			$1,338,559	2025-2026	Replacement of existing wood play structure, containment area, adjacent walkways, and park furniture.

L. Falkenburg/J. Averill

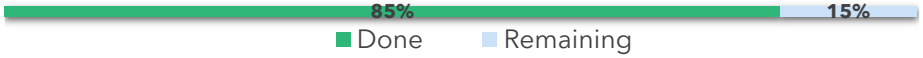
Reservoir Park Sports Court & Water Tank

Project #: 2331 & 2316 Project start: 2023 Construction start: May 2025 Targeted completion: July 2026

Scope Schedule Budget Total Project Budget: $1,806,592

Phase	Construction Phase Funding	Construction Phase Spending
Construction	$1,016,642	$1,282,874

Construction Progress



- **Project Progress**
  - Permanent fence installation started 12/22, includes the sport court and perimeter security fence on the west end of the reservoir.
- **Issues and Solutions for Yellow/Red Indicators**
  - Court surfacing work suspended due to weather till June 2026.
  - Costs associated with extra work to be funded by Parks CIP and Water CIP.
- **Key Upcoming Activities in the next month**
  - Complete install of permanent fencing and remove temporary construction fence.
  - Route sport court repair change order for review.
- **Wins**



Funding Sources: Real Estate Excise Tax, Water CIP, Parks CIP

Program Report – Traffic Operations

Active projects managed by the Construction Division unless otherwise noted

Program Manager: Paul Cho

Project Name	Phase	Targeted Completion	Project Standing	Budget	CIP Inclusion	Information
Pavement Management –West Lake Samm Pkwy (Marymoor – Leary Way)	Complete	July 2025	●	$3,267,693	2019-2020	
Pavement Management – NE 24th St. (WLSP – 172nd Ave.)	Construction	August 2027	●	$14,443,553	2017-2018	
Pavement Management – 154th Ave NE (Redmond Way – 85th St.)	Design	October 2026	●	$1,688,026	2023-2024	Pavement removal and replacement quantities are higher than estimated.
Pavement Management – Avondale Rd. (90th St. – Novelty Hill Rd.)	Design	September 2027	●	$11,366,766	2019-2020	Project includes replacement of AC watermain.
Pedestrian & Bicycle Safety Projects (164 Ave NE; East Lk Samm Pkwy; NE 104 St)	Design	October 2026	●	$2,061,877	2023-2024	
ADA Improvements - Curb Ramps	Design	October 2027	●	1,200,000	2021-2023	

A. Shabir/ D. Jodh

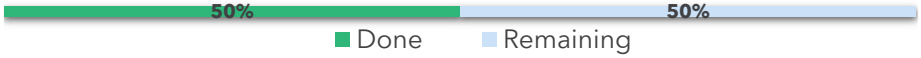
ADA Improvements – Transportation Curb Ramps

Project #: 2515 Project start: 2025 Design start: October 2025 Targeted completion: October 2027

Scope ● Schedule ● Budget ● Total Project Budget: $1,200,000

Phase	Project Funding*	Project Spending
Design	$1,200,000	$68,523

Design Progress



- **Project Progress**
  - Received submission of 75% PS&E. Added scope and budget to the project from Ped and Bike improvements for the 104th St ramp and paving work.
- **Issues and Solutions for Yellow/Red Indicators**
  - No issues
- **Key Upcoming Activities in the next month**
  - 75% PS&E on 12/05/25
- **Wins**
  - Collaboration with TOSE,
  - Design progress on schedule,



Project goals: New crosswalk paint, RRFBs, and detectable warning plates.



Current Conditions



Funding Sources: Transportation CIP

* Project funding not broken into phases

Program Report – Transportation Planning

Active projects managed by the Construction Division unless otherwise noted

Program Manager: Michael Hintze

Project Name	Phase	Targeted Completion	Project Standing	Budget	CIP Inclusion	Information
Sidewalk Repairs – NE 40th St. (156th – Bel-Red Rd.)	Complete	May 2025	N/A	$2,066,361	2017-2018	
Bel-Red Buffered Bike Lanes	Construction	April 2026	🟡	$4,132,269	2019-2020	Project paused over the winter. Construction will be completed, Spring 2026
Sidewalk Repairs - 166th Ave (80th - 85th), Avondale Way (170th Ave. - Union Hill Rd),	Construction	April 2026	🟡	$2,705,371	2019-2020	Work on Avondale Way is underway and will be completed by early 2026.
NE 70th Street Shared Use Path & Crosswalk (Redmond Way to 180th Avenue NE)	Design	December 2026	🟢	$3,116,863	2019-2020	The shared-use path is complete, and the crosswalk work will be advertised in January.
40th Shared Use Path (163rd Ave. to 172nd)	Pre-Design	March 2027	🟢	$7,106,922	2019-2020	
156th Ave NE Shared Use Path (4300 block to 51st St.)	Pre-Design	December 2027	🟢	$4,970,518	2023-2024	
Upcoming in 2026						
148th Ave Shared Use Path	Targeted initiation March 2026			$5,133,199	2025-2026	Provide a multi-use trail on the east side of 148th Avenue NE connecting the 520 Trail to NE 31st Street.
NE 36th St. Bike Facilities	Targeted initiation March 2026			$2,267,831	2025-2026	Add bike lanes to 36th Street from 148th Avenue to 150th Avenue
150th Ave Improvements	Targeted initiation August 2026			$2,971,913	2021-2023	This project will complete missing bike lane connections on 150th Avenue between 40th Street and 51st Street.

M. Ross/A. Noble

Bel-Red Buffered Bike Lanes (WLSP to 30th St.)

Project #: 2329 Project start: 2024 Construction start: August 2025 Targeted completion: April 2026

Scope ● Schedule ● Budget ● Total Project Budget: $5,201,204

Phase	Construction Phase Funding	Construction Phase Spending
Construction	$3,304,702	$672,770

Construction Progress



- **Project Progress**
  - Project in is suspension until April 1, 2026

  Issues and Solutions for Yellow/Red Indicators
  - Project will undergo a suspension over the winter to allow for the procurement of the new signal pole and for better weather
    - Project to be completed in the spring of 2026.
- **Key Upcoming Activities in the next month**
  - Advertise Schedule B in this winter
  - Bellevue has requested we perform additional paving from the City limits to NE 30th St.
    - We are coordinating how best to incorporate this work.
- **Wins**
  - All concrete has been poured, and the sidewalks have been opened prior to suspension.



Funding Sources: TIB Grant, Business Tax, Impact Fees

Program Report – Utilities

Active projects managed by the Construction Division unless otherwise noted

Program Manager: Chris Stenger

Project Name	Phase	Targeted Completion	Project Standing	Budget	CIP Inclusion	Information
10,000 Block of Avondale Rd. Erosion	Complete	March 2025	🟢	$4,091,986	2019-2020	Joint project with Transportation.
Control System and Telemetry Upgrades Phase 2 and Phase 3	Complete	May 2025	🟢	$5,205,057	2017-2018	
Overlake Station Vault - Stormwater Hatch	Complete	June 2025	🟢	$155,000	2023-2024	
Reservoir Park Water Tank Repairs	Construction	July 2026	🔴	$735,000	2019-2020	Recent change order has pushed this project over budget
Lift Station Equipment Upgrades Phs 2	Ad & Award	February 2028	🟡	$3,526,685	2023-2024	The need to rebid the project has delayed the project schedule.
Evans Creek Relocation	Design	October 2029	🔴	$19,003,074	2009-2010	Construction start delayed two years to complete permitting requirements and finish land acquisition.
Willows Rd. Watermain Extension	Design	January 2027	🟡	$2,936,825	2021-2022	Current estimates show a potential budget shortage.
Control and Telemetry Upgrades Phs 4	Pre-Design	May 2028	🟢	$3,481,308	2017-2018	
AC Watermain Replacement – Viewpoint	Pre-Design	October 2028	🟢	$10,555,742	2021-2022	Reviewing the scope and phasing
Upcoming in 2026						
Ardmore Stormwater Pond Repair	Targeted initiation January 2026		🟢	$269,067	2019-2020	

L. Rigg/J. Mork

Willows Road Watermain Extension

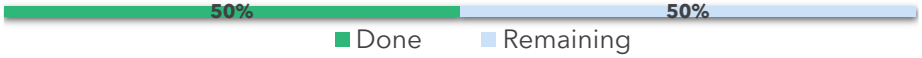
Project #: 2210 Project start: 2024 Design start: October 2024 Targeted completion: January 2027

Scope ● Schedule ● Budget ●

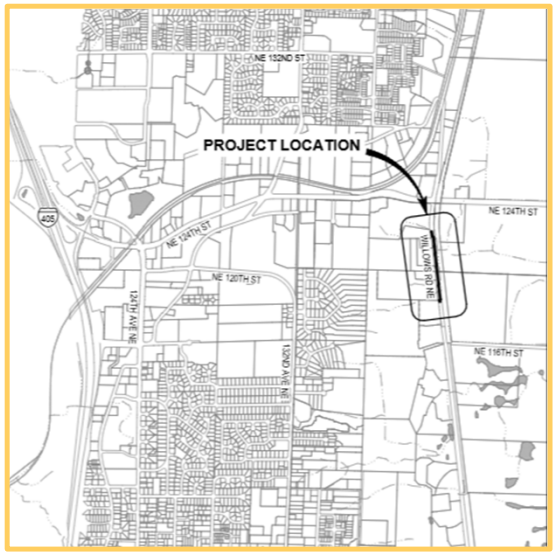
Total Project Budget: $2,936,826

Phase	Design Phase Funding	Design Phase Spending
Design	$363,360	$6,401

Design Progress



- **Project Progress**
  - Received 60 percent PS&E. City discussed review comments with the consultant
- **Issues and Solutions for Yellow/Red Indicators**
  - Reviewing project requirements and assumptions for potential cost savings.
- **Key Upcoming Activities in the next month**
  - Consultant will be providing hydrant easement exhibits and legal descriptions
  - Consultant working on 90 percent submittal
- **Wins**
  - This project will complete an important section of the city's water system and provide water service to an underserved area.



Funding Sources: Water CIP, Real Estate Excise Tax

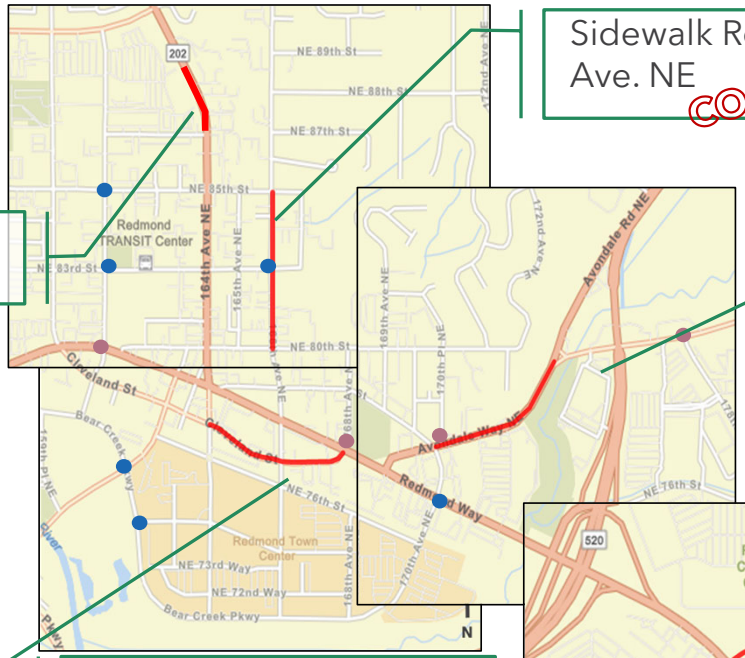
Pedestrian & Bicycle Safety Projects

Project	Status	Project Outcomes
40th St. Sidewalks (156th Ave to Bel-Red Rd.)	Complete	Safe pedestrian access to Redmond Technology Station that meets ADA requirements eliminates tripping hazards and reduces maintenance frequency.
Redmond Central Connector Phs III	Complete	Provide safe bicycle and pedestrian routes from the Bear Creek Trail/East Lake Sammamish Trail to the Cross Kirkland Corridor and the rest of the 42-mile Eastrail system
Sidewalk Repairs - Avondale Way (170th Ave to UHR)	Construction	Safer pedestrian access within downtown and to the Downtown Redmond Light Rail Station and improved long-term maintenance needs.
Bel-Red Buffered Bike Lanes (30th St. to WLSP)	Construction	Improved pedestrian and bicycle access to Overlake Village Light Rail Station and Overlake Village.
NE 70th Shared Use Path & Crosswalk	Design	Improved bicycle and pedestrian connectivity to the new Sound Transit light rail station.
156th Ave NE Shared Use Path (4300 block to 51st St.)	Design	A new facility for cyclists to enhance the safety for pedestrians and cyclists.
Pedestrian & Bicycle Safety Projects (164 Ave NE; East Lk Samm Pkwy; NE 104 St	Design	Safe, protected crossings for employees, residents, and business patrons.
Pedestrian and Bicycle Access - NE 40th Street Shared Use Path (163rd Ave NE to 172nd)	Design	Improved pedestrian and bicycle access to the Redmond Technology Light Rail Station meeting ADA requirements.
ADA Improvements - Transportation Curbs and Ramps	Design	New ramps will meet current ADA standards
Pedestrian Safety Improvements at Slip Lanes	Design	Safety improvements at multiple pedestrian crossing locations.
Accessible Pedestrian System (APS) Upgrade	Design	Improved pushbutton accessibility for pedestrians at up to 10 locations.
Pedestrian Safety Signs for Signals	Upcoming	Increased safety for pedestrians and bicyclists at multiple intersections.

Downtown Pedestrian & Bicycle Safety Projects

- Accessible Pedestrian System Upgrades
- Pedestrian Safety Signs for Signals

Pedestrian & Bicycle Safety Projects (164 Ave NE)



Sidewalk Repairs - 166th Ave. NE COMPLETED



Sidewalk Repairs - Avondale Way (170th Ave to UHR)



Sidewalk Repairs - Cleveland Street COMPLETED





NE 70th Shared Use Path & Crosswalk



Pedestrian & Bicycle Safety Projects (East Lk Samm Pkwy)

Overlake Pedestrian & Bicycle Safety Projects

156th Ave NE Shared Use Path (4300 block to 51st St.)

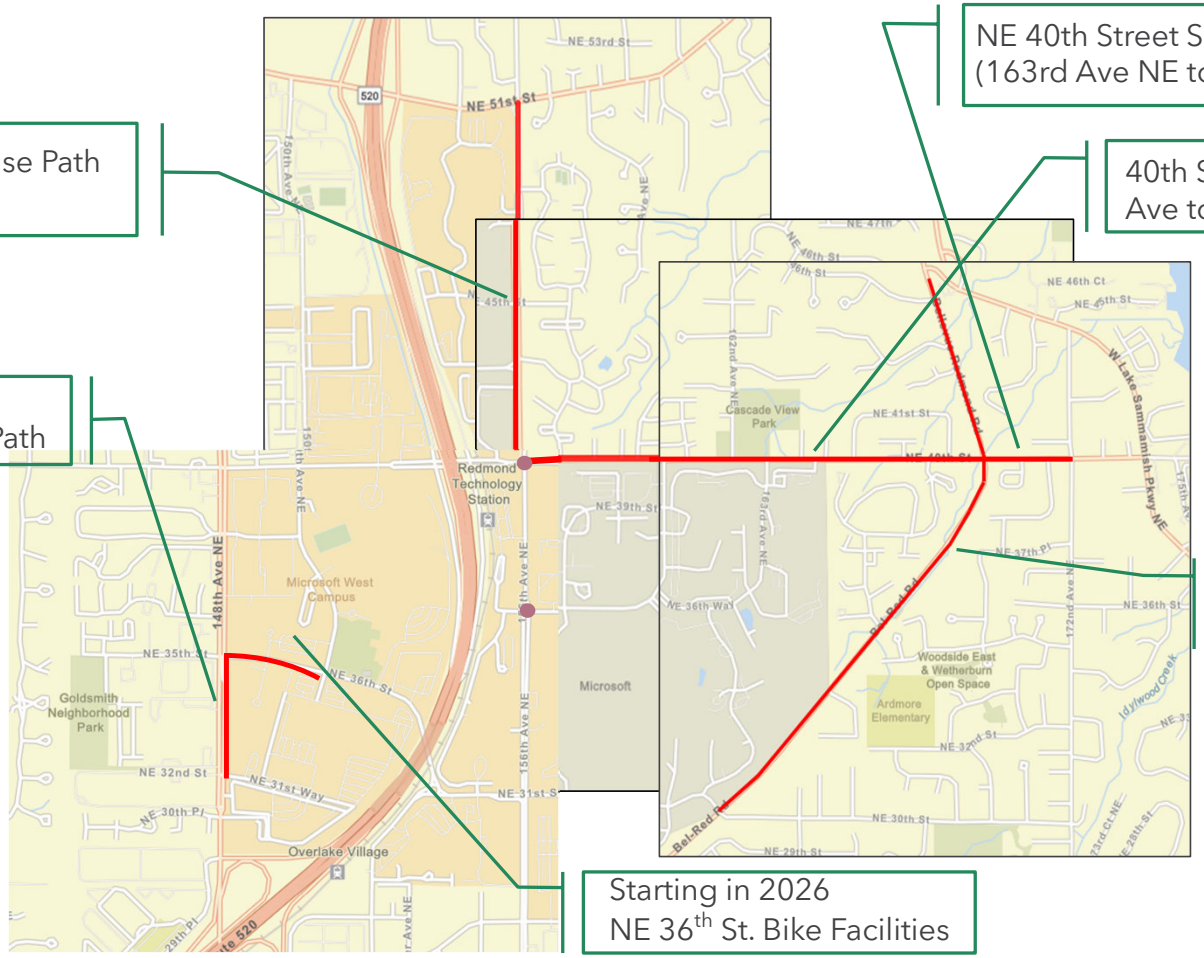
NE 40th Street Shared Use Path (163rd Ave NE to 172nd)

40th St. Sidewalks (156th Ave to Bel-Red Rd.)

COMPLETED



Starting in 2026
148th Ave Shared Use Path



- Accessible Pedestrian System Upgrades
- Pedestrian Safety Signs for Signals

Bel-Red Buffered Bike Lanes (30th St. to WLSP)



Starting in 2026
NE 36th St. Bike Facilities

- 24th St. at 151st Ave.



Upcoming Project Milestones

Summary of Capital Division Projected Milestones

	2026 Q1
Pre-Design Start	– 148th Ave. Shared Use Path – NE 36th St. Bike Facilities
Design Start	– Teen Center Demo – EV Charging Phs 2 – Pedestrian and Bicycle Access - NE 40th Street Shared Use Path (163rd Ave NE to 172nd) – 156th Ave NE Shared Use Path (4300 block to 51st St.)
Advertise	– Teen Center Demo – EV Charging Phs 2 – NE 70th St Shared Use Path/Crosswalk (Redmond Way to 180th Avenue NE) – ADA Improvements - Transportation Curb and Ramp Project 1 &2 – Pavement Mgmt - 154th Ave NE (Redmond Way to 85th St.)
Award	– Lift Station Equipment Upgrades Phs 2 – NE 70th St Shared Use Path/Crosswalk (Redmond Way to 180th Avenue NE)
Substantial Completion	– Fire Station 17 Siding Replacement





Thank You

Questions?

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2025 Capital Improvements Project List

Completed Projects	Council Acceptance	
Control System and Telemetry Upgrades Phase 2 and Phase 3	Expected	Jan-26
10,000 Block of Avondale Rd. Erosion	Expected	Mar-26
Sidewalk Repair Project - 40th Street (156th Avenue to Bel-Red Road)	Expected	Q1 2026
Pavement Management - West Lake Sammamish Parkway (North of Marymoor to Leary Way)	Expected	Q1 2026
Redmond Central Connector Phase 3	Expected	Q1 2026
Turf Replacement Grass Lawn Park Softball Field 1	Expected	Q2 2026
Turf Replacement Hartman Park Baseball Infield	Expected	Q2 2026
Sustainability LED Lighting Building Retrofit	Expected	Q2 2026
Hardscape Project - Meadow Park Sport Court Replacement	Expected	Q3 2026
PPE Management - Storage and Extractors	N/A	Contract <$300,000
Overlake Station Vault - Stormwater Hatch	N/A	Contract <$300,000
Electric Vehicle Charging Stations	N/A	Contract <$300,000

Active Projects - Construction	Contract Award	Targeted Completion
Fire Station 17 Siding Replacement	Apr-25	Mar-26
Sidewalk Repair Projects - Avondale Way (170th Ave to UHR)	Sep-25	Apr-26
Hardscape Project - Reservoir Park Sport Court Replacement	May-25	Jul-26
Reservoir Park Water Tank	May-25	Jul-26
Bel-Red Buffered Bike Lanes (30th St. to WLSP)	Jul-25	Aug-26
Pavement Management - NE 24th Street (West Lake Sammamish Parkway to 172nd Avenue NE)	Nov-25	Aug-27

Active Projects - Design	Design Start	Targeted Bid
Lift Station Equipment Upgrades Phs 2	Mar-24	Out for bids
NE 70th Street Shared Use Path and Crosswalk (Redmond Way to 180th Avenue NE)	Sep-22	Jan-26
EV Charging Phs 2	Nov-25	Feb-26
Pedestrian and Bicycle Safety Projects (164 Ave NE; East Lk Samm Pkwy; NE 104 St)	Nov-25	Feb-26
Pavement Mgmt - 154th Ave NE (Redmond Way to 85th St.)	Nov-24	Mar-26
Teen Center Demo	Jan-26	Mar-26
Willows Rd. Watermain Extension	Jul-25	Apr-26
Pedestrian and Bicycle Access - NE 40th Street Shared Use Path (163rd Ave NE to 172nd)	Jul-25	Apr-26
Control and Telemetry Upgrades Phs 4	Aug-25	Jul-26
Pavement Management - Avondale Road (NE 90th Street to Novelty Hill Road)	Mar-25	Aug-26
Connection to King County Wastewater System - Avondale Rd.	May-25	Aug-26
Evans Creek Relocation	Apr-19	Oct/Nov 2026
Idylwood Park Parking Lot Expansion and Frontage Improvements	Jul-25	Nov-26
NE 40th St. (163rd Ave to 172nd Ave) Shared Use Path	Oct-25	Jan-27
156th Ave NE Shared Use Path (4300 block to 51st St.)	Jul-25	Mar-27
MOC Campus Redevelopment	Q2 2025	Q4 2026

Projects Starting	Project Initiation	Design Start
AC Watermain Repacement - Viewpoint North and South	Jun-25	Mar-26
SE Redmond Park	Jul-25	Mar-26
148th Ave. Shared Use Path	Jan-26	Mar-26
NE 36th St. Bike Facilities	Jan-26	Mar-26
Hartman park Playground Replacement	Jan-26	Apr-26
Ardmore Stormwater Pond Repair	Jan-26	May-26
ADA Improvements - Parks Restrooms	Feb-26	Apr-26

*Programatic or small works projects. Schedules for these types of projects are often accelerated or do not follow a typical project schedule.

Project with Transportation Benefit District funding.

2025 Capital Improvements Project List

Programatic & Small Works Projects*

Sustainability Building Automation	Construction under way	
Public Safety Building - Mechanical and Electrical	Construction under way	
Facilities ADA Improvements	Construction under way	
ADA Improvements - Transportation Curb and Ramps	Design	Mar-26

New Projects Starting in 2026

	Design Start	Targeted Bid
148th Ave Shared Use Path	Mar-26	Dec-26
NE 36th St. Bike Facilities	Mar-26	Dec-26
ADA Improvements - Parks Restrooms	Apr-26	Dec-26
Hartman Park Playground Replacement	Apr-26	Jan-27
Ardmore Stormwater Pond Repair	May-26	Aug-27
150th Avenue Improvements - 4500 to 51st Street	Nov-26	Sep-28

Projects not led by the Capital Division

General Government - Facilities	Status	Targeted Completion
Facilities Condition Assessment - Small Capital Projects	COMPLETE	
Bellwether City Annex	Purchase complete	
Energy Smart Eastside - Residental Electrification Program	Continuous Program	
Parks		
Hartman Park Turf Fields 5 & 6 TPE	COMPLETE	
Climate Resiliency & Sustainable Vegetation Mgmt Plan - Landscape ROW Conversions	Underway	Aug-26
Tree Maintenance Program	Continuous Program	
Urban Forestry Tree Planting	Continuous Program	
Parks Facilities External Painting	Starting in 2026	
Permanent Dog Park Installation	Starting in 2026	
Stormwater		
High School Creek Large Woody Debris Placement	Starting in 2026	
Transportation		
Sidewalk Repair - Cleveland Street	COMPLETE	
Sidewalk Repair - 166th (80th to 85th)	COMPLETE	
Adaptive Traffic Signal Control - Downtown	COMPLETE	
Pedestrian Safety Improvements at Slip Lanes	Underway	Dec-26
Accessible Pedestrian System (APS) Upgrade	Underway	Dec-26
Adaptive Traffic Signal Control - Overlake	Starting in 2026	
Pedestrian Safety Signs for Signals	Starting in 2026	
Wastewater		
Lift Stations 2 & 3 Variable Frequency Drives Replacements	Equipment selection	Q2 2026
Water		
Joint Use - Kirkland South Reservoir Tank Painting and Seismic Retrofit	Underway	Apr-29
Groundwater Aquifer Monitoring Improvements	Underway	Oct-26
Novelty Hill Advanced Metering Infrastructure	Pilot Complete	

*Programatic or small works projects. Schedules for these types of projects are often accelerated or do not follow a typical project schedule.

Project with Transportation Benefit District funding.

CIP Project Information Sheet

Project Name: Old Fire House Teen Center Building Demolition

Project Status: New
Functional Area(s): Facilities
Relevant Plan(s): Facilities Plan
Neighborhood: Downtown

Time Frame: 2025-2026
Budget Priority: Safe and Resilient
Citywide Rank: N/A
Functional Area Priority Medium

Location: 16510 NE 79th Street

Description:
Demolition and removal of the Old Fire House Teen Center building. The site will be cleared and secured for the upcoming rebuilding of the Teen Center.

Anticipated Outcomes: ***Primary:*** Safety ***Secondary:***

Request: ***Primary Reason(s):*** New Project

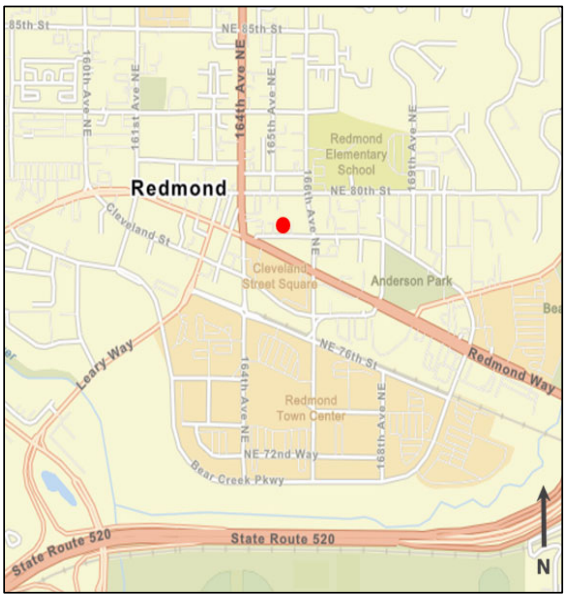
Proposed Budget:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Proposed Budget		$444	$424,556						$425,000

Project Phasing:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Preliminary Design (0-30%)		$444	$5,385						$5,829
Right of Way									
Design (31-100%)			$44,171						$44,171
Construction			$360,000						$360,000
Contingency			$15,000						$15,000
Total		$444	$424,556						$425,000

Estimated M&O Impacts:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Cost									

Explanation:

Proposed Funding Sources:	Prior	2025-2030	Future	Total
Real Estate Excise Tax		$200,000		$200,000
General Fund		$225,000		$225,000
Total		$425,000		$425,000



Memorandum

Date: 1/27/2026
Meeting of: City Council Study Session

File No. SS 26-012
Type: Study Session

Council Talk Time

Redmond
WASHINGTON

Council Policy Proposal

Form Instructions:
Please save as a copy and return this form to Diedra Maher at citycounciladmin@redmond.gov by **Monday at 5 p.m.**, **two weeks prior** to the requested meeting date. Council Leadership will be alerted that there is an item to schedule for consideration at a future Council Talk Time. This form and any attached documentation will be provided to the City Clerk for addition to the agenda for all Councilmembers and the public to review.

Title:	Expansion and Implementation of Redmond's Welcoming Resolution Enhancing our Commitment to Community and the U.S. Constitution

Tracking Number	0016	**Requester Name**	Jessica Forsythe
Submission Date	1/15/2026	**Requested Meeting Date**	1/27/2026

Sponsoring Councilmember's Proposed Follow-up Action	
☐ Staff Review – Study Session	☐ Legal Review
☐ Committee of the Whole	☐ Union Review
☐ Subcommittee	☒ Other Seek direction at Council Talk Time

Problem Statement

A clear and concise description of the issue(s) that need(s) to be addressed.

Community is looking to the City/City Council to lead in this moment of heighted immigration and customs enforcement. The sponsors of this proposal seek Council's support to draft a new resolution, expanding our existing welcoming and inclusion resolutions (copied below).

Proposal

What is being proposed to assist in addressing the issue described in the problem statement?

At this time of heightened and unpredictable immigration enforcement, a new resolution affirming our commitment to a welcoming and inclusive Redmond is needed. This resolution will communicate to the public how our law enforcement is navigating these new uncertainties, document how police are legally allowed to respond when Immigration and Customs Enforcement is in our city, and what efforts the city is already taking to support our residents.

Additionally, the updated resolution will communicate how the City of Redmond can and will take to action to keep our community informed and safe within the scope and bounds of our legal authority.

Relationship to City Business or Proposed City Business and/or Services

Describe how this will enhance what is already offered and/or what it will provide that is not currently available. Why is this the City's issue to address? How will this create a more adaptive and resilient organization?

As the situation is evolving nationally, the sponsors of this proposal are actively tracking legislative solutions from around the country. We are collecting the best of the recent municipal actions we've seen to include in a possible resolution.

This resolution will provide clarity to community. It will serve as a faster reference point around the expectations and legal bounds of what our city is able to do to stand for our values. It will also reinforce Constitutional rights and outline the Council's expectations of the use of City resources for things such as real property, staff labor, or city funds related to assisting in federal immigration enforcement operations unless presented with a valid judicial warrant.

Sponsors will work closely with RPD, other departments, and the city attorney to ensure Constitutional and legal compliance with our community's high expectations of safety and inclusion guiding our work.

Connection to Strategic Plan and/or Budget Priorities

Choose all that apply or enter the plan name.

☒ Respect, Equity, Diversity, and Inclusion	☒ Healthy and Sustainable
☐ Environmental Sustainability	☒ Safe and Resilient
☐ Housing Choices	☐ Vibrant and Connected
☐ Infrastructure	☒ Strategic and Responsive
☒ Public Safety	☐ Capital Investment Program
☐ Other Click or tap here to enter text.	☐ Other Click or tap here to enter text.

Timing & Supporting Documentation

Is this issue time-sensitive? Are there other timing factors to consider?

Yes, this issue is time sensitive due to the heightened fears in community and increased activity we've seen locally

Are there documents that support your request or that should be considered?

Redmond has a history of declaring itself an Inclusive and Welcoming Community since as far back as 2017, and possibly earlier. Council has continued to affirm and expand our Inclusion and Welcoming efforts over the years:
Welcoming Resolution Resolution-1465-PDF
Anti-Hate Zone CM 20-259 - Resolution No. 1534: Proposed Amendments Option A Formatted
Reject Stigma and Bias related to Covid-19
Welcoming our 2SLGBTQIA+ Community and Civil Rights

Councilmember Sponsors (Co-sponsors not required)

There cannot be a quorum for any proposal until discussed at an open public meeting.

Jessica Forsythe Sponsoring Councilmember	Melissa Stuart Co-Sponsoring Councilmember (1)

	Enter Full Name Co-Sponsoring Councilmember (2)
When you submit/email this form to Staff also CC listed co-sponsors for affirmation of their support.	

Post Action (to be completed by Legislative Coordinator)	
☐ Committee of the Whole Click or tap to enter a date.	☐ Legal Review Click or tap to enter a date.
☐ Staff Review Click or tap to enter a date.	☐ Business Meeting Click or tap to enter a date.
☐ Study Session Click or tap to enter a date.	☐ Added to Priorities Ranking List
☐ Subcommittee Established Click or tap to enter a date.	☐ No Action Click or tap here to reason.

Completion Summary (to be completed by Legislative Coordinator)
☐ Action Completed Click or tap to enter a date.
Enter the action summary here.

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Redmond
WASHINGTON

PLANNING COMMISSION REPORT AND RECOMMENDATION TO CITY COUNCIL

January 14, 2026

Project File Number:	**LAND-2025-00282 | SEPA-2020-00934**	
Proposal Name:	**Transportation Master Plan**	
Applicant:	**City of Redmond**	
Staff Contacts:	Michael Hintze, Transportation Planning Manager Francesca Liburdy, Senior Transportation Planner	425-556-2406 425-556-2476

FINDINGS OF FACT

Public Hearing and Notice

a. Planning Commission Study Sessions and Public Hearing Dates
   i. The City of Redmond Planning Commission held study sessions on October 23, 2024, June 11, 2025, October 22, 2025, November 19, 2025, December 3, 2025, and December 17, 2025.
   ii. The City of Redmond Planning Commission held a public hearing on the proposed amendment on December 3, 2025. Comments were received and are provided in Appendix C and Appendix D.

b. Notice and Public Involvement
   The public hearing notice was published in the Seattle Times on November 12, 2025, in accordance with RZC 21.76.080 Review Procedures (see Appendix E). Notice was also provided by including the hearing schedule in Planning Commission agendas and extended agendas and distributed by email to various members of the community. Additional public outreach included:
   i. Email to Plans, Policies, and Regulations email list;
   ii. Email to the Pedestrian and Bicycle Advisory Committee email list.

Redmond Comprehensive Plan Amendment Summary and Criteria Evaluation

The TMP is the functional strategic plan that guides transportation investment and programmatic activities to support the Comprehensive Plan vision. The TMP was last updated in 2013. Once updated the TMP will communicate the strategies, actions, and programs to implement the policies of the Comprehensive Plan and achieve current City priorities as they relate to the transportation system.

This amendment repeals the 2013 TMP and subsequent amendments and will adopt by reference the sections of the 2025 Transportation Master Plan that fulfill Growth Management Act requirements. Those sections are:

3. Street System Plan
4. Pedestrian Plan
5. Bicycle Plan
6. Transit System Plan
10. Transportation Demand Management
14. Transportation Facilities Plan
15. Appendices B, C, D, and E

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The Transportation element will also be amended by removing Transportation Appendix A (Inventory of Transportation Facilities and Services), Transportation Appendix F (Demand Management Strategies), Transportation Appendix G (Transportation Facilities Plan), and Transportation Appendix H (Transit and Active Transportation Networks) as this information has been updated and is now available in the Transportation Master Plan. Additionally, the Transportation element will be amended by moving Transportation Appendix B (Multimodal Level of Service), Transportation Appendix C (Estimated Multimodal Level of Service Impacts to State-Owned Facilities), Transportation Appendix D (Travel Demand Forecast), and Transportation Appendix E (Impacts to Neighboring Jurisdictions) to the Appendices of the Transportation Master Plan for consistency and ease of future updates.

All references to the Transportation Master Plan in the Comprehensive Plan are also updated as part of this action. The full plan is provided as Attachment A.

The Transportation Master Plan fulfills GMA requirements (RCW 36.70A.070 (6)) through the following:

- Street System Plan – Describes Redmond's roadway system. Outlines Redmond's layered Complete Streets approach and optimizing the roadway network for multimodal safety and comfort.
- Pedestrian Plan – Describes Redmond's pedestrian network. Focuses on accessibility and connectivity on Redmond's pedestrian network of sidewalks, shared use paths, crossings, and neighborhood connections.
- Bicycle Plan – Describes Redmond's bicycle network. Outlines how Redmond will connect the bicycle/micromobility network to transit and other key destinations with high-comfort bikeways for all ages and abilities.
- Transit System Plan – Describes Redmond's transit network. Establishes Redmond's future transit vision and goals for citywide and regional transit connectivity.
- Transportation Demand Management section – Focuses on strategies to shift travel modes in Redmond away from drive-alone vehicles and toward more sustainable travel modes such as transit, walking, and biking.
- Transportation Facilities Plan – A long-term, financially constrained list of projects to ensure multimodal transportation capacity is developed concurrently with development.
- Appendix B: Multimodal Level of Service – Establishes Redmond's multimodal level of service standards per the GMA (RCW 36.70A)
- Appendix C: Estimated Multimodal Level of Service Impacts to State-Owned Facilities – Estimates multimodal level of service impacts to state-owned facilities per GMA requirements. State-owned facilities in Redmond include State Routes 202 and 520.
- Appendix D: Travel Demand Forecast – Describes the travel demand modeling undertaken to support Redmond's Comprehensive Plan Update (Redmond 2050).
- Appendix E: Impacts to Neighboring Jurisdictions – Describes the results of the transportation evaluation and model run of the Bellevue-Kirkland-Redmond (BKR) travel demand model to assess how growth within Redmond and other communities in the Puget Sound Region affects traffic in Redmond's neighboring jurisdictions.

Staff Analysis

Staff analysis for this proposal can be found in Appendix E (Technical Committee Report - Attachment A).

Recommended Conclusions of the Technical Committee

On November 5, 2025, the Technical Committee reviewed amendments to Comprehensive Plan, as documented in Appendix E, and found the amendments to be consistent with applicable review criteria and therefore recommended approval with no additional conditions.

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RECOMMENDED CONCLUSIONS

The Planning Commission has reviewed:

A. *Applicable criteria for approval: RZC 21.76.070 Criteria for Evaluation and Action, and*
B. *The Technical Committee Report* ***(Appendix E).***

The Planning Commission discussion can be found in Appendix A – Issues Matrix. Discussion topics included but were not limited to:

- Clarification and addition of language regarding e-bike safety to the Bicycle Plan (page 108, 112, 114, 123) and Transportation Demand Management section (page 225).
- Clarification of reasoning for removal, addition, or adjustment to projects in the Transportation Facilities Plan (pages 258-278).
- Discussion of language for speed reduction, reinforcing Redmond's Safer Streets Action Plan, and setting the policy direction for safe vehicle speeds in Redmond (page 59).
- Clarification and addition of language regarding equity in transportation project prioritization and how the TMP incorporates equitable transportation projects and programs (page 31).
- Updates and revisions to maps in the Bicycle Plan, including an additional map illustrating Redmond's existing bicycle level of traffic stress (page 105).
- Addition of an action related to educating the public about electric vehicle (EV) safety (page 234).
- Addition of language specific to educating community members living outside of centers about how to get to light rail (page 217).

Recommendation

The Planning Commission reviewed the amendments to the Redmond 2050 Comprehensive Plan and found the amendments to be **consistent** with applicable review criteria and therefore recommends **approval with the condition noted below**.

- The TMP is cited in the Capital Facilities element, which will be updated to reference the updated TMP. All other TMP references are also updated.
- The Transportation Element will be amended to **remove** Transportation Appendix A (Inventory of Transportation Facilities and Services), Transportation Appendix F (Demand Management Strategies), Transportation Appendix G (Transportation Facilities Plan), and Transportation Appendix H (Transit and Active Transportation Networks) as this information has been updated and is now available in the Transportation Master Plan.
- The Transportation Element will be amended to **move** Transportation Appendix B (Multimodal Level of Service), Transportation Appendix C (Estimated Multimodal Level of Service Impacts to State-Owned Facilities), Transportation Appendix D (Travel Demand Forecast), and Transportation Appendix E (Impacts to Neighboring Jurisdictions) to the Appendices of the Transportation Master Plan for consistency and ease of future updates.

<u>The Planning Commission recommends that Redmond City Council adopt the sections of the Transportation Master Plan fulfilling Growth Management Act requirements (sections 3-6, 10, 14, and 15: Appendices B-E) with the following condition:</u>

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Wayfinding, connectivity, and education: Commissioners recommend a new action item to create educational materials specific to individual neighborhoods, to help Redmond residents learn how to reach centers and connect to the light rail without a car. This could include pointers to specific bus routes or transit apps, neighborhood signage, or other methods.

DocuSigned by:
Carol Helland
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Carol Helland
Planning and Community Development Director

Signed by:
Susan Weston
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Susan Weston
Planning Commission Chair

Attachments

A. Transportation Master Plan – PC Recommended

Appendices

A. Planning Commission Issues Matrix
B. Public Hearing Notice
C. Planning Commission Meeting Minutes for Dec. 3, 2025
D. Written Public Comments
E. Technical Committee Report with Exhibits