27381 - Redmond TDM Active Parking Management and On-Demand Microtransit Plan

Application Details

Funding Opportunity:	25488-2025-2027 Regional Mobility Grant
Funding Opportunity Due Date:	Jun 25, 2024 3:01 PM
Program Area:	Regional Mobility Grant
Status:	Correcting
Negotiation Due Date:	08/27/2024
Stage:	Final Application
Initial Submit Date:	Jun 25, 2024 1:42 PM
Initially Submitted By:	Kim Keeling
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Name:	Salutation: Kim (First Name) Middle Name: Keeling (Last Name)
Title:	Program Administrator
Email*:	khkeeling@redmond.gov
Address*:	15670 NE 85th St PO Box 97010 Redmond (City) Washington (State/Province) 98073-9710 (Postal Code/Zip)
Phone*:	(425) 556-2451 Ext. Phone ###-###-####
Fax:	###-###-####

Organization Information

Legal Name*:	City of Redmond
DBA Name*:	City of Redmond
Organization Type*:	City Government
Unique Entity Identifier (UEI):	XK1UCKFKU3N9
Organization Website:	https://www.redmond.gov/ (Please enter http://... for this field)
Physical Address*:	15670 NE 85th St

	Redmond	Washington	98052-9710
	City	State/Province	Postal Code/Zip
Mailing Address*:	PO BOX 9710		
	Redmond	Washington	98073-9710
	City	State/Province	Postal Code/Zip
Remit to Address*:	PO BOX 97010		
	Redmond	Washington	98073-9710
	City	State/Province	Postal Code/Zip
Phone*:	(425) 556-2451 Ext.		
	###-###-####		
Fax:	###-###-####		
Fiscal Year End Last day of*:	December		
Indirect Cost Rate:	0.00%		
IDR Expiration Date:			

Organization Contact Information

Organization Contact Information

Organization Director

Name*:	Carol	Helland	
	First Name	Last Name	
	Director of Planning and Community Development		chelland@redmond.gov
	Title		Email Address

Applicant Contact

Name*:	Kim	Keeling	
	First Name	Last Name	
	Program Administrator		khkeeling@redmond.gov
	Title		Email Address

Project Contact

Name:	Kim	Keeling	
	First Name	Last Name	
	Program Administrator		khkeeling@redmond.gov
	Title		Email Address

Summary of Project Information

Summary of Project Information

Provide a brief, high-level description of your project. This description may be used to describe your project to the Legislature.

Project Summary*:

The proposed on-demand microtransit service and shared parking program will greatly enhance both local and regional mobility to Downtown Redmond, which is the future end of the Sound Transit 2 line.

Project Type(s)
Select as many as apply
*:

Transportation Demand Management

Service Area

Select all of the Legislative District(s) and County(ies) the project will serve.

Legislative District map

Legislative District(s) Select as many as apply ***:** 45,48

County(ies) Select as many as apply ***:** King

Construction Project Location

Provide the requested location links that apply to your capital construction project. If your project doesn?t include construction, leave the location link fields blank.

For a construction project at a single site (e.g., park and ride, bus shelter, charging station, etc.), provide a Google Street View link for the site. If a Google Street View link isn?t available for your project site, include a Google Map of the location (with coordinates) in the Attachments section.

Google Street View Link:

For a construction project that spans a range of locations (e.g., Bus Rapid Transit lines, physical route enhancements, etc.), enter the starting and ending locations in the form of Google Street View Links. If a Google Street View link isn?t available for your project start and/or end points, include Google Maps of the locations (with coordinates) in the Attachments section.

Starting Point Google Street View Link:

Ending Point Google Street View Link:

Relationship to Other Projects

Relationship to Other Projects

Is this project dependent on any other projects submitted by your organization?*: No

Did you, or will you, apply for this project in another grant program this biennium?*: No

Have you applied for the same project in a prior biennium and did not receive funding?*: No

Are you applying for other projects within this funding opportunity?*: No

Scope of Work

Scope of Work

Tasks and Deliverables

Briefly describe your project with the specific tasks and deliverables you are proposing. See Tasks and Deliverables in the application instructions for an example of a short scope of work.

Tasks and Deliverables*:

The shared parking and microtransit service program deliverables include, but are not limited to:
Partner with MoveRedmond to manage the outreach and utilization of at least 300 privately owned parking stalls
Release an RFP and select a contractor to provide 4 microtransit vehicles 7 days/week and 12 hours/day
Finalize a 1.5 square mile service area proximate to the Downtown Redmond light rail station
Create and release a marketing campaign to targeted users including residents and visitors

Local Plans and Coordination

Is your project or the need for this project in a local plan(s)? *: Yes

What local, regional, or statewide plan(s) include your project? Summarize what the plan(s) say about your project. If available, include a link to the plan with the page number that references your project.

Redmond 2050, the City Comprehensive Plan, will be adopted end of 2024.One core strategy is Organize Around Light Rail and a policy to Implement transit to connect people in Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.
Redmonds first Tourism Strategic Plan, adopted in May 2024, identifies the Sound Transit 2 Line as an opportunity for building day trips and overnight visitation from residents and visitors in the Greater Seattle Region and identifies building creative programming and engagement to stimulate interest and increase visitation. Creating ease of access through microtransit service is an ideal opportunity to build awareness of Redmond and its assets within a metro population that remains largely unaware of what is so close at hand. This plan built the awareness and supported needed from the Lodging Tax Advisory Committee to contribute matching funds for this grant (Redmond-Tourism-Strategic-Plan page 28).
The Downtown Parking Managment Strategic Plan was adopted by the Redmond City Council in 2020. This plan identifies a few key implementation strategies, which state:
Prioritize customer and visitor access for on-street parking
Adopt policies and regulations that enhance efficiency of on and off-street parking resources
Facilitate more effective use of the private parking facilities
Build capacity within the City of Redmond to actively manage parking
This grant will support the needed staff capacity to complete the identified actions, including where it specifically calls for a City facilitated shared parking program, including an initial pilot program (2020_0831-Redmond-Parking-Implementation-Plan-PDF page 5).
The proposed programs service area was established to address first/last mile transportation needs, considering future service proposed in King County Metros East Link Connections.
See attached letters of support

Is your project in a county with a population of 700,000 or more that borders Puget Sound? *: Yes

Describe the coordination used to develop the project and the amount of integration

The City has had direct conversations with King County Metro about this proposed program and will tailor the service to complement Metros bus service (see Metros letter of support). Further, the City will collect data that could inform potential future Metro Flex service.

Describe organizational planning efforts that address the need for your capital project request. Identify organizational plans (e.g. Transit Asset Management Plan, Zero Emission Transition Plan, Transit Development Plan, etc.) that support your capital project request. If your project doesn?t include capital, enter N/A.

Organization Plans*:

N/A

TSMO

Describe how your proposed project will improve operations of the multimodal transportation system overall. Identify and describe the Transportation Systems Management and Operations (TSMO) strategies, processes, and tools your project will use to help solve transportation system performance problems.

The purpose of using TSMO is to help you identify:

- Needed planning and coordination with WSDOT region staff and other partners for your project type.
- Common considerations for the transportation performance problems your proposed project is trying to solve that may be addressed by TSMO strategies, processes, and tools.
- Opportunities to optimize multimodal operations by utilizing existing infrastructure and strategies.

Project TSMO Strategies*:

This project utilizes TSMO strategies such as real-time parking data collection, park and ride, communication of parking information, and variable pricing based on demand to address the common transportation performance problems associated with parking, such as inefficient use of existing facilities and localized congestion. Redmonds area currently contains 12,056 off-street stalls (not including residential parking). However, observed parking occupancy rates show off-street parking at 32%-44%, despite this capacity. In addition, 73% of respondents to a 2019 parking survey felt that there was insufficient parking in Redmond. This project will connect people entering Downtown Redmond, whether to access light rail or other destinations, with available parking supply and provide first/last mile solutions for people utilizing this parking or arriving to Redmond by light rail and needing to access employment, hotels, or other destinations. The project may require close coordination with WSDOT, Sound Transit, King County Metro, businesses, and residents to broker parking agreements, distribute communications, access data sources, and monitor stakeholder feedback. As part of this program a first/last mile microtransit vehicle circulator solution will be evaluated and piloted. Based on preliminary needs assessment this would be an on-demand service that would benefit first/last mile circulation and connect people to and from the light rail station to multiple destinations.

Corridors and Communities

Using WSDOT?s corridor sketch summary viewer, identify the corridor numbers for all locations that your project will affect. If your project does not use the state highway

system, describe the communities or activity centers your project affects.

Corridors or Communities Affected*:

Corridor 460 (highway 202)
Corridor 246 (SR 520)
Corridor 505 (I-405)

Capacity Constraints

Describe the transportation capacity constraints and performance gaps your project will address.

Capacity Constraints and Gaps*:

No public parking available at Downtown Redmond light rail station, the end of the 2 line, where the regional demand for light rail access is expected to be high.

Limited parking in Redmond Transit Center (377 spaces, 99% utilized) which is the closest public parking garage to the Downtown Redmond light rail station.

Infrequent or lack of existing public transportation routes from residential areas to the light rail.

Transportation System Performance Indicators

Describe how your project relates to one or more of the following indicators of transportation system performance:

- WSDOT-identified congested corridors.
- Locally identified corridors or roadway locations with a D, E, or F level of service.
- Evaluation of transit capacity and market potential.
- Evaluation of first/last mile connections, including park and ride lot capacities.

Relationship to Transportation Performance Indicators*:

WSDOT-identified congested corridors.
This project seeks to increase light rail ridership and decrease driving within the SR 520 and I-405 corridors by decreasing barriers to accessing light rail for both Redmond residents in the greater Downtown area, and residents of neighboring communities that will choose to take light rail to destinations such as Bellevue and Seattle for commuting, entertainment, and other purposes.

Evaluation of first mile/last mile connections, including park-and-ride lot capacities.
Adding to current park-and-ride lot capacities and expanding access to parking for individuals using light rail service at locations closer to the Redmond light rail station. The Redmond transit center is within our service area and has 373 parking spaces and is 99% utilized.
This would also provide direct first/last mile connections for small business employees and several human service organizations, including the Redmond Hopelink location, the Together Center, and several low and supportive housing locations within Redmond.

Connectivity Barriers

Describe the barriers to connectivity between counties and regional population centers your project will address. Describe deficiencies in modal connections, services, or public transportation capacity in the project area.
This question is about the travel markets that your project addresses (e.g., traveler origins/destinations) and the extent to which people have limited travel options in the area where you have sited your project.

Connectivity Barriers*:

Primary audience:
Low-income housing / Downtown residents
Service area includes a few King County Housing Authority subsidized housing building, the Together Center, which houses 280 affordable housing units and over 20 social service offices, and the future Plymouth Housing location.
This area ranks high (10) through the Washington State Department of Health Information by Location tool regarding households without access to a personal vehicle, so assisting with making first/last mile connections will remove barriers to individuals relying on transit.

Visitors and Tourism Draw
Visitors will be able to take the light rail from the airport to downtown Redmond and the circulator will drop of them off directly at their downtown hotel.
Downtown businesses and their employees who do not have access to transit services have expressed difficulty with using transit and finding extended parking. We have received over 15 complaints from small businesses with these issues and they were greatly interested in this proposed program.

Adjacent communities
Communities like Woodinville, Duvall, and unincorporated King County that do not have frequent high-capacity transit.
Shared parking will increase park-and-ride capacity to allow residents to drive into Redmond and utilize light rail for regional trips rather than driving into Bellevue or Seattle

Project Solutions

Describe how your project addresses the transportation capacity constraints, performance gaps, barriers to connectivity, and deficiencies in modal connections identified above.

Project Solutions*:

From a regional connectivity and transportation capacity constraint perspective, this program will provide an option for people living in adjacent communities such as Woodinville, Duvall, etc. that are not well-connected by frequent transit to the light rail station to more easily access light rail and regional destinations by being able to find nearby parking and utilizing the on-demand microtransit service. Our proposed service area and number of vehicles in the microtransit fleet will reach what we believe to be key destinations within the Downtown Redmond area with low enough wait times to adequately address first/last mile barriers to regional transit in Redmond. By increasing number of trips taken by light rail to Bellevue and Seattle for work, social reasons, or even to the airport for travel, we can reduce cars on the road, addressing congestion issues and decreasing regional vehicle miles traveled.

Project Work Completed

Describe the work that you have already completed on this project. If work on this project hasn't yet begun, enter N/A.

Project Work Completed*:

N/A

Milestones

Project Activities

Project Activity	Applicable to Project?	Date (mm/yy)	Notes
Construction			
Preliminary engineering start date	No		
Environmental documentation complete: (e.g., NEPA, SEPA)	No		
Property acquisition complete (lease or purchase)	No		
Contract advertisement	No		
Operationally/substantially complete	No		
Vehicles			
Solicitation (request for proposals or invitation for bid) published	No		
Contract Award/Purchase order	No		
First vehicle accepted	No		
All vehicles accepted	No		
All vehicles placed in service	No		
Equipment			
Solicitation (request for proposals or invitation for bid) published	No		
Contract award/Purchase order	No		
First piece of equipment accepted	No		
All equipment accepted	No		
All equipment placed in service	No		
Operating Project Activities			
Service start date	Yes	10/25	Grant-supported program must begin no later than 10/25. RFP goes out by 8/25. Microtransit contract finalized by 8/25. Microtransit service start by 10/25.

Project completion date	Yes	06/27	6-month performance metric review for Microtransit program 6/26. 1 year performance metric review for Microtransit programs 10/26. Close out program, final report 6/30/27.

Transportation Demand Management Project Activities

Project start date	Yes	10/25	Grant-supported program must begin no later than 10/25. RFP goes out by 8/25. Shared parking contract with Move Redmond finalized by 8/25. Shared parking program service start by 10/25.
Project completion date	Yes	06/27	6-month performance metric review for parking program 4/26. 1 year performance metric review for parking program 10/26. Close out program, final report 6/30/27.

Schedule Risks

Milestone Risks*:

Approval time for City RFP: The City occasionally runs into timing issues with ensuring our RFPs make it through the formal approval process quickly, which could be a schedule risk for this project. This can be managed by drafting the RFP in anticipation of receiving the grant and having it ready to release when grant awardees are notified.

Hiring of microtransit vehicle drivers: Some of the local microtransit agencies have shared that they struggle to recruit drivers in the local market due to competition. Redmond staff have budgeted for competitive wages for drivers to aid in recruitment of drivers for the program.

Shared parking program contracts: Our current partnership with Move Redmond (who will be managing the shared parking program) will allow us to begin work on establishing the contract for their work on the shared parking program and the program itself prior to funds being obligated. We also see potential schedule risks from the timing of agreements being formed with local commercial parking holders, but anticipate that our relationship with Move Redmond, One Redmond (chamber of commerce and foundation) and the City's economic development office would be able to leverage existing relationships to keep this process running smoothly.

Budget

Duration of Project

Duration of Project*: Two Years

Operating

Project Activity	Useful Life Years (1.5 x the length of grant)	25-27 RMG Funds	27-29 RMG Funds	Other State Funds	Local Funds	Federal Funds	Other Funds	Total Cost
Increased frequency	3	$760,000.00	$0.00	$0.00	$184,000.00	$0.00	$0.00	$944,000.00
		$760,000.00	**$0.00**	**$0.00**	**$184,000.00**	**$0.00**	**$0.00**	**$944,000.00**

Operating Budget Summary

Total Operating Requested Amount: $760,000.00

Total Operating Match Amount: $184,000.00

Transportation Demand Management (TDM)

25-27 RMG Funds	27-29 RMG Funds	Other State Funds	Local Funds	Federal Funds	Other Funds	Total Cost
$215,000.00	$0.00	$60,000.00	$0.00	$0.00	$0.00	$275,000.00
$215,000.00	**$0.00**	**$60,000.00**	**$0.00**	**$0.00**	**$0.00**	**$275,000.00**

TDM Budget Summary

Total TDM Requested Amount: $215,000.00

Total TDM Match Amount: $60,000.00

Vehicles / Equipment

Project Activity	Fuel Type	Useful Life	25-27 Regional Mobility Grant Funds	27-29 Regional Mobility Grant Funds	Other State Funds	Local Funds	Federal Funds	Other Funds	Total Cost

No Data for Table

Vehicle / Equipment Budget Summary

Total Vehicle / Equipment Requested Amount: $0.00

Total Vehicle / Equipment Match Amount: $0.00

Construction - Design / Preliminary Engineering Phase

Project Activity	25-27 RMG Funds	27-29 RMG Funds	Other State Funds	Local Funds	Federal Funds	Other Funds	Total Cost

No Data for Table

Construction - Right of Way Phase

Project Activity	Useful Life (# years)	25-27 RMG Funds	27-29 RMG Funds	Other State Funds	Local Funds	Federal Funds	Other Funds	Total Cost

No Data for Table

Construction - Construction Phase

Project Activity	25-27 RMG Funds	27-29 RMG Funds	Other State Funds	Local Funds	Federal Funds	Other Funds	Total Cost

No Data for Table

Construction Budget Summary

Total Construction Requested Amount: $0.00

Total Construction Match Amount: $0.00

Source of Match

Source of Match	Amount
Redmond TDM/CTR Grant Funds	$60,000.00
Lodging Tourism Advisory Committee funds	$136,000.00
Planning and Community Development general fund	$48,000.00
	$244,000.00

Status of Matching Funds

Status of Matching Funds*:

The Planning Dept. general fund based on previous budgets to account for the $48k coming from this source.

Commute Trip Reduction: Staff are anticipating that we will receive the same Commute Trip Reduction funding from the state as we have in the in the 2023-2025 budget cycle, $304,400.

Lodging and Tourism Advisory Committee: The Redmond LTAC has recommended that $136,000 be set aside from their funds in the 25-26 budget cycle for the use of these programs.

Documentation of Match

Description	File Name	Type	Size	Upload Date
Redmond Match Confirmation document	City of Redmond Match Confirmation.pdf	pdf	1 MB	08/14/2024 02:50 PM

Procurement

Procurement Plan*:

We will be issuing our own RFP for the microtransit vehicle process and will be contracting with Move Redmond to manage the shared parking program. City procurement policy attached.

Scalability

Is your project scalable?*: No

Summary

Operating

Oper. Total Project Cost: $944,000.00

Percent of Project: 77.44%
The percent of the total project cost represented by operations.

Transportation Demand Management (TDM)

TDM Total Project Cost: $275,000.00

Percent of Project: 22.56%
The percent of the total project cost represented by TDM.

Vehicle / Equipment

Veh./Equip. Total Project Cost: $0.00

Percent of Project: 0.00%
The percent of the total project cost represented by vehicles/equipment.

Construction

Const. Total Project Cost: $0.00

Percent of Project: 0.00%
The percent of the total project cost represented by capital construction.

Grand Total

25-27 Requested Amount: $975,000.00

27-29 Requested Amount: $0.00

Total Requested: $975,000.00

Match Amount: $244,000.00

Total Project: $1,219,000.00

Match Percentage: 20.02%

Indirect Costs

Indirect Costs

To charge indirect costs to a grant/project, your organization must have an approved indirect cost rate **or** cost allocation plan. Indirect costs must be included in the application budget.
If you plan to charge indirect costs, you must upload documentation of an approved indirect cost rate or cost allocation plan in the *Attachments* section.

Are you charging indirect costs to this grant/project? *: No

Organizational Capacity

Organizational Capacity

Describe how and with what funds you will maintain the project after Regional Mobility Grant funding expires.

Funding Beyond Grant*:

Following a pilot period, the City will have data on use cases and success to secure funding and expand the program. Like other cities such as Bellevue, the City will secure financial support from private donations, Tourism Promotion Area funds, transportation demand management funds, and advertising revenue. Specifically, this is what the City of Redmond anticipates for ongoing funding:

City of Redmond Transportation Demand Management Funds 30%
Tourism Promotion Area funds 30%
Private Donations 30%
Advertising Revenue 10%

Describe your organization?s experience implementing similar projects.

Project Experience*:

A public-private partnership project is the Redmond Technology Station Pedestrian Bridge. This bridge for pedestrian and bicycle users spans a state highway and provides access to light rail transit. Microsoft designed and constructed the bridge and dedicated ownership of the facility to the City of Redmond for maintenance and upkeep, including extensive landscaping, lighting, and architectural elements.

In preparation for the arrival of light rail transit to Redmond, the City was able to partner with Sound Transit to construct certain betterment projects, including roadway improvements and regional trail enhancements. The City leveraged grant funding, as well as a variety of cost saving methods to get the most benefit for the dollars invested. The City was able to plan for the costs of these projects and the increased ongoing maintenance costs of the new and enhanced facilities to create an inviting and accessible transit experience for all.

Project Performance

Project Performance

VT and VMT Reductions

Identify the estimated reductions in vehicle trips (VT) and vehicle miles traveled (VMT) your project will achieve in Year 1 and Year 4. Provide your estimates in the table. Year 1 is defined as:

- For operations and transportation demand management, the first year after the service or program begins operations.
- For equipment and vehicles, the first year after the equipment enters service.
- For construction, the first year after the facility is open to the public.

Year 1 Reductions*:	212049	1941784
	VT	VMT
Year 4 Reductions*:	268209	1993264
	VT	VMT

Methodology

Describe the methodology and assumptions you used to develop your estimates.

See WSDOT examples of standard methodology for calculating reductions in vehicle trips and vehicle miles traveled in Appendix C of the application instructions.

VT/VMT Methodology*:

We used new bus service methodologies with reasonable adjustments due to the on-demand nature of the microtransit service to determine how VT and VMT would be reduced on a local level. We also made assumptions based on current light rail travel in Seattle to expand our estimate out to a regional scale. A full explanation of how our estimates were achieved is attached, as well as the excel file with our calculations. A full memo explaining the methodology is attached.

Attach an Excel file with the supporting calculations for your final estimated reductions in vehicle trips and vehicle miles traveled. WSDOT staff will review the equations, formulas, and calculations you used to develop your estimates. Provide rationale for any assumptions you have made in your calculations.

Only one Excel file can be attached. Do not upload a password protected or encrypted file.

Final VT and VMT Calculations*: Redmond RMG Application VMT_VT Calculations.xlsx

Ongoing Project Performance

Describe the methods and strategies you will use to measure the performance of your project, including its vehicle trips and vehicle miles traveled reductions, annually for four years after the project is operationally complete.

Methods or Strategies*:

We will be tracking a variety of metrics once our program has begun to better understand how VMT and VT are being reduced. This includes tracking the change in parking utilization and knowing how many spots in the shared parking program are being utilized on an average day, as well as proactively building in the ability to survey where individuals who are utilizing parking are traveling to and from. We will also track the number of trips in the microtransit vehicles that start or end at transit stations in Redmond to understand how trips are being reduced by connecting individuals to transit. We will also be measuring the efficacy of our microtransit vehicle program by looking at average wait times, seat availability, trips per hour per vehicle, and number of shared trips (when the vehicle stops to pick up more passengers along the way).

Project Service Level Information

Project Specific Information	July 1, 2025 through June 30, 2027 (projected 24-months)	July 1, 2027 through June 30, 2029 (projected 24-months)
Revenue Vehicle Hours		
Revenue Vehicle Miles		
Passenger Trips		

Service Level Estimates

Service Level Estimate Description*:

N/A

Vehicle Replacement

Vehicle Replacement or Rebuild

Are you replacing or rebuilding a vehicle?*: No

Save form to continue. If you selected yes, please complete the vehicle information section below.

Vehicle Information

Replace or Rebuild	Vehicle Type	Year	Make/Model	Vehicle Description	Fuel Type	Remaining useful life	Vehicle Identification Number (VIN)	Current Status	Current Mileage	Other Applications	Other Grant Program

No Data for Table

Environmental Justice

Environmental Justice Assessment

Are you requesting $15 million or more in WSDOT funds for your proposed project?*: No

Environmental Justice Assessment (EJA) Map

EJA Map:

Environmental Justice Assessment (EJA) Completion

Enter the names of other agencies or governments (including affected tribes) that are involved with the project and their role:

Have you begun or have you completed the EJA?:

Environmental Justice Assessment (EJA) Reporting

Did you report the results of EJA to WSDOT Public Transportation Division staff? :

Supplemental Information

Supplemental Information

Supplemental Information:

We have combined the City of Redmond Transportation Policies, Local Plan and Coordination Links, and the VMT and VT methodology and data pdfs into one pdf to be able to attach all of the information.

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Required						
Service area map	✓	City of Redmond Regional Mobility Grant Service Area map.	City of Redmond RMG Program Service Area.pdf	pdf	635 KB	06/25/2024 11:14 AM
Letter from MPO/RTPO verifying project is consistent with the regional transportation plans or policies	✓	PSRC Support Letter	PSRC Support of City of Redmond RMG Application.pdf	pdf	102 KB	06/25/2024 12:16 PM
Copy of your agency?s greenhouse gas policy (or attach a document with a link to the policy)	✓	City of Redmond Greenhouse Gas Policy	City of Redmond Greenhouse Gas Policy.pdf	pdf	107 KB	06/25/2024 11:15 AM
Conditionally Required						
Letter of confirmation from any Public Transportation providers relied upon to achieve the performance estimates in the application. No letter is required if the project does not require coordination.						
Procurement Policy (required for new applicants or current grantees with outdated policies)		City of Redmond Procurement Policy	Purchasing Policies and Procedures - February 2022.pdf	pdf	611 KB	06/25/2024 11:16 AM
Indirect costs documentation (required if you are charging indirect costs to the project)						
Process for private transportation providers to apply for use of park and ride facilities						
Construction Project Attachments						
NEPA/SEPA assessment, if available						
Supplemental construction project information (building or site designs, site plans, location exhibits, etc.), if available						
Google map(s) with construction project coordinates (required only if Google Street View Link is unavailable)						
Optional Attachments						
Additional letters of support		Redmond RMG Application Letters of Support	Redmond RMG Application Letters of Support.pdf	pdf	2 MB	06/25/2024 12:25 PM
Additional supporting documentation		Local Plan and Coordination Links, VMT and VT Methodology and Data, and Transportation Policies	City of Redmond Other Supporting Documents.pdf	pdf	13 MB	06/25/2024 01:39 PM

Certification

Certification

I certify, to the best of my knowledge, that the information in this application packet is true and accurate and that this organization has the necessary fiscal, data collection

and managerial capabilities to implement and manage the project associated with this application:

Certification*: Yes

Application Authority*: Carol (First Name) Helland (Last Name)

Title*: Planning and Community Development Director

Date*: 06/25/2024

Pre-application

RMG Pre-application

Describe the proposed project. Include the purpose of the project and the transportation performance problem it is meant to address.

Project description*:

The Downtown Redmond Shared Parking and Circulator Program addresses two separate but connected transportation performance challenges: first and last mile connectivity to light rail and utilization of untapped parking capacity. If funded, this program will create the staff capacity and service investment needed to pilot a circular shuttle service and work with community and business partners to effectively manage underutilized public and private parking resources.

The City will partner with Move Redmond (Redmond?s TMA), to work directly with downtown property businesses to map parking availability and facilitate use of public and private parking facilities. This partnership will strengthen existing relationships with downtown organizations involved in parking, transportation, and economic development to create a dynamic parking system that maximizes public and private parking supply to meet the needs of customers, employees, and residents of downtown. In conjunction with the Shared Parking Program the project will pilot a circulator shuttle that will increase mobility and first and last mile connections to and from parking infrastructure and the 2-Line connection to the larger region.

The purpose of this program is to increase transit ridership, the perception of downtown parking availability and reduce congestion. This program is time sensitive due to the anticipated surge in parking demand in Downtown Redmond with the arrival of light rail in 2025.

TSMO

Describe how your proposed project will improve operations of the multimodal transportation system. Identify and describe the Transportation Systems Management and Operations (TSMO) strategies, processes, and tools under consideration for your project. The purpose of using TSMO is to help you identify:

- Needed planning and coordination with WSDOT region staff and other partners for your project type.
- Common considerations for the transportation performance problems your proposed project is trying to solve that may be addressed by TSMO strategies, processes, and tools.
- Opportunities to optimize multimodal operations by utilizing existing infrastructure and strategies.

Project TSMO strategies*:

This project utilizes TSMO strategies such as real-time parking data collection, communication of parking information, and variable pricing based on demand to address the common transportation performance problems associated with parking, such as inefficient use of existing facilities and localized congestion. Redmond's Downtown area currently contains 12,056 off-street stalls (not including residential parking). However, observed parking occupancy rates show off-street parking at 32%-44%, despite this capacity. In addition, 73% of respondents to a 2019 parking survey felt that there was insufficient parking in Downtown Redmond. Additionally, this project will better map parking supply and where first last mile solutions for connection to the 2 Line will be necessary to deploy.

The project may require close coordination with WSDOT, Sound Transit, King County Metro, Downtown businesses, and residents to broker parking agreements, distribute communications, access data sources, and monitor stakeholder feedback.

As part of this program a first last mile circulator solution will be evaluated and piloted. Based on preliminary needs assessment this could be a fixed route or on demand service that would benefit first and last mile circulation in Downtown and connect people to and from the light rail station to multiple destinations around Downtown. Through the pilot and collection of data public private partnerships and cost sharing could be explored and implemented.

Customer Base

What customer base is this project meant to serve? A customer base is defined as the group of customers that you serve or hope to serve.

Project customer base*:

The project will serve a diverse customer base: commuters, residents, visitors, and businesses. We plan to serve and collect data on highest and possible users. Staff will engage small businesses and their employees with current challenges of encouraging transit use and finding parking. Customers should experience a seamless connection from the Downtown Redmond light rail station to various defined destinations within Downtown that are just outside of walking distance.

Coordination

Have you discussed and coordinated with WSDOT regional staff on this project?*: No

Effects

Proposed projects may have positive and/or negative effects on other organizations and modes of transportation. Organizations and/or modes may include metropolitan planning organizations, regional transportation planning organizations, local jurisdictions, and transportation service providers.

Are there any other organizations and/or modes that could be positively and/or negatively affected by this project proposal?*: Yes

Briefly describe your collaboration with these organizations and/or modes:

Yes (Sound Transit and its services, including the 2 Line, King County Metro and its services, Redmond Town Center businesses, Downtown Redmond businesses. Additionally, this project would provide data for better wayfinding, bike/ped infrastructure and shared transportation deployment.).

Local Plan(s)

Is your project currently in a local plan(s)?*: Yes

What local plan(s) include you project? Summarize what the plan(s) say about your project:

In anticipation of the full 2-Line opening in 2025, innovative solutions are needed to encourage a mode shift to utilizing this new transit resource. The Downtown Redmond Shared Parking and Circulator Program proposal does both and is supported by strategies adopted and reviewed by the Redmond City Council such as the Comprehensive Plan?s Transportation Element, Economic Development and Tourism Strategic Plans, and the Downtown Parking Management Strategic Implementation Plan. Supporting policies include: ?Work with community and business partners to collaborate on parking management and mobility,? TR 6.7: ?Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive? and TR 15 ?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.

Associated Project(s)

Is your project dependent on other associated projects?*: No

Pre-application Budget

Pre-application Budget

Equipment/Vehicles

Equipment/Vehicles Estimated Project Cost: $0.00

Equipment/Vehicles Amount Requested from Regional Mobility Grant: $0.00

Equipment/Vehicles Percentage: 0.00%

The percent of the total project cost represented by equipment/vehicles.

Capital Construction

Capital Construction Estimated Project Cost:	$0.00
Capital Construction Amount Requested from Regional Mobility Grant:	$0.00
Capital Construction Percentage:	0.00% The percent of the total project cost represented by capital construction.

Operations

Operations Estimated Project Cost:	$0.00
Operations Amount Requested from Regional Mobility Grant:	$0.00
Operations Percentage:	0.00% The percent of the total project cost represented by operations.

Transportation Demand Management (TDM)

TDM Estimated Project Cost:	$980,000.00
TDM Amount Requested from Regional Mobility Grant:	$784,000.00
TDM Percentage:	100.00% The percent of the total project cost represented by TDM.

Summary

Total Estimated Project Costs:	$980,000.00
Total RMG Funding Requested:	$784,000.00
Percentage RMG Funding:	80.00%

Redmond
WASHINGTON

Connected Community
Enhanced Livability
Environmental Sustainability

June 24, 2024

As the Director of Planning & Community Development, I am confident that our department can meet the matching requirements for the Washington State Department of Transportation Regional Mobility Grant. The City of Redmond is on a biannual cycle, and the new biennium will begin January 1, 2025, and end December 31, 2026. As such, the City Council will not formally approve the 25/26 budget until November 2024. However, we have received firm commitments from Mayor Angela Birney, Council leadership, and the Local Tourism Advisory Committee to match this grant. Mayor Birney has submitted a support letter.

The following documents exhibit the amounts that Planning & Community Development have submitted to the Finance department as part of the department's baseline and requested budget for a total of $244,000:

- Special Revenue–Redmond Lodging and Tax Advisory Committee (LTAC) funds, $136,000.
- Special Revenue–Redmond Commute Trip Reduction (CTR) program, $60,000.
- City General Fund–Redmond Commuter Assistance Office (CAO), $48,000.

I am confident that these budgets will be approved by our City Council as part of this year's budget process. As a contingency measure if these funds are not approved, the department plans to match the entire grant with the department's general fund allocation.

Please find our provided documentation confirming the funding match attached.

Thank you for your consideration,

Carol V. Helland

Carol V. Helland

City Hall
15670 NE 85th Street
PO Box 97010
Redmond, WA
98073-9710

Redmond
WASHINGTON

Connected Community
Enhanced Livability
Environmental Sustainability

By Email

June 20, 2024

To whom it may concern,

I am writing to express my strong support of the City of Redmond's Regional Mobility Grant application. The City commits to the financial match for the duration of the Transportation Demand Management pilot program.

The proposed microtransit service will greatly enhance both local and regional mobility in the greater Downtown Redmond area, which is the future end of the Sound Transit light rail 2 line. The project will serve the Redmond Transit Center, Downtown Redmond light rail station, shared parking locations, a variety of employment locations, residential buildings and neighborhoods, hotels, retail, and a variety of medical and dental offices.

Limited parking availability, traffic congestion, and first/last mile connections from public transit can create significant barriers to work, health, and recreational mobility. The on-demand microtransit vehicle service can be tailored to complement Metro service to better meet local and regional transportation demand and optimize parking resources through a shared parking program. Furthermore, encouraging the use of alternative modes of transportation and reducing reliance on single-occupancy vehicles will contribute to our city's efforts to combat climate change and build a more resilient and environmentally sustainable community for future generations.

Following the pilot period, the City will have data on use cases and success to secure funding and possibly expand the program. Similar to the BellHop financial model in Bellevue, Redmond staff would work to secure financial support from private donations, Tourism Promotion Area funds, transportation demand management funds, and advertising revenue. Redmond has a successful track record of leveraging state grants and private partnerships to build and maintain programs and improvement projects like the Community Facilities District in partnership with Microsoft, which has developed the NE 40th Street Stormwater Treatment Facility and the Redmond Technology Bridge.

I am confident that the on-demand microtransit vehicle service and shared parking program will have a positive impact on the quality of life for residents and visitors alike, enhancing mobility, reducing congestion, supporting sustainable transportation, and fostering a more vibrant and inclusive urban environment.

Sincerely,

Angela Birney, Mayor
City of Redmond

This meeting will be held at the Redmond City Hall. Interested members of the public are welcome to listen to this meeting by phone at: 206-800-4590; Phone Conference ID: 478 628 220#. All public comments shall be emailed to Jackie Lalor (jlalor@redmond.gov) at least 24 hours before the meeting time. To view the meeting presentation, click here.

MEETING MINUTES DRAFT
Tuesday | June 11, 2024
12:30 - 2:30 p.m.

Prepared by Jackie Lalor, Staff Liaison jlalor@redmond.gov

LTAC Members:
- Steve Fields, Council Chair
- Nancy Heard
- Rashed Kannan
- Melody Lanthorn
- George Manojlovic

City of Redmond Staff:
- Jackie Lalor & Philly Marsh - Economic Development and Tourism

Guests:
- Audrey Fan - OneRedmond (TPA managing organization)

Agenda:
1. Meeting opening and April 30 meeting minutes approval (Committee Chair, Councilmember Fields)
2. General updates (City Staff)
    a. Member update
    b. 2025 Tourism Grants Open August 1
    c. Tourism Strategic Plan update
3. Overlake Intercultural District Passport Program update (City Staff)
4. 2025/2026 Budget Proposal (City Staff) - see page 2

Note: red budgeted items were increased or added by the LTAC in the budgeting session.

	A	B	C	D
1		2025	2026	Total
2	**Ongoing Expenses**			
3	**Administration & Research**	**33,000**	**33,000**	**66,000**
4	Adminstration (staff) + benefits	111,296	118,737	230,033
5	Covered by ARPA	-111,296	-118,737	-230,033
6	Supplies	500	500	1,000
7	Travel and Training	2,500	2,500	5,000
8	Data Software/Technology	30,000	30,000	60,000
9	**Marketing & Communications**	**328,000**	**328,000**	**656,000**
10	Website and Marketing Consultant	178,000	178,000	356,000
11	PR Consultant/Influencer	60,000	60,000	120,000
12	Advertising Budget	50,000	50,000	100,000
13	Collateral/printing	10,000	10,000	20,000
14	Strategic Marketing Partnerships	30,000	30,000	60,000
15	**Tourism Grant Program (festivals/events)**	**200,000**	**200,000**	**400,000**
16	Tourism Event Grants	150,000	150,000	300,000
17	Derby Days Event	50,000	50,000	100,000
18	**City Parks Tourism programming**	**100,000**	**100,000**	**200,000**
19	Redmond Lights - Winter Programming	50,000	50,000	100,000
20	Public Art/Placemaking Events and Promotion	50,000	50,000	100,000
21	**Total Ongoing Expense**	**661,000**	**661,000**	**1,322,000**
22	**Total Ongoing Projected Revenue**	**674,012**	**709,398**	**1,383,410**
23	**Total Under/Over**	**13,012**	**48,398**	**61,410**
24				
25	**One-Time Expenses**			
26	**Marketing & Communications**	**140,000**	**165,000**	**305,000**
27	World Cup activation		50,000	50,000
28	Light rail opening promotion	35,000		35,000
29	Innovation and Technology Industry Promotion		50,000	50,000
30	Promotional products	15,000	15,000	30,000
31	Photo and video content	20,000	0	20,000
32	Data Setup	20,000		
33	Opportunity marketing & advertising	20,000	20,000	40,000
34	Supplemental Staffing Support for TSP Implementation	30,000	30,000	60,000
35	**Tourism Grant Program (festivals/events/tourism programming)**	**25,000**	**25,000**	**50,000**
36	Tourism Event grants opportunity	25,000	25,000	50,000
37	**Tourism Development**	**183,000**	**143,000**	**326,000**
38	Shuttle pilot - grant match (DT circulator)	68,000	68,000	136,000
39	Bellwether Overlake Village Visitors Center Capital Investment	75,000	75,000	150,000
40	Bike storage infrastructure	40,000		40,000
41	**Total Onetime Expense**	**348,000**	**333,000**	**681,000**
42	**Current Reserve Fund**			**1,123,072**
43	**Ending Reserve Fund**			**442,072**

a. Discussion and working budget session
   i. The LTAC expressed gratitude for ARPA federal dollars continuing to fund tourism staff support and benefits. However, members also voiced concern that the lodging tax fund should be self-sustaining and emphasized the need to ensure that this fund can support necessary staffing well into the future, beyond this budget cycle and once ARPA dollars no longer remain an option.
   ii. The LTAC increased the Travel and Training 2025/2026 budget from $1,000 to $5,000.

iii. The LTAC expressed concerns with $100,000 in lodging tax tourism funding going towards Derby Days in the 2025 and 2026 budget. Discussion points and comments included:
   - The LTAC expressed that Derby Days is a great community event, but this level of funding should be considered from a source or sources that are more appropriate in lieu of a tourism fund meant to bring people to Redmond from more than 50-miles away.
   - The LTAC expressed concern that this conversation has been brought up for years, but no other funding source as been identified for this event.
   - As Derby Days is currently programmed, it does not bring in enough hotel stays for the current level of tourism funding.
   - The mid-July date of Derby Days is one of the busiest times for hotels with minimal free rooms available.
   - The LTAC requested that dates in August be considered for future Derby Days events.
   - The LTAC would like to invest some of this money in other events, programs, and investments that bring more visitors from outside of 50 miles and increases paid overnight stays.
   - The LTAC discussed data gaps and future needs to show how this event and others receiving lodging tax funding are driving tourism.
   - The LTAC would like Derby Days event staff to consider creating a business passport program or a tourism marketing campaign directed at driving larger economic impact and paid overnight stays.
   - The LTAC is willing to recommend funding at recent levels for Derby Days for the 2025/2026 budget but would like the event to be more focused on driving tourism.

iv. The LTAC increased one-time funding for the 2025 budgeted light rail and Seattle connection openings from $25,000 to $35,000.

v. The LTAC increased one-time 2026 budget for innovation and technology promotion from $25,000 to $50,000.

vi. The LTAC added $60,000 in one-time funding for supplemental staffing support in the 2025/2026 budget.

vii. The LTAC added $40,000 in one-time funding for traveler bike storage infrastructure in the 2025 one-time finding budget. This conversation specifically centered around revenue generating bike lockers within underutilized hotel parking garages and storage areas to help with last mile connectivity to light rail.

b. LTAC budget recommendation to City Council

LTAC Vote of Support:

The LTAC recommends this 2025/2026 lodging tax budget from the LTAC to the City Council.

Action: Unanimously Approved 5 yes; 0 no votes

Motion: Rashed Kanaan; Second: Melody Lanthorn

Section 47
Agreement Close Out

The CONTRACTOR shall notify WSDOT if the AGREEMENT is completed prior to the end date set forth in the caption header, "Term of Agreement". A written notification needs to be provided to WSDOT that the project is complete. WSDOT will prepare an amendment to modify the AGREEMENT to reflect the actual amount spent and the Project completion date.

Section 48
Binding Agreement

The undersigned acknowledges that they are authorized to execute the AGREEMENT and bind their respective agency(ies) and/or entity(ies) to the obligations set forth herein.

IN WITNESS WHEREOF, the PARTIES hereto have executed this AGREEMENT the day and year last signed below.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

Firas M Digitally signed by Firas Makhlouf Date: 2023.12.09 09:39:25 -08'00'

For **Brian Lagerberg, Director**
Public Transportation Division

12-09-2023
Date

CONTRACTOR

DocuSigned by:
Kelley Cochran (Mayor Designee)
5D9FC672714C4E4...

Authorized Representative

Finance Director
Title

Kelley Cochran (Mayor Designee)
Print Name

12/6/2023
Date

2023-2025 CTR Administrative Workplan – City of Redmond

1. Organization
City of Redmond
2. Agreement number
PTD 0827
3. Local agency contact
Kim Keeling
425-556-2451
khkeeling@redmond.gov
4. Employer engagement
a. Identify worksites and employee transportation coordinators
Activities:
- Identify prospective worksites.
- Notify employers of legally required activities.
- Verify employees, worksites and employee transportation coordinators in survey and program report system.

Deliverables:
- Over 100 Employees report.
- Copies of letters/email to new employers.
- Copies of completed inquiry forms.

b. Engage and educate employee transportation coordinators
Activities:
- Conduct training sessions.
- Provide outreach and consultation.
- Provide technical assistance for worksite commute programs and employee surveys.
- Encourage employee transportation coordinators to attend the Washington State Ridesharing Organization conference and other educational trainings and events.
- Send encouragement and reminder emails.

Deliverables:
- Training slides and handouts.
- Newsletter for employee transportation coordinators.
- List of employee transportation coordinators who completed training or attended events.
- Copies of email invitations.

c. Support distribution of information about transportation options to commuters
Activities:
- Develop promotions.
- Create promotions, produce materials, and distribute them to employee transportation coordinators.
- Convene colleagues from nearby jurisdictions to create regional promotions and share materials.

Deliverables:
- Copy of promotions calendar.
- Examples of promotional materials.
- Documentation of promotions results and ideas for future improvement.

d. Enable incentives, subsidies, and disincentives

Activities:

- Promote the Commute Trip Reduction business-and-occupation tax/public-utilities-tax credit.
- Provide resources and contacts to employers for King County Metro to develop programs to offer transit passes to their employees.
- Provide information to encourage employers to offer improved commute benefits; commute benefits offered by industry peer organizations, how commute benefits contribute to sustainability, effects of commute benefits on employee satisfaction, recruitment, or retention.
- Provide educational materials that indicate how much workers value commute benefits.
- Provide safe biking accessories.
- Provide information to employers for telework/compressed-work-week consultant available to employee transportation coordinators.

Deliverables:

- Documentation of results of promotions.
- Summary of benefit trends.

5. Commute trip reduction plan

Activities:

- Comply with WSDOT CTR Plan guidance.
- Develop workplan and timeline.
- Public and stakeholder engagement.
- Identify and review resources.
- Develop plan content and draft plan.
- Integrate with regional 4-year plan.
- Obtain approvals from governing authorities of the CTR law and ordinance.

Deliverables:

- Draft plan.
- Final plan.

6. Performance reporting

a. Worksite surveys

Activities:

- Review revised policies and tutorials.
- Attend WSDOT trainings and workshops.
- Survey worksites.
- Provide training and technical assistance to employers.
- Monitor online dashboards and help employers interpret and use dashboards to guide their programs.
- Analyze survey results and identify trends.

Deliverables:

- Survey results.
- Report on trends.

b. Program reports

Activities:
- Review revised policies and tutorials.
- Attend WSDOT trainings and workshops.
- Provide training and technical assistance to employee transportation coordinators.
- Review program reports, provide feedback to employers.
- Analyze program reports and identify trends.

Deliverables:
- Copy of program report.
- Briefing paper on trends.

a. Worksite needs assessments

Activities:
- Obtain regular reports from employee transportation coordinators which include updates on progress toward CTR program requirements, activities, trip tracking, and/or worksite commute trends.
- Analyze reports from employee transportation coordinators, identify needs, and create action plan to meet needs.

Deliverables:
- Reports.
- Action plan.

7. Administration

a. Financial management

Activities:
- Complete quarterly billing to WSDOT.
- Maintain financial records.
- Apply for additional grant funding.

Deliverables:
- Invoices
- Quarterly reports
- Financial records
- Grant application

b. *Program management*

Activities:
- Provide quarterly reports to WSDOT.
- Maintain employer information.
- Maintain plan and ordinance.
- Provide feedback to WSDOT to improve processes and program performance.

Deliverables:
- Quarterly reports to WSDOT.
- Employer information list.
- Local CTR plan.
- Local CTR ordinance.

c. Policymaker engagement

Activities:
- Provide updates to executive management and city council.

Deliverables:

- Slides and or reports.

d. Community of practice

Activities:

- Attend TDM Technical Committee, TDM Executive Board meetings, and CTR implementers meetings.
- Review and comment on the State CTR Plan, State CTR Report, and regional and local transportation plans.
- Attend regional TDM forums, committees, boards, working groups.

Deliverables:

- Meeting agendas and participants.

Budgeting by Priorities

Budget offer

Vibrant and Connected

Department Name: Planning **Id:** 0000035

Light Rail

Light rail service to the City's urban centers of Overlake and Downtown, as well as Marymoor Village, facilitates a vibrant economy and forms the essential transit spine for Redmond to connect to the region. Through a project administration agreement, the City provides comprehensive services necessary to bring the East Link and Downtown Redmond Link Extension projects to completion.

Performance Measures:

Outcome: A transportation system that supports multimodal movement of people and goods

- Dashboard Indicator: Mobility Report Card - Ratio of Redmond's transportation supply to transportation system demands (i.e., concurrency)
- Program Measure: Percentage of transportation network completed for all travel modes
- Program Measure: Percentage of Redmond commute trips using alternatives to single occupancy vehicle (SOV)

Baseline Program Description:

Project Administration: Manages the work of the project team, maintains relationships with project partners, negotiates interagency agreements, provides financial oversight, and engages with the community to keep the project moving.

Real Property: Negotiates and processes property transactions such as easements, transit way agreements, right-of-way vacations, and fee acquisitions needed to facilitate the extension of light rail to Redmond.

Permitting: Reviews and provides input on architectural, civil, and structural plans on an expedited timeline to ensure that the project meets City zoning, building, design, and engineering standards.

Inspection: Provides building and civil inspection services to ensure facilities are built in compliance with issued permits and applicable standards.

Budget Offer Summary

Expenditure summary

	Year 1	Year 2	Total
Ongoing-Sal/Ben	$1,307,844.88	$1,194,958.29	$2,502,803.17
Ongoing-Others	$74,972.23	$35,100.45	$110,072.68
Total	$1,382,817.11	$1,230,058.74	$2,612,875.85

	FTE Year1	FTE Year2
FTEs	7.55	6.55

Budgeting by Priorities

Budget offer

Vibrant and Connected

Department Name: Planning **Id:** 0000140

Microsoft Campus Refresh

Microsoft is investing in a multiyear project to reimagine its main campus and expand the Redwest campus. Located in Redmond's Overlake neighborhood, these projects will benefit the broader Redmond community by providing a strong, diverse, and stable employment base and by attracting a broader array of goods and services. Redmond's memorandum of understanding with Microsoft will provide comprehensive services necessary to deliver the project.

Performance Measures:

Outcome: City services and future growth facilitated by high-quality public infrastructure and facilities

- Dashboard Indicator: Business Longevity - The number of active businesses in Redmond that have held a Redmond business license for seven years or more
- Program Measure: Job density compared to growth targets
- Program Measure: Population density compared to growth targets

Baseline Program Description:

Project Administration: Manages work of the project team, maintains relationships with project partners, negotiates interagency agreements, engages with the community, and completes various administrative tasks to keep the project moving forward.

Land Development: Reviews land use permits for compliance with all applicable codes and standards that address design and the future construction and maintenance of the natural and built environment.

Civil Engineering: Examines all civil construction plans for compliance with land use approval conditions as well as all other relevant codes and standards related to the construction and long-term maintenance of both public and private infrastructure.

Building and Fire Plan: Reviews plans to ensure that construction will comply with all codes and local standards for building, fire, land use, zoning, and development standards.

Inspection: Performs all required building, fire, and land use inspections in the field to ensure the safety of the community and future building occupants

Budget Offer Summary

Expenditure summary

	Year 1	Year 2	Total
Ongoing-Sal/Ben	$2,521,994.96	$1,634,507.34	$4,156,502.30
Ongoing-Others	$401,802.00	$247,157.00	$648,959.00
Total	$2,923,796.96	$1,881,664.34	$4,805,461.30

	FTE Year1	FTE Year2
FTEs	13.95	8.62

Budgeting by Priorities

Budget offer

Vibrant and Connected

Department Name: Planning **Id:** 0000034

Mobility of People & Goods

The City strives to ensure safe and efficient travel around Redmond. The City plans for and implements interconnected transportation networks to create economic opportunity while supporting access through all modes of travel. Providing strategic planning, project development, analysis, and engineering necessary to deliver and sustain a transportation system helps achieve Redmond's vision for vibrant urban centers and connected neighborhoods.

Performance Measures:

Outcome: A transportation system that supports multimodal movement of people and goods

- Dashboard Indicator: Mobility Report Card - Ratio of Redmond's transportation supply to transportation system demands (i.e., concurrency)
- Program Measure: Percentage of transportation network completed for all travel modes
- Program Measure: Percentage of Redmond commute trips using alternatives to single occupancy vehicle (SOV)

Baseline Program Description:

Regional and Private Partnerships: Leverages regional and private partnerships to build out the transportation system, such as those with Sound Transit, Puget Sound Regional Council, Microsoft, King County, and Washington State Department of Transportation.

Grants: Secures and administers grants and partnership funds supporting the delivery of the Capital Investment Program (CIP) for new and expanded transportation infrastructure that supports planned growth.

Capital Investment Program (CIP) Development: Advances planning, studies, engineering, and capital project development consistent with the Transportation Master Plan to allow CIP project delivery to be concurrent with growth and align with the City's vision.

Multimodal Transportation: Provides a transportation system that supports safe, efficient, and multimodal movement of people and goods by completing missing links and new facilities.

Business Access and Mobility - Commute Trip Reduction (CTR): Provides programming, resources, and incentives to give City employees, residents, and students options for getting to and from work and school.

Parking Management: Manages the City's parking resources to facilitate the movement of people and goods to ensure access to businesses.

Budgeting by Priorities

Budget offer

Vibrant and Connected

Department Name: Planning **Id:** 0000034

Mobility of People & Goods

Budget Offer Summary

Expenditure summary

	Year 1	Year 2	Total
Ongoing-Sal/Ben	$1,290,120.02	$1,376,852.17	$2,666,972.19
Ongoing-Others	$711,647.74	$738,111.33	$1,449,759.07
Total	$2,001,767.76	$2,114,963.50	$4,116,731.26

	FTE Year1	FTE Year2
FTEs	8.03	8.03

City of Redmond Greenhouse Gas Policy

Greenhouse Gas reduction goals are a part of the City of Redmond Environmental Sustainability Action Plan. Transportation related policies can be found starting on age 39, and the exact Greenhouse Gas goals can be found on page 41.

The plan can be found at 2020 Environmental Sustainability Action Plan | Redmond, WA

Redmond
WASHINGTON

CITY PURCHASING POLICIES AND PROCEDURES

Purchasing Division
Mail Stop: 3NFN
15670 NE 85th Street
PO Box 97010
Redmond, WA 98073-9710
Purchasing@redmond.gov

February 2022

Contents

"I want a city government that is responsible and responsive to its residents and businesses."

Contact Information

Purchasing Division
Purchasing@redmond.gov

Adam O'Sullivan
Senior Purchasing Agent
aosullivan@redmond.gov
425-556-2199

Audrey Stenerson
Senior Purchasing Agent
astenerson@redmond.gov
425-556-4201

Katia Matuzova
Purchasing Agent
kimatuzova@redmond.gov
425-556-2250

Debbie Keranova
Financial Services Manager
dkeranova@redmond.gov
425-556-2159

Introduction

This Purchasing Policies and Procedures Manual is provided to guide and assist city staff with basic procurement and contracting requirements, as noted in the Redmond Municipal Code and Washington State statutes. The procedures set forth in this Manual are designed to assure the citizens, City Council, and City Administrators that the City of Redmond is receiving maximum value for expended funds and exhibits fiscal responsibility for the procurement process.

Redmond is a code city operating under the Optional Municipal Code, Revised Code of Washington (RCW) 35A. There are no statutory bidding requirements for Redmond, as a code city, when purchasing supplies, materials, equipment, or services not related to a public work or improvement. The Purchasing Division of the Finance Department sets bidding and purchasing policies and procedures for the City of Redmond.

All references to the Revised Code of Washington (RCW) and/or city ordinances and resolutions shall be incorporated as part of this policy, including any future amendments. In cases where these policies may conflict with any city ordinance or resolution, or any state or federal law or regulation, the terms of the law or regulation prevails. In all other cases, these policies apply.

Common Terms

Bid is an offer submitted by a contractor in response to an invitation for bid (IFB) or advertisement. Typically, a bid results in a contract being awarded to the lowest, responsive, responsible bidder.

Consultant is typically used when working on a professional services contract. The term means a person with education and/or experience which uniquely qualifies them to perform some specialized services.

Contractor is typically used when referring to a construction or maintenance company. May also apply to an individual or business having a contract with the City.

Procurement includes all functions that pertain to the acquisition, including description of requirement, selection and solicitation of sources, preparation and award of contract, and all phases of contract administration.

Proposal is the document submitted by the offeror in response to an RFP/RFQ. Proposals allow for contract award based on factors other than cost and may result in negotiations.

Purchasing is the act, function, and responsibility for the acquisition of equipment, materials, supplies, and services. The process of buying.

Quote is a statement of prices, terms of sale, and description of goods or services offered by a vendor to the City. Commonly used more in information solicitations.

Vendor is typically used when referring to a supplier; one who sells goods, materials, or supplies.

What This Manual Covers

The process of selecting vendors and managing contracts should be subject to the highest ethical standards and embody the value of stewardship of public resources by ensuring the procurement process provides the greatest attainable levels of both quality and value.

The purchasing process is designed to guide city staff towards meeting the following goals:

- Create open and fair competition
- Include terms and conditions required to protect the City
- Meet ethical standards

The Process

Before any purchase is made, the following items must be considered:

Define the Need – are you buying goods or services, or is it a public work?

Determine the Cost – what is the estimated cost?

Process – what is the best way to procure the item?

Protect the City – how do we properly protect the City from liability?

Authority – who must approve the purchase?

Contract Administration – what is my responsibility?

Sources

Revised Code of Washington (RCW)

Finance Department

Resolution 1503
Authorizing bidding requirements and signing authority.

I. DEFINE THE NEED

The first step requires determining the type of goods or services to be purchased. The City categorizes purchases in the following manner:

Operating Supplies and Equipment

Operating supplies and equipment are tangible items that are manufactured and moveable at the time of purchase.

> Examples: Office supplies, furniture, auto parts, food, janitorial supplies, electrical supplies, topsoil, flowers, signs, small tools, vehicles, clothing, ammunition, bunker gear, AV equipment, irrigation parts, etc.

Operating, Repair and Maintenance, and General Services

Operating, repair and maintenance, and general services are those provided by vendors for routine, necessary, and continuing functions of the City, mostly relating to physical activities. These services are usually repetitive, routine, or mechanical in nature, support the day-to-day operations, and involve the completion of specific tasks or projects.

> Examples: Automotive repair, window washing, janitorial or laundry services, temporary help, testing, software and subscription maintenance, recycling, holiday lighting, rentals, etc.

Professional Services

Professional services involve technical expertise provided by a consultant to accomplish a specific study, project, task, or other work. These activities and products are mostly intellectual in nature and do not include architectural and engineering services, which have their own requirements.

> Examples: Consultants, attorneys, public defender services, user fee studies, market research, actuarial services, aerial mapping, arborists, graphic designers, technology design, social or community services, software installation, etc.

Architectural and Engineering Services

Architectural and engineering (A&E) services are guided by RCW 39.80 and city policy.

> Examples: Engineer services, land surveyors, architects, and landscape architects.

Tips & FAQs

Do I have to include sales tax in the estimated cost of the purchase?

Yes – the full cost of the goods and services or project, including sales tax, must be considered.

Do purchases related to federal or grant funding have different rules?

Yes – documents must be reviewed carefully to understand the requirements. In many cases, the dollar threshold requirement to obtain bids may be lower than the City's policy.

Public Works

Public works includes all work, construction, alteration, repair or improvement other than ordinary maintenance, executed at the cost of the City.

> Examples: demolition, remodeling, renovation, road, building and utility construction.

II. DETERMINE THE COST

Once the need has been defined, the estimated annual cost of the goods or services will generally determine what competitive selection process and required approval is needed before proceeding. Where an annual cost is not applicable, such as new technology implementation projects, public works and/or architectural and engineering services, the estimated full project cost will determine the competitive selection process and required approvals. All estimates must include applicable sales tax and shipping.

Federal and Grant Funding

Purchases or projects that will be funded using federal or grant funding may have specific procedures that are required to be followed regarding obtaining bids, tracking of expenditures, and obtaining approvals. In some circumstances, bidding requirements may be more restrictive than the City's policies and require bids at lesser amounts.

The project or grant manager is responsible for understanding the applicable requirements prior to expending any of the awarded funds. Documentation must be provided to the Purchasing Division when requesting a purchase requisition or purchase order to validate that proper bidding procedures were followed.

III. PROCESS

The Competitive Process

Competitive pricing is encouraged to ensure that the City uses its resources wisely. To determine when competition is required, it is important to first define the needed goods or services and dollar amount. The charts noted on the following pages can be used to help you determine the specific required process. Depending on the category of spending, purchases above $10,000 will generally require some type of comparative pricing.

Tips & FAQs

Exceptions to the Competitive Process

Goods and Services
RCW 39.26.125

Public Works
RCW 39.04.280

Sole Source
RCW 39.26.140

Emergency
RCW 39.26.130

Cooperative Purchasing
RCW 39.34

Common Terms

Evaluation Criteria is weighted point-based criteria used to establish minimum requirements that a proposal must meet to be considered responsive.

Scope of Work is a statement outlining the specific services or work product that a contractor or supplier is expected to provide, including details on expected delivery date, product needs, and level of service.

Solicitation is a request for bids/proposals/qualifications via an IFB/RFP/RFQ.

Exceptions to the Competitive Process

Certain exceptions to the bidding process are governed by state statutes (see side bar). Approval of the exception must be stated in writing and approved by the Department Director or designee. For certain items, waiving competitive bids with anticipated costs above $50,000 will require approval by the Mayor. See the charts noted in the following sections for more details by category of the expenditure.

It is important to note that only the requirement for competitive bidding or advertising is waived. All contracting, approvals, or insurance requirements will still need to be processed considering policy rules.

The following exceptions to a competitive process are allowed by state law:

- Purchases that are clearly and legitimately limited to a single source of supply (see Sole Source Purchasing Section for more details)
- Purchases involving special facilities or market conditions
- Insurance and bonds
- Public Works in an emergency event

In addition to the state exceptions, the City's policy allows for waiving multiple quotes for goods and services when the following circumstances exist:

- Unique circumstance that makes competitive bidding impractical (requires Non-Competitive Procurement Justification Form approved by Director or Mayor)
- Use of a State Contract or Interlocal/Cooperative Purchasing Agreement where the bidding process, at a minimum, matches the City's process
- Original equipment manufacturer (OEM) renewals

Soliciting Proposals, Bids, or Qualifications

There are different methods used to solicit competition. The specific type used will depend on the needed goods, services, or information. Where competition is required by either statute or the City's policies, the following are available:

Request for Proposal (RFP)

An RFP is a formal invitation to suppliers to submit proposals for a needed good or service. RFPs are evaluated on a number of factors that may include cost, supplier's experience, qualification, and proposed solution.

Request for Information (RFI)

The purpose of an RFI is to collect written information about the capabilities of various suppliers. An RFI is primarily used to gather information to help make a decision on what steps to take next.

Tips & FAQs

Do I have to write my own RFP?

No – the Purchasing Division can help you prepare the request and guide you through the various steps. Please contact us early in the planning stage so that we can help you with the process.

When I review Statements of Qualifications do I consider the estimated cost as part of the evaluation criteria?

No – qualification-based reviews do not use cost as part of the evaluation. Once the most qualified firm has been chosen, the City can negotiate a contract at a price that is determined to be fair and reasonable for the required services.

Invitation for Bid (IFB)

An IFB or Invitation to Bid (ITB) is an invitation to contractors or equipment suppliers to submit a bid on a specific project, product, or service to be furnished. The process is focused on pricing, and not on ideas or concepts.

When soliciting either an RFP or IFB, the following items need to be provided for the process:

- Project background and scope of services
- Definitions
- Minimum qualifications
- Technical requirements (if any)
- Schedule of the competitive process
- Requirements to meet for the requested goods or services
- Evaluation process and criteria
- Insurance requirements
- Funding sources such as grants or federal funding (if applicable)
- Desired term and any renewal provisions (See Duration of Contracts Section)
- Sample city contract

Request for Qualification (RFQ)

An RFQ is a solicitation method that considers and evaluates a service provider on the basis of demonstrated competency and qualifications, rather than price. The process is typically used for architectural and engineering services where price is not a consideration. An RFQ will generally result in negotiations.

An RFQ requires the following items to be provided for the process:

- Project background and scope of services
- Project budget and source of funding
- Schedule
- Minimum qualifications
- Submittal requirements
- Evaluation criteria and selection process
- Insurance requirements
- Sample city contract

The Purchasing Division can assist you with posting your documents on the City's web page and advertising.

The following steps are also items to consider and complete prior to purchasing or awarding a contract:

Tips & FAQs

RCW 39.04.105 notes that when a municipality receives a written protest from a bidder for a public works project which is the subject of competitive bids, the municipality shall not execute a contract for the project with anyone other than the protesting bidder without first providing at least two full business days' written notice of the municipality's intent to execute a contract for the project, provided that the protesting bidder submits notice in writing of its protest no later than two full business days following bid opening. Intermittent Saturdays, Sundays, and legal holidays are not counted.

RCW 39.34.040 requires approved Interlocal agreements to be filed with the county auditor to be considered effective. Alternatively, the City may choose to list the agreements by subject on the City's website. The City has chosen the alternative method.

- Form your selection team
- Create an evaluation sheet for the team to score proposals
- Conduct interviews if desired (or required)
- Identify successful proposer
- Receive approval from Department Director to begin contract negotiation
- Negotiate with proposer using the City's contract that was included in the proposal documents; include any necessary Exhibits
- Verify required city approvals – i.e., Council or other as noted in the Authorization Section of this document
- If no Council approval is required:
    - Obtain proposer signature on the contract
    - Provide a copy of the signed contract and all attachments, to the City Clerk's Office
- If Council approval is required:
    - Check with Department Director
    - Schedule Council meeting date and prepare memo
    - After Council approval, obtain proposer's signatures on the contract
    - Provide a copy of the signed contract and all attachments, to the City Clerk's Office

Protest Procedures

City of Redmond policy does not provide protest procedures for the various goods and services it procures, although protest procedures may be specified within the bidding documents. The City reserves the right to reject any or all proposals, and to waive any irregularities or information in a competitive bid evaluation process. The final decision is the sole decision of the City of Redmond, and all bid respondents have no appeal rights or procedures guaranteed to them.

Contracts for public works, other than those using Washington State Department of Transportation's (WSDOT) Standard Specifications, will follow RCW 39.04.105.

Contracts based on WSDOT's Standard Specifications for Road, Bridge and Municipal Construction (typically Construction Division capital projects) will follow protest procedures outlined in the contract documents.

Cooperative Purchasing

The City may take advantage of the State of Washington bid process, use public purchasing cooperatives, or intergovernmental agreements with other political subdivisions' competitive bidding processes to meet its bidding requirements.

Tips & FAQs

Pumps for the City's main stormwater vault are on the schedule for replacement. I used vendor "X" to buy them 10 years ago and was told at that time they're the only distributor. I think it's a sole source purchase.

Possibly – but depending on the cost, multiple quotes may be required. And due to the number of years since the last purchase, you need to verify if there are other distributors that can be used.

Three trees fell and are blocking the only parking lot entrance for City Hall. Do I need to get bids to remove the trees and have them hauled away?

No – this would be considered an urgent need.

The State of Washington Department of Enterprise Services (DES) offers existing contracts for goods and services that the City may use. The U.S. General Services Administration (GSA) cooperative purchasing program may be accessed for IT and security/fire/law enforcement purchases (Schedules 70 and 84). The City also has many approved interlocal purchasing agreements currently in effect.

Please contact the Purchasing Division to assist you with determining if there is a local contract or agreement that can be utilized for the goods and services needed. Prior to using another agency's contract, the Purchasing Division will need to verify that the bidding process used is in compliance with city policy.

Sole Source Purchasing

Competitive bidding may be waived if a purchase is clearly and legitimately limited to a single supplier. Examples include:

- Licensed, copyrighted, or patented products or services that only one vendor provides
- New equipment or products that must be compatible with existing equipment or products
- Proprietary or custom-built software or information systems that only one vendor provides
- Products or services where only one vendor meets the required certifications or statutory requirements

The Purchasing Division requires the Non-Competitive Procurement Justification Form be completed, to document why a product or service is presented as only provided by one source and whether efforts were made to find other vendors.

Urgent Need or Emergency

Urgent Need

An "urgent need" is defined as a need that requires immediate action or attention to reduce the risk of material or monetary loss, damage to city property, or may pose a threat to public health, welfare, or safety. Any purchases of goods or services are to be made with a level of competition that is practical under the circumstances.

Urgent Need Process:

1. Determine the action needed
2. Evaluate budget capacity
3. Receive Director or designee approval
4. Contact Finance Director if need exceeds budgeted funds

Tips & FAQs

If you suspect a situation warrants an emergency declaration, please work with your Director to start the process.

Emergencies involving FEMA reimbursements may have different or additional requirements. Contact the Accounting Division for assistance tracking FEMA emergencies.

Declared Emergencies

For the purposes of this section, "emergency" means unforeseen circumstances beyond the control of the City that either (a) present a real, immediate threat to the public health, welfare, or safety or proper performance of essential functions where the City may suffer a substantial monetary loss; or (b) will likely result in material loss or damage to property, bodily injury, or loss of life if immediate action is not taken. Declared emergencies may be used for goods, services, and public works when the value is over the City's current bid limit(s) for each type of procurement.

Competitive bidding for a declared emergency may be waived subject to the following process:

1. Mayor declares an emergency.
2. Upon authority from the Mayor, work may be authorized and or equipment procured to address the emergency situation.
3. The department tasked with managing the emergency situation will work with the Purchasing Division to make a determination of the basis for the emergency, select the vendor, and issue a contract.
4. If a contract is awarded without competitive bidding due to an emergency, the department will schedule the contract award on the next City Council agenda.
5. The City Attorney will prepare materials necessary to ratify the emergency declaration finding no later than two weeks following the award of the contract.
6. A record of the emergency procurement shall be made at the next subsequent City Council meeting.

Tips & FAQs

Procard Policy

Emergency Petty Cash Policy

I will be purchasing a large piece of equipment that sells for approximately $12,000. I hope to be able to trade-in the old equipment for approximately $2,200. Do I have to get bids?

Yes – the bid limit is on the gross price, not the price after a trade-in.

Procuring Goods and Services

Small Purchases of Goods and Services

Small purchases are typically goods and services (excluding public works and A&E Services) under $10,000. Comparative quotes are encouraged for small purchases but are not required. Small purchases may be made using one of the following processes:

Process	Dollar Limit	Allowed Uses	Disallowed Uses
Credit Card (Procard) See Procard Policy for more details.	Up to $1,500 per transaction (up to $5,000 per month).	Business-related purchases such as seminar registration, subscriptions, office supplies, hotel reservations, maintenance supplies, etc.	Alcohol, capital equipment, cash advances, consulting or professional services, personal items, bid splitting, public works.
Purchase Requisition	Up to $10,000. Over $10,000 may require bidding process.	Business-related goods and services.	Personal items.
Emergency Petty Cash	Requests that exceed $100 require additional approval. See Petty Cash Policy for more details.	Anticipated expenditures in emergency situations only.	Same as credit card above, with the exception of cash advances.
Personal Reimbursement	No limit.	Small incidentals or approved travel-related expenses.	Same as credit card above.

Notes:

- Software or technology-related purchases require TIS Department approval prior to purchasing.
- Requests for temporary staff help require HR Department approval prior to purchasing.
- Purchases related to federal or grant funding may have lower bid requirement thresholds than the City's policies. The project or grant manager is responsible for understanding the applicable requirements prior to expending any of the awarded funds.

Common Terms

Purchase Agreement (PA) may be used in place of a PO when there is a need to apply multiple progress payments for project expenses or for open/blanket accounts where several different city account numbers may be charged for the goods purchased. A PA does not encumber funds against a budget. For that reason, the City is working toward using POs whenever possible instead of PAs.

Purchase Order (PO) is a legal contracting document used to place orders with suppliers or contractors and includes the City's terms and conditions related to the purchase.

Purchase Requisition is an internal record used by the City to communicate details of a request for purchase, which includes supplier information, budgeted account number(s), and approvals. Purchase requisitions should be entered into Microsoft Dynamics prior to placing an order for goods or services, to ensure the proper approval has been received prior to spending funds.

Purchase Requisition Instructions:

Non-Project

Project

Open Accounts/Orders for Goods and Services

The Purchasing Division has the authority to establish open account purchase orders or agreements for the purchase of routine supply-type commodities and services. Open orders are for periods not to exceed 12 months.

Types of Open Accounts

Open accounts may be for city-wide or department-specific use. The need for competitive bidding, authorization, and approval follows city policy, as noted in the tables reflected in the next section of this document.

Open Account – no competitive pricing

Items that are not typically stocked and needed just-in-time.

Allowed up to $10,000 annually without obtaining competitive quotes.

Departments must estimate annual needs prior to requesting an open account.

Open Account – competitive bid pricing

An account where the City has issued a solicitation or is piggybacking off another agency's solicitation.

Open Account – blanket order

Blanket orders or indefinite delivery/indefinite quantity purchases for specific products at a specific price that will be ordered over the course of the year.

Allowed up to $10,000 annually without quotes.

Departments must estimate annual needs prior to requesting an open account.

Large Purchases for Operating Supplies and Equipment; Operating Services, Repair and Maintenance; and General and Professional Services

City policy dictates that any purchase of material, supplies, equipment, or general services at an amount above $10,000 requires use of a competitive process. If a unique circumstance exists that makes competitive bidding impractical, the Department Director may waive the use of the competitive process. As noted below, certain dollar amounts require the Mayor's approval to waive the competitive process. Waivers must be provided to the Purchasing Division in writing, with the applicable approval, prior to issuing a contract or purchase order/agreement. Use of the Non-Competitive Procurement Justification Form is required.

The requirement for a competitive process is as follows:

TYPE OF PURCHASE	COMPETITIVE PROCESS
Operating Supplies & Equipment	
Up to $10,000	Informal quotes encouraged, but not required.
$10,001 - $50,000	Solicit 3 written bids. Director may waive use of competitive process.
$50,001 - $200,000	Solicit 3 written bids or issue IFB or RFP. Director may waive use of competitive process.
Over $200,000	Issue IFB or RFP. Mayor or designee may waive use of competitive process.

Operating Services, Repair & Maintenance and General Services	
Up to $10,000	Informal quotes encouraged, but not required.
$10,001 - $50,000	Solicit 3 written bids. Director may waive use of competitive process.
Over $50,000	Issue IFB or RFP. Mayor or designee may waive use of competitive process.

Professional Services	
Up to $10,000	Informal quotes encouraged, but not required.
$10,001 - $50,000	Solicit 3 written bids. Director may waive use of competitive process.
Over $50,000	Issue IFB or RFP. Mayor or designee may waive use of competitive process.

TYPE OF PURCHASE	COMPETITIVE PROCESS
Professional Services – Technology Services *Approval from TIS Department is required prior to purchase.*	
Up to $10,000	Informal quotes encouraged, but not required.
$10,001 - $50,000	Solicit 3 written bids. Director may waive use of competitive process, however if vendor chosen by competitive negotiation, must issue RFP.
Over $50,000	Issue IFB or RFP. Mayor or designee may waive use of competitive process; however, if vendor chosen by competitive negotiation versus lowest bid, must issue RFP.

Professional Services – Technology Services

Per RCW 39.04.270, when using a competitive negotiation process for the purchase of technology services (such as telecommunication systems, data processing equipment, or software), at a minimum, the following steps are required:

- A request for proposals (RFP) must be published in a newspaper of general circulation at least 13 days before the last date on which the proposals will be received.
- The RFP must identify significant evaluation factors, including price, and their relative importance.
- The municipality must provide a reasonable procedure for technical evaluation of the proposals, identification of qualified sources, and selection for awarding the contract.
- The award must be made to the qualified bidder whose proposal is "most advantageous" to the City. A city may reject all proposals for good cause and request new proposals.

TYPE OF PURCHASE	COMPETITIVE PROCESS
Instructional/Artistic Services	
Up to $10,000	Informal quotes encouraged, but not required.
$10,001 - $75,000	Solicit 3 written bids. Director may waive use of competitive process.
Over $75,000	Issue IFB or RFP. Mayor or designee may waive use of competitive process.
Note: Contracts over $25,000 required to have cost recovery	

TYPE OF PURCHASE	COMPETITIVE PROCESS
Contract Renewals or Extensions	
Up to $10,000	None if original agreement contained a renewal or extension provision.
$10,001 - $50,000	None if original agreement contained a renewal or extension provision. Otherwise, see applicable purchase type for bidding requirements.
Over $50,000	None if original agreement contained a renewal or extension provision. Otherwise, see applicable purchase type for bidding requirements.

Sole Source	
Up to $10,000	Provide a statement to support the sole source purchase.
$10,001 - $50,000	Provide a statement to support the sole source purchase.
Over $50,000	Provide a statement to support the sole source purchase.

Sole Source

Before a purchase can be considered sole source, the following steps must be documented:

- Department must have documentation of a screening process to justify the purchase of a specific product
- There are legitimate specifications that only one vendor can successfully bid or provide the product
- The product is only available through one manufacturer (or distributor, certified by the manufacturer)
- The vendor certifies that the City is getting the lowest price it offers anyone

If all of the above steps can be met, the purchase is most likely a sole source purchase. Use of the Non-Competitive Procurement Justification Form as the support statement is required to document the purchase.

Architectural and Engineering (A&E) Services

The City follows state statutes for contracting for architectural and engineering services. A roster for soliciting qualified firms is maintained electronically (currently MRSC Rosters). Consultants can register themselves and note their qualifications through the system. The City may also choose to advertise for the needed services.

A&E firms are selected based on a combination of qualifications, rather than cost, including the following:

- Evidence of the firm's ability to provide the required services
- The proposed scope of work provided
- The estimated number of hours necessary to complete the proposed scope
- A current statement of references and any other information which will be helpful in evaluating the applicant's qualifications for the proposed project

City staff should estimate the anticipated cost of the project and follow the applicable below competitive process.

TYPE OF PURCHASE	COMPETITIVE PROCESS
Architectural and Engineering (A&E) Services	
Up to $10,000	Advertise or review one or more statements of qualifications.
$10,001 - $50,000	Advertise or review at least 3 statements of qualifications from the current roster.
Over $50,000	Advertise or review at least 3 statements of qualifications from the current roster.

Reviewing Statement of Qualifications (SOQs) from women and minority business enterprises (WMBE) is encouraged whenever possible and should be consistent with the general availability within the current roster. See RCW 39.80.040 for specific language.

Projects receiving federal or state funds may need to meet more stringent requirements. In those cases, the federal or state requirements will rule.

Sources

Public Works RCW 39.04

Limitations on Work by Public Employees RCW 35.22.620

Public Works Small Works Roster RCW 39.04.155

Public Works Contracts, Bids, Small Works Roster RCW 35.23.352

Prevailing Wage Information

Washington State Department of Labor & Industries

Common Terms

Affidavit of Wages Paid is a document issued by L&I verifying that the appropriate prevailing wages have been paid on a particular city contract, as evidenced by the certified payroll documentation provided by the contractor.

Intent to Pay Prevailing Wages is a document issued by L&I, verifying that a contractor intends to pay (promises) the appropriate prevailing wages on a particular city contract.

Public Works

The term "public work" shall include all work, construction, alteration, repair or improvement, other than ordinary maintenance, on city assets. Public work generally includes labor, such as construction of new or replacement of sewer and water systems, drainage systems, public buildings and fixtures, and construction and repair of streets, sidewalks, and roads; all when for public use. For example, replacing a bridge or repaving a street are considered construction or repair and are a public work. Cleaning a roof or rodding a sewer system involves ordinary maintenance and are not considered a public work.

City employees may perform public works not exceeding 10% of the City's total construction budget, including any supplemental budgeted amounts (RCW 35.22.620). "City employee" refers to anyone (employee or agent) whom the City hires or contracts with to do a specific job.

The Purchasing Division can assist you with the public works process by obtaining quotes or issuing competitive bid documents. For capital projects in the amount of $50,000 or more, with a useful life of 5 years or more, the Public Works Construction Division manages the project bidding and contracting and prefers to use the Washington State Department of Transportation (WSDOT) contract language.

Prevailing Wage

Prevailing Wage is defined as the hourly wage, usual benefits and overtime, paid in the largest city in each county, to the majority of workers, laborers, and mechanics. Prevailing wages are established by the Department of Labor & Industries (L&I) for each trade and occupation employed in the performance of public work. They are established separately for each county and are reflective of local wage conditions.

Public works contracts require that each contractor on the project file a Statement of Intent to Pay Prevailing Wages (Intent) and an Affidavit of Wages Paid (Affidavit) when work is completed. These forms are required for every public works contract regardless of the size of the contract.

- If the work is $2,500 or less, including tax – and if the work will be paid for in a single payment – contractors must complete a Small Works "Combined" Intent & Affidavit form.
    - No fee for contractors to fill-out this form.
    - Owners/operators with no employees are still required to fill-out this form
    - A completed form must be provided to Accounts Payable before the contractor's invoice can be paid.

- If the work is over $2,500, including tax, contractors must file an Intent and Affidavit with L&I.
    - There is a fee for contractors to file each form.
    - The Intent should be filed immediately after the contract is awarded and before work begins, if possible.
    - The Affidavit must be filed by the contractor after the work is completed. The City may not release applicable retainage until all contractors have submitted an Affidavit form approved by the industrial statistician.

Retainage

RCW 60.28.011 requires the City to withhold up to 5% of the value of a public improvement contract, not including sales tax, according to Department of Revenue ETA 3024.2013, as retainage until the project is completed and the contract is accepted. This provides a financial incentive for contractors to finish a project, as well as a limited amount of financial protection for the involved parties. Instead of having retainage withheld from the contract payments, a contractor may opt to submit a retainage bond instead covering any or all of the amount. The City releases the retainage to the contractor after the project is completed, minus any claim amounts. All workers, subcontractors, and suppliers have lien rights against the retainage and can claim all or part of the money if the contractor does not pay them. In addition, the Department of Revenue, the Employment Security Department, and the Department of Labor and Industries all have lien rights against the retainage for payment of unpaid excise taxes, industrial insurance/workers' comp, and unemployment compensation. RCW 39.04.155(2)(f) allows the City to waive retainage for small works roster projects.

Bonds

RCW 39.08.010 requires public works contracts to use performance and payment bonds to guarantee that the contractor or the surety itself will complete the project and pay all subcontractors, workers, and suppliers. If the retainage is not enough to cover claims and unpaid fees, the performance and payment bonds will cover the remaining amount. Unlike retainage, the City has no direct lien rights against these bonds, unless the project is funded in whole or in part by federal transportation funds, or unless the bond was conditioned upon the payment of other outstanding taxes or penalties. Performance and payment bonds must usually be in the amount of 100% of the contract value. These bonds are typically furnished on city-provided forms. Performance and payment bonds may be waived for small works roster projects under $50,000, or the current statutory limit under the limited public works process. For public works contracts under $150,000, or the current statutory limit under RCW 39.08.010(3), the contractor may ask the City to waive the bonds and instead retain 10% of the contract amount for 30 days after the date of final acceptance, or until the receipt of all necessary releases from the Department of Revenue, the Employment Security Department, and the Department of Labor and Industries, whichever is later.

Determining the Cost

When contracting for a public works project, the first step is to determine the estimated cost for labor, materials, supplies, equipment, shipping, and applicable sales tax. The estimated cost must include all construction-related work and all phases of the project. Bid splitting to meet the spending levels and avoid the competitive process is not allowed. The estimated cost dictates the required process, as noted in the table below, which follows state statutes and RCW 39.04. The City's policy allows for any new levels or laws passed and noted in the RCW to be followed.

TYPE OF PURCHASE	COMPETITIVE PROCESS
Public Works	
< $75,500 single craft (RCW 35.23.352)	Obtaining several quotes is encouraged, but not required.
< $116,155 multiple craft (RCW 35.23.352)	Obtaining several quotes is encouraged, but not required.
< = to $350,000	Formal competitive bidding or small works roster in accordance with RCW 39.04.155.
Over $350,000	Formal competitive bid process.
Note: Sales tax on public works must be included in estimates.	

Bid Process and Evaluation

Competitive bidding is designed to prevent favoritism in awarding public works contracts and to enable the City to obtain the best work or supplies at the most reasonable cost.

For projects where bidding is not required, project managers should complete the following steps:

- Prepare a brief scope of work and cost estimate.
- Work with the Purchasing Division to determine the following requirements/needs:
    - Bonds
    - Prevailing wage requirements
    - Retainage, if applicable
    - Required permits
- Choose a qualified contractor. (The Purchasing Division can assist with finding a contractor or guide you through the small works roster process.)

Sources

Payment and Performance Bond Requirements
RCW 39.08

Retainage Requirements
RCW 60.28

For a general overview of the requirements for bonds or retainage, please review the information provided on the MRSC website.

- Create a purchase requisition in the financial system, Microsoft Dynamics, and attach the quote. The account number used for the project will dictate the workflow for approval.
- Authorization to proceed is given when the approved purchase order is provided to the contractor.
    - For public works projects using the WSDOT contract, authorization is given through a notice to proceed letter provided to the contractor.
- Prior to work starting, verify with the Purchasing Division that the required insurance certificate has been received by the City and that the contractor's Redmond Business License is current.

For projects that meet the need for a competitive process, project managers should complete the following steps:

- Prepare a scope of work and cost estimate.
- Determine the competitive process required and method to obtain bids either by advertising or using the small works roster. (See additional information on the small works roster noted in the following section.)
- Review bids, considering bid evaluation criteria noted in the following section.
- Work with the Purchasing Division to determine the following requirements/needs:
    - Bonds
    - Prevailing wage requirements
    - Retainage, if applicable
    - Required permits
- Create a purchase requisition in the financial system, Microsoft Dynamics, and attach the quote. The account number used for the project will dictate the workflow for approval.
- Authorization to proceed is given when the approved purchase order is created.
    - For public works projects using the WSDOT contract, authorization is given through a notice to proceed letter provided to the contractor.
- Prior to work starting, verify with the Purchasing Division that the required insurance certificate has been received by the City and that the contractor's Redmond Business License is current.

Sources

Small Works Roster
RCW 39.04.155

Municipal Research and Services Centers (MRSC)

MRSC Rosters
https://mrscrosters.org/

Tips and FAQs

I would like a list of contractors who can do roof repair work. How do I access the Small Works Roster?

The Purchasing Division can provide you access to the Roster or provide you with a list of contractors.

How often is the Small Works Roster updated?

In accordance with RCW 39.04.155 requirements, MRSC advertises annually on the City's behalf through legal statements to solicit vendors for the Small Works Roster. Vendors may register on the portal at any time during the year. All current vendors are required to update their profiles annually to maintain relevant contact information, certifications, and current business documents.

Small Works Roster

The City adopted use of a Small Works Roster process, made available under RCW 39.04.155, for public works projects that do not exceed $350,000, or current statutory bid limits. Currently, the City uses MRSC Rosters to manage its Small Works, Consultant, and Vendor rosters. Businesses can self-register through the MRSC website to receive notification of bid offerings when the City uses a roster process.

The following procedures are required when using the MRSC Small Works Roster for a project estimated to be $350,000 or less:

- Prepare IFB/RFP that includes an estimate of the scope and nature of the work to be performed and a list of the materials and equipment to be furnished. Detailed plans and specifications are not required to be included in the invitation.
- Utilize the City's MRSC account to identify potential bidders to send outreach notifications of city bid offerings.
    - Quotations may be invited from all appropriate contractors on the appropriate small works roster. As an alternative, quotations may be invited from at least five (5) contractors on the appropriate small works roster who have indicated the capability of performing the kind of work being contracted, in a manner that will equitably distribute the opportunity among the contractors on the appropriate roster.
    - If the estimated cost of the work is from two hundred and fifty thousand dollars ($250,000) to three hundred and fifty thousand dollars ($350,000), or the current statutory limits set forth in RCW 39.04.155, and if the City chooses to solicit bids from less than all of the appropriate contractors on the appropriate small works roster, then the remaining contractors on the appropriate small works roster must be notified that quotations on the work are being sought.
- Email bidders through the contact information acquired from MRSC Rosters. MRSC Rosters will prompt you to save your roster list. Keep your roster list to justify who was solicited.
- Review bids, considering bid evaluation criteria noted in the following section.
- Work with the Purchasing Division to determine the following requirements/needs:
    - Bonds
    - Prevailing wage requirements

- Retainage, if applicable
- Required licenses and permits

- Award to the lowest, responsive, responsible bid – see criteria on page 25.
- Immediately after an award is made, all quotes submitted must be recorded and made available to the public for inspection, or the bid figures must be supplied in response to public records requests and telephone inquiries.
- Create a purchase requisition in the financial system, Microsoft Dynamics, and attach the quote. The account number used for the project will dictate the workflow for approval.
- Authorization to proceed is given when the approved purchase order is provided to the contractor.
- For public works projects using the WSDOT contract, authorization is given through a notice to proceed letter provided to the contractor.
- Prior to work starting, verify with the Purchasing Division that the required insurance certificate has been received by the City and that the contractor's Redmond Business License is current.

Sources

Limited Public Works Process
RCW 39.04.155 (3)

Limited Public Works Process

The "limited public works process" is a type of small works roster process, as noted in RCW 39.04.155(3), that applies only to contracts estimated to cost less than $50,000, or the current statutory limit set forth in the RCW. The following are applicable when considering using the limited public works process:

- Solicit electronic or written quotations from a minimum of three (3) contractors from the appropriate small works roster.
- Award the contract to the lowest responsible bidder unless there is a compelling reason to reject all bids and cancel the solicitation.
- Quotations are to be made available to public inspection once the contract is awarded and are to be available by electronic request.
- The City may waive the payment and performance bond requirements of RCW 39.08 and the retainage requirements of RCW 60.28; however, the City retains the right of recovery against the contractor for any payments it makes on the contractor's behalf.

The City will maintain a list of the contracts awarded during the previous twenty-four months.

Tips & FAQs

Unit Priced (On-Call) Public Works Contracts
RCW 35.23.352 via RCW 35A.40.210

The City's paper of record is The Seattle Times.

Our RFP for new gas-powered lawn mowers received a bid for a diesel engine mower. After review, we prefer the diesel. Can we accept the bid?

No – the bid for the diesel mower is not responsive to the bid specifications. If the City wants to pursue the diesel engine mower, all bids need to be rejected and re-advertised.

Unit-Priced ("On-Call") Public Works Contracts

Unit-priced, on-call contracts are agreements where the City agrees to pay a defined unit-price for certain types of anticipated, but unplanned, work or trades over a certain time period. This type of contract allows for multiple or recurring projects without having to bid each project separately for items such as repair, renovation, or maintenance of public facilities. Unit-priced, on-call contracts are not associated with a specific project, do not guarantee any amount of work and do not establish a total dollar value, however, may cap the dollar value at a certain level over the life of the contract.

The contractor must be chosen by a competitive bid and agree to a fixed period, indefinite quantity of work, at a defined unit price for each category of work. When a specific project is identified, individual work orders are authorized based on either a not-to-exceed time and materials basis or a negotiated lump sum amount using the previously established unit prices.

The initial term of a unit-priced contract may not exceed three years. The option to extend one additional year after that is allowed.

Publication

Projects are required to be posted or advertised a minimum of 13 calendar days prior to the opening of bids. When using a weekly publication, the 13-day advertising period begins when the first of two advertisements is published.

Federal Aid Projects are required to be posted or advertised in the paper of record for a three-week period prior to the opening of bids. When using a weekly publication, the three-week advertising period begins when the first of three advertisements is published.

The notice should state the title of the project, the work to be done, the date and time set for the opening of bids, the location where plans and specifications are available for public inspection, the cost to obtain a set of plans and specifications, and the requirements for the bid bond. If no bids are received at the first call, the City may re-advertise and call for bids again, or may proceed to negotiate a contract with any qualified supplier or do the work with city personnel. (Note: certain limits may apply if the work is performed by City personnel.)

Bid Errors and No Bids

A bid must substantially comply with the procedures or specifications if it is to be considered. Bids that do not comply must be rejected. However, an "insubstantial variance" from certain specifications or procedures will not

Tips & FAQs

Will my contractor need a City of Redmond Business License?

Maybe – a license is required if the contractor physically comes into the City to conduct business or provide services on behalf of the City. The license must be obtained by the contractor prior to performing any work and must be maintained in good standing throughout the term of the agreement with the City.

Please use this link for additional information on Business Licensing

Labor Laws
RCW 49.48.082

prevent the City from considering a bid. As a general rule, an immaterial or insubstantial variance is one that does not give a bidder a substantial advantage over the other bidders.

Bid amount errors are of two types: (1) those that favor the City, where the bidder makes a mistake that causes the bid to be lower than it should be, or (2) those that favor a bidder, where the mistake causes the bid to be higher than it should be. These errors, which are relevant only when they affect the lowest, responsible bid, are governed by some general rules as follows:

- A bidder is bound by the bid amount. The courts will not reform (that is, correct) a contract because of an error, even an obvious one, in the bid amount.
- A city is not necessarily bound by the bid amount.
- The bidder who submitted the erroneous low bid may withdraw the bid, at the risk of forfeiting the bid bond.

Bidder Responsibility

It is the intent of the City to award a contract to the lowest, responsible bidder. Before award, the bidder must meet the following bidder responsibility criteria to be considered a responsible bidder. The bidder may be required to submit documentation to the City to validate compliance with the criteria. Before the City can accept a bid, the bidder must:

- Be a registered contractor at the time of bid submittal
- Have a current Unified Business Identifier (UBI) number
- Have industrial insurance/worker's comp coverage
- Have an Employment Security Department number
- Have a state excise tax registration number
- Not be disqualified from bidding under RCW 39.06.010 or 39.12.065(3)
- Not have any apprenticeship violations, if applicable
- Certify through a sworn statement that they are not a willful violator of labor laws in reference to RCW 49.48.082
- Have complied with public works and prevailing wage training requirements as defined by RCW 39.04.350

If the City determines a bidder is not responsible, the City must provide the reasons for the determination in writing. A bidder can appeal the determination within the time period specified in the bidding documents by presenting additional information to the City. The City must consider the additional information before issuing its final determination. If the final determination affirms that the bidder is not responsible, the City may not execute a contract

with any other bidder until two business days after the bidder determined to be not responsible has received the final determination.

Subcontractor Responsibility

Public works contractors and subcontractors are required to ensure that any subcontractors hired directly meet the responsibility criteria for the project at the time of subcontractor execution.

Bid Evaluation

Bids are to be evaluated considering the following list or as specified in the bidding documents:

- The dollar amount of the bid
- The extent to which the bid and bidder meet stated requirements and specifications
- Ability to perform the contract within the time specified
- The bidder's experience and reputation for satisfactory work, judgment, and integrity
- Results of prior dealings with the bidder by public or private contracting agencies
- The previous and existing compliance by the bidder with laws relating to the contract or services
- Projected impact on city operational efficiency and availability of budgeted funds
- Ability to apply recycled product procurement policy guidelines

Change Orders

A change order is the formal document that alters some condition of the public works contract document. A change order may alter the contract price, schedule of payments, completion date, or the plans and specifications. Any change order that significantly changes the scope or price of the project is required to go back through the applicable approval process.

Public Works Projects Up to $300,000

The Council has provided the Mayor signing authority for public works projects up to a value of $300,000. The Mayor has in turn delegated approval authority to the Department Director, or their designee, who is authorized to approve small public works contract change orders up until the total contract value meets or exceeds $300,000. Change orders that take the total contract value over $300,000 must be approved by the Chief Operating Officer, Finance Director, or Mayor.

Tips & FAQs

Are change orders routed through the City Clerk's Office for approval?

Yes – change orders need to be provided to the City Clerk's Office. The process also provides the Clerk's Office a copy of the documentation to be filed with the original contract.

Tips and FAQs

Do I have to file a Notice of Completion for all projects?

No – a Notice of Completion is only required to be filed for public works projects where the amount is $35,000 or more, including tax.

Public Works Projects Over $300,000

The Mayor has also delegated approval of change orders to the Department Director or designee(s) for an accumulation of up to 10% of the original contract award amount. Accumulated change orders greater than 10% of the original contract award amount must be approved by Chief Operating Officer, Finance Director, or Mayor. If senior management determines further approval is needed, items will be presented to Council for approval.

Project Close Out

Project close out for public works projects over $35,000, including tax, must follow these steps:

- Verify all contractor paperwork is received.
- Complete final pay estimate.
- Confirm invoices to 3rd parties have been processed (if applicable).
- Obtain City Council acceptance if applicable.
- File a Notice of Completion with the Department of Labor & Industries, Department of Revenue, and Employment Security Department (this step is completed by the Purchasing Division for non-CIP projects).
- Validate that the City has received certificates of release from the Department of Labor & Industries, Department of Revenue, and Employment Security Department, certifying that all applicable taxes, premiums, and penalties have been paid.
- Release the retainage if applicable.

Payments for Goods and Services

The City's Accounting Division manages the accounts payable function. All packing slips, invoices, and supporting documentation related to receiving goods and services should be forwarded to the Accounts Payable Division with a reference of the PO noted on the documentation.

City policy requires that goods and services must be received before payment can be made. Consideration to waive that requirement must be received in writing and state a justification for the advance payment. The Finance Director or Fiscal Services Manager have the authority to waive the policy.

Sources

NIGP Codes

National Institute of Government Purchasing (NIGP) Commodity Codes

The City uses a standardized set of commodities called NIGP codes to ease the categorization of its business needs. The codes assist with finding available suppliers for products and services, tracking expenditures by type of goods, services, or supplier, and are used to provide notification to applicable vendors when posting the City's requests for bids and proposals. A complete list of NIGP codes can be found on the City's intranet page (a link is provided in the sidebar).

Accurate NIGP codes are required to be noted on invoices and/or entered into Microsoft Dynamics when preparing a purchase requisition. For assistance identifying the proper NIGP code, please contact the Purchasing Division.

IV. PROTECT THE CITY

Code of Ethics

All purchasing should be conducted in compliance with the City's Employee Conduct Policy, Section 11.10 of the Personnel Manual.

City of Redmond Personnel Manual
Sections 11.10 and 11.50

Code of Ethics for Municipal Officers
RCW 42.23

Conflict of Interest

As a public entity, city purchasing activities must be conducted in an open, competitive manner so that any supplier wishing to do business with the City is given a fair opportunity and equal access to city bid offerings. All purchasing activities require compliance with the City's Employee Conduct Policy, Section 11.50 of the Personnel Manual.

Employees at all levels should avoid both real conflicts of interest and the appearance of conflicting interests in the purchase of goods and services for the City. Purchases of goods and services are prohibited from any supplier (company/business) owned or controlled by a city employee or their immediate family. Requests for contracting with, or payment to, such suppliers will not be honored by the City.

Unauthorized Purchases

Using city funds or a Procard for purchases of items for personal use is not allowed. The person ordering the unauthorized and unjustified purchase is personally liable for the costs of the purchase or contract and may be subject to disciplinary action.

If a purchase was made without proper authorization, but is in fact a justified purchase, the Department Director has the option to approve the purchase after

the fact. Approval and signing authority will be dictated by the guidelines surrounding the type of purchase as noted under the Authority Section of this document.

Personal Gifts to be Declined

Personal gifts or gratuities that might influence or give the appearance of influencing the requisition or purchase of material(s) must be declined.

Insurance Requirements

The Risk Management Division of the Finance Department establishes and maintains a risk review program relating to contractual agreements entered into by the City with other entities or persons. Almost every contract will provide some elements of risk language that are standard; some will depart from the standard. These deviations may require special insurance requirements or language relating to assumptions of risk.

In general, the City requires the following insurance levels:

Type	Insurance Certificate	General Public Liability	Professional Liability	Notes / Footnotes
Artistic Services Agreements	Varies			See City contract language.
Concessionaire Agreements	Required	$2,000,000		
Cyber Liability Insurance	Varies			If Contractor has access to City data. See Information Privacy and Security Agreement (IPSA)
Special Events Use Agreements	Required	$1,000,000		
Art Display and Indemnity	Varies			See City contract language.
Instructional Services Agreements	Required	$1,000,000	$1,000,000	Professional liability insurance required if commercially available in Agency's field of expertise.
Social/Community Services Agreements	Required	$1,000,000	$1,000,000	Professional liability insurance required if commercially available in Agency's field of expertise.
Non-Public Work Consultant Agreements	Varies	$2,000,000	$2,000,000	Professional liability insurance required if commercially available in Agency's field of expertise.
Non-Public Work General Services Agreements	Required	$2,000,000	$2,000,000	Professional liability insurance required if commercially available in Agency's field of expertise.
Three Party Consultant Agreements	Required	$2,000,000	$2,000,000	Professional liability insurance required if commercially available in Agency's field of expertise.
Public Work Consultant Agreements (for Architects, Engineers & Surveyors)	Required	$2,000,000	$2,000,000	
Public Works Construction Agreements (short form)	Required	$5,000,000		Unless lower limits apply due to WSDOT terms or other grant terms / conditions
Public Works Construction Agreements (standard form)	Required	$5,000,000		
Public Works Construction Agreements (Federal Funds)	Required	$5,000,000		

Definitions

Practicable means sufficient in performance and available at a reasonable cost.

Recyclable Products are products, which, after their intended end use, can be diverted from the City's solid waste stream for use as a raw material in the manufacture of another product.

Recycled Products are products manufactured with waste material that has been recovered or diverted from solid waste.

Sustainable Purchasing

Purpose

The City of Redmond recognizes that waste reduction, recycling, and purchasing recycled products are important elements of sound waste management. To support recycling and promote the development of markets for recyclable materials, the City prefers the purchase of recycled products whenever they are available at a reasonable price.

Policies

Departments will use recycled and recyclable products whenever practicable.

Recycled paper will be used for copiers and printers. Letterhead, envelopes, and business cards used by departments will be printed on recycled paper. A price preference not exceeding 10% is allowed for recycled paper purchases for this purpose. Printing will be done two-sided when practicable.

When requesting proposals, the City will encourage its contractors and consultants to:

1. Use recycled paper for proposals, printed or photocopied material.
2. Use both sides of paper.
3. Recommend recycled alternatives to virgin materials.

Environmental factors to consider in selecting products include:

- Pollutant releases
- Waste generation
- Greenhouse gas emissions
- Recycled content
- Energy consumption
- Depletion of natural resources, and
- Potential impact on human health and the environment

V. AUTHORITY

Approval Authority

Review and approval of various procurement actions are an important part of the process and a critical component of the City's internal controls. Those who have been granted approval authority are required to be mindful of the following considerations when approving procurement documents:

- Is it within policy or applicable law?
- Do you have the appropriate delegated authority to approve?
- Does the purchase serve an appropriate business and public purpose?
- Is the information accurate? (dollar amount, quantity, account numbers, available budget)
- Does the amount, vendor, and frequency seem reasonable?
- Does it meet all ethical procurement practices (no conflicts of interest or personal gain, applicable quotes were obtained, etc.)?

The City Council has authorized the Mayor to approve purchases identified in the City's budget process which includes the purchase of supplies, equipment, and routine maintenance and repairs as noted in the following tables. When a purchase or project requires a contract or agreement, additional approval may be required. Signature authority has been granted to the Mayor for agreements or contracts up to an annual value of $50,000 with two exceptions: authorization is increased to $75,000 for instructional services and $300,000 for public works. The Mayor has the authority to delegate signing authority to others as noted in the tables below. (Note: in the authority noted below, COO refers to Chief Operating Officer.)

TYPE OF PURCHASE	**REQUIRED AGREEMENT/CONTRACT APPROVALS** ***Note: Purchase requisitions or invoices require NBU owner approval through the financial system.***

Operating Supplies & Equipment – Annual Amount	
Up to $10,000	Delegated by Mayor to Director or Designee
$10,001 - $50,000	Delegated by Mayor to Finance Director or COO
$50,001 - $200,000	Delegated by Mayor to Finance Director or COO
Over $200,000	Delegated by Mayor to Finance Director or COO

Operating Services, Repair & Maintenance and General Services – Annual Amount	
Up to $10,000	Delegated by Mayor to Director or Designee
$10,001 - $50,000	Delegated by Mayor to Finance Director or COO
Over $50,000	Delegated by Mayor to Finance Director or COO

Professional Services – Annual Amount	
Up to $10,000	Delegated by Mayor to Director or Designee
$10,001 - $50,000	Delegated by Mayor to Finance Director or COO
Over $50,000	Council provides authorization for the Mayor or designee to sign

Professional Services – Technology Services – Annual Amount	
Up to $10,000	Delegated by Mayor to Director or Designee
$10,001 - $50,000	Delegated by Mayor to Finance Director or COO
Over $50,000	Council provides authorization for the Mayor or designee to sign

Instructional/Artistic Services – Annual Amount	
Up to $10,000	Delegated by Mayor to Director or Designee
$10,001 - $75,000	Delegated by Mayor to Director or Designee
Over $75,000	Council provides authorization for the Mayor or designee to sign
Note: Instructional contracts > $25,000 required to have cost recovery.	

Contract Renewal – Annual Amount	
Up to $10,000	Delegated by Mayor to Finance Director or COO
$10,001 - $50,000	Delegated by Mayor to Finance Director or COO
Over $50,000	Delegated by Mayor to Finance Director or COO *No approval required by Council for a renewal if the original contract contained renewal provisions.*

A contract that has no renewal options or has expended all renewal options will need to be rebid and approved within the guidelines for the classification of purchase type. An extension, however, may be used to extend a completion date for a short amount of time when there is no dollar cost or if additional time is required to complete a bidding process. Approval from the Department Director or designee is required for short term extensions.

Sole Source – Annual Amount	
Up to $10,000	Delegated by Mayor to Director or Designee
$10,001 - $50,000	Delegated by Mayor to Finance Director or COO
Over $50,000	Council provides authorization for the Mayor or designee to sign

Intergovernmental Cooperative Purchasing Agreements	
No Limit	Finance Director or Designee

Interlocal (Interagency) Agreements, Grants	
No Limit	Council provides authorization for the Mayor or designee to sign

Architectural and Engineering (A&E) Services – Project Amount	
Up to $10,000	Delegated by Mayor to Director, Finance Director or COO
$10,001 - $50,000	Delegated by Mayor to Director, Finance Director or COO
Over $50,000	Council provides authorization for the Mayor or designee to sign

Public Works – Project Amount	
< $75,500 single craft	Delegated by Mayor to Director, Finance Director or COO
< $116,155 multiple craft	Delegated by Mayor to Director, Finance Director or COO
> $75,500 - $300,000 single craft	Delegated by Mayor to Director, Finance Director or COO
> $116,155 - $300,000 multiple craft	Delegated by Mayor to Director, Finance Director or COO
Over $300,000	Council provides authorization for the Mayor or designee to sign
Public Works – Change Orders (CO)	
Project cost <= $300,000	
CO increases project cost <= $300,000	Delegated by Mayor to Director or Designee
CO increases project cost > $300,000	Delegated by Mayor to Finance Director or COO
Project cost > $300,000	
Accumulated <= 10% of project cost	Delegated by Mayor to Director or designee
Accumulated > $10%	Delegated by Mayor to Director, Finance Director or COO. May require Council authorization.

Contract Types

The Purchasing Division can assist you with selecting and obtaining a standard city contract.

The following standard city contracts are available:

Art Display and Indemnity

Artistic Services

Consulting Services

General Services

Instructional Services

Instructional Services, On-Site Training

Review Panel

Short-Term Facility Rental

Social/Community Services

Three Party Consultant

Trading Partner

The following standard contracts for Public Works are available:

Small Construction Contract

Supplemental Consultant Agreement

Consultant Agreement – Federal Aid

Consultant Agreement – A&E

Washington State Dept. of Transportation (WSDOT) Agreement – used for CIP projects

VI. CONTRACT ADMINISTRATION

The City Council sets general policy and guidelines for the expenditure of city funds. Council decisions are communicated through the City's budgeting process whereby the Mayor has been granted authority to administratively carry out the expenditure decisions identified in the budget document.

The City Council has the authority to bind the City in all contracts and agreements. The Council has chosen to delegate a significant portion of this authority to the Mayor, who in turn has delegated selected signing authority to the Chief Operating Officer (COO), Finance Director, Department Directors or their designee(s). (See Approval Section.) City contract signing authority is noted in the relative City Resolution, currently No. 1503.

Routing

Prior to routing a contract for approval, several steps must be taken to ensure the contract package has the correct information included. If a contract requires Council approval, that must be obtained prior to routing for signatures. The supplier/contractor is typically required to sign documents first. However, exceptions may include state or county contracts, where the City may be required to sign first.

Prior to sending a contract package for signature, the following is required:

- Obtain approval from the Department Director to proceed.
- Obtain approval from the TIS Division if the services are technology-related.
- Develop the applicable city contract. (The Purchasing Division can assist with choosing the correct contract for your project/purchase.)
    - If you are not using a city contract, you may need to review the substitute contract with the City Attorney. Check with your Department Director to determine if it is necessary to have the City Attorney's review prior to routing.
- Consider the need for additional required documents, such as the Information Privacy and Security Agreement (IPSA) if the contractor has access to city data or the Business Associate Agreement (BAA) if a contractor has access to protected health information.
- Attach the Scope of Work obtained from either the competitive process or create one to ensure the terms of services and applicable timelines are clear.
- Review the payment terms. If anything is other than Net 30 days, contact the Purchasing Division for assistance. Any leases, loans, required monetary deposits, or programs implementing the acceptance of payments

must be reviewed with the Finance Director or Fiscal Services Manager prior to proceeding.
- Attach any applicable Exhibits or Addendums.

The City uses a DocuSign workflow and routing form, to electronically route contracts and amendments for signature. Please contact the Purchasing Division if you have questions about the DocuSign contract routing process. After a contract has been fully executed, the City Clerk's Office requires a copy, for record-keeping.

Duration of Contracts

Professional and general services contracts may have a duration of any combination of years, up to 4 years for the initial term. Additional language may be included for renewals up to two 2-year extensions.

Public works and architectural and engineering contracts typically cover the duration of a project and should match the scope of work.

Exceptions to contract duration may be granted by the Department Director or designee for the following:

- Significant cost savings can be realized.
- Benefits of a shorter contract are outweighed by the costs of a competitive process.

Administration

Contract administration means any activity related to contracting, including the decision to contract, screening, selection, preparation, monitoring, auditing, and post-contract follow-up. When initiating a contract on behalf of the City, the contract manager is responsible for the following:

- Understanding the contract, including the specific contract obligations and performance indicators by which performance will be monitored.
- Assessing the risks related to the project before soliciting proposals and contracting, to determine the extent of the monitoring appropriate to the contract.
- Ensuring the contractor has a clear understanding of how the contract will be managed and monitored.
- Providing the contractor with guidance and technical assistance, as needed, to promote effective contract performance.
- Identifying the extent and source of funding for services provided.
- Monitoring the contractor's activities to ensure quality service delivery.
- Reviewing invoices and verifying delivery of goods/services is validated.

Tips & FAQs

Link to the City's contracts

When a contract is ready for signatures, who signs first?

The vendor/contractor signs the documents before the City. Note: if a contract requires Council approval, that approval must be obtained before the contractor signs.

How do I add a renewal provision to my contract?

When a contract doesn't specifically note renewal terms, you can add the information with a separate Exhibit. The Purchasing Division can help you with the appropriate language.

Tips and FAQs

If my contract expires next year and I have no renewals left, how early should I start planning for an RFP?

It depends on how complex the desired services are and whether other areas of the City should be included in the planning. The Purchasing Division suggests you start planning for bidding at least 6 months prior to expiration. You'll want to prepare a scope of work, build an evaluation team, and consider if the service involves a significant implementation of new services. You may also need to allow time for notifying City Council, obtain approval to proceed, negotiating terms, and planning for changes in processes.

Contract Renewals, Amendments or Extensions

Contracts or agreements may have various terms that either plan for renewal periods or allow for some type of contingency or extension. The following is to be used as a guide for planning ahead, when contracts are negotiated and/or come to the end of the agreed-to term.

Renewals

When a contract has a renewal period specifically incorporated in the terms, no bidding is required to be able to renew the contract. Approval of the contract renewal is as noted in the Authority Section. It is important to note that if the dollar amount of the contract renewal is at a level that Council would typically approve, but the renewal provisions were clearly noted in the original contract sent through them, then there is no need to take the agreement back through Council for approval of the renewal. Contracts that originally specified a renewal may be extended with an amendment rather than a new contract or solicitation. Any changes in cost or minor changes in scope must be documented. Amendments for renewals must be routed through the applicable approval authority.

Amendments or Supplemental Agreements

Contract Amendments or Supplemental Agreements are considered changes to existing contracts. Changes to contracts may be processed as Amendments or Supplemental Agreements, rather than as new contracts, only if the changes are within the general scope of the original contract. Examples of an Amendment or Supplemental Agreement are items such as clarifying a date within the original scope, a minor clarification of terminology, or extending a short amount of time to complete a project without an increase in the cost. The Mayor has delegated approval of Amendments and Supplemental Agreements to the Director or designee for minor changes.

Changes within the scope of contracted terms that represent substantial increases in the quantity, cost, or nature of the work may not be appropriate for contract Amendments or Supplemental Agreements and may need to be addressed as a new procurement. In situations of this nature, please contact the Purchasing Division for assistance with determining the next steps. Approval authority for substantial changes would need to be routed through the applicable approval authority.

Extensions

Extending a contract or service when no renewal terms were included in the original contract, or the contract has exhausted all renewal periods, may require a bidding process. Please see the appropriate classification of desired goods or services for the bidding requirements.

Tips & FAQs

Can I accept an electronic signature for city contracts?

Yes – contracts may be executed with a third-party electronic signature service such as DocuSign.

Use of Electronic Signatures for City Business

The City Council passed Resolution No. 1498 authorizing the use of electronic signatures. In accordance with the Electronic Signature Policy, electronic signatures may be used in the same way that physical signatures may be used.

Electronic Signature Policy

The policy of the City is to enable employees to conduct city business through the use of electronic signatures where desired when such use is consistent with these guidelines.

Employee Responsibilities When Using Electronic Signatures

All city employees who utilize electronic signatures in the conduct of their duties will have reviewed these polices to ensure that, to the best of their ability, the guidelines herein are followed.

Authorization for the Use of Electronic Signatures

Electronic signatures consistent with this policy may be used by the City in the same way that physical signatures may be used. City staff may rely on electronic signatures which are consistent with this policy in the same way staff relies on physical signatures.

Definition of Electronic Signatures

Electronic signatures include an electronic sound, symbol, or process –

- A variety of digital objects may serve as an electronic signature when provided in the context as approved by the Finance Director consistent with this policy.
- The electronic signature must clearly be associated with the related paper or process intended to be attested to.
- The signature must be verifiable as part of the underlying record (e.g., a clear indication of the electronic signature must be maintained as part of the documents or process being attested to).
- The signature must have been executed or adopted by a person with an intent to sign the record as appropriate based on the nature of the document.

Authorized Electronic Signatures

The Finance Director, in consultation with the City Clerk, Human Resources Director, City Attorney, and Director of Technology and Information Services shall authorize acceptable forms and uses of electronic signatures.

In authorizing specific forms and uses of electronic signatures, the Finance Director shall take into account the benefits as well as the risks. The following table illustrates the type of analysis that is consistent with this section.

Use Cases	Degrees of Risk				
	Very Low	Low	Medium	High	Very High
Employee Signing Timecard	■				
Supervisor signing personnel action notice	■	■			
Electronic purchase orders		■			
Class participant signing waiver			■		
Open bids			■		
Standard form contracts			■		
Interlocal Agreements			■		
Negotiated contracts				■	
Sealed Bids				■	
Real property documents					■

The type of electronic signature authorized may vary relative to the nature of the risk. For example, a process indicating concurrence as an electronic signature may be used for low or very low risk cases, but not for medium or high-risk cases. For high-risk cases, the electronic signature should take the form of a digital signature through an approved third-party process which includes verification of the specific intent to sign, an approved signature methodology, and maintenance of evidence of the electronic signature. Therefore, a risk assessment of those charged with authorizing the specific forms and uses of electronic signatures should be part of the approval process.

Acceptable Forms of Electronic Signatures

The following electronic signature types are authorized for use:

Very Low Risk - A process indicating approval or authorization

- Employee timecards
- Personnel action notices for performance reviews and administrative changes
- Performance reviews conducted with city software (NeoGov)

Low Risk – A digital object indicating approval or authorization (such as a signature image)

- Purchase orders
- Personnel action notices for any action not already authorized

Medium Risk – Use of a third-party electronic signature service (such as DocuSign)

- Class participant waivers
- Facility lease documents
- Open bids
- City standard form contracts
- Interlocal agreements

High Risk – Use of a third- party electronic signature service (such as DocuSign) which has been licensed as a certification authority (CA) by the Washington Secretary of State

- Non-standard form contracts

Very High Risk – Digital signatures are not authorized for very high-risk use cases

- None

References

RCW 19.34 - WASHINGTON ELECTRONIC AUTHENTICATION ACT

Electronic Signature Guidelines – Published by the Office of the Chief Information Officer, State of Washington http://des.wa.gov/sites/default/files/public/documents/About/rules/ESignProcedure.pdf

Digital Signatures – Washington State Secretary of State's Office https://www.sos.wa.gov/ea/

Glossary of Terms for Electronic Signatures

Unless the context clearly requires otherwise, the definitions in this section apply throughout this chapter:

"Accept a certificate" means to manifest approval of a certificate, while knowing or having notice of its contents. Such approval may be manifested by the use of the certificate.

"Accept a digital signature" means to verify a digital signature or take an action in reliance on a digital signature.

"Certificate" means a computer-based record that:

Identifies the certification authority issuing it
Names or identifies its subscriber
Contains the subscriber's public key
Is digitally signed by the certification authority issuing it

"Certification authority" means a person who issues a certificate.

"Certification authority disclosure record" means an online, publicly accessible record that concerns a licensed certification authority and is kept by the secretary.

"Certify" means to declare with reference to a certificate, with ample opportunity to reflect, and with a duty to apprise oneself of all material facts.

"Digital signature" means an electronic signature that is a transformation of a message using an asymmetric cryptosystem such that a person having the initial message and the signer's public key can accurately determine:

a. Whether the transformation was created using the private key that corresponds to the signer's public key; and
b. Whether the initial message has been altered since the transformation was made.

"Electronic" means electrical, digital, magnetic, optical, electromagnetic, or any other form of technology that entails capabilities similar to these technologies.

"Electronic record" means a record generated, communicated, received, or stored by electronic means for use in an information system or for transmission from one information system to another.

"Electronic signature" means a signature in electronic form attached to or logically associated with an electronic record, including but not limited to a digital signature.

"Hold a private key" means to be authorized to utilize a private key.

"Incorporate by reference" means to make one message a part of another message by identifying the message to be incorporated and expressing the intention that it be incorporated.

"Issue a certificate" means the acts of a certification authority in creating a certificate and notifying the subscriber listed in the certificate of the contents of the certificate.

"Licensed certification authority" means a certification authority to whom a license has been issued by the secretary and whose license is in effect.

"Message" means a digital representation of information.

"Private key" means the key of a key pair used to create a digital signature.

"Public key" means the key of a key pair used to verify a digital signature.

"Recipient" means a person who has received a certificate and a digital signature verifiable with reference to a public key listed in the certificate and is in a position to rely on it.

"Recognized repository" means a repository recognized by the secretary under RCW 19.34.400.

"Repository" means a system for storing and retrieving certificates and other information relevant to digital signatures.

"Subscriber" means a person who:

Is the subject listed in a certificate;
Applies for or accepts the certificate; and
Holds a private key that corresponds to a public key listed in that certificate.

"Time stamp" means either:

To append or attach a digitally signed notation indicating at least the date, time, and identity of the person appending or attaching the notation to a message, digital signature, or certificate; or
The notation thus appended or attached.

"Valid certificate" means a certificate that:

A licensed certification authority has issued;
The subscriber listed in it has accepted;
Has not been revoked or suspended; and
Has not expired.
However, a transactional certificate is a valid certificate only in relation to the digital signature incorporated in it by reference.

"Verify a digital signature" means, in relation to a given digital signature, message, and public key, to determine accurately that:

a. The digital signature was created by the private key corresponding to the public key; and
b. The message has not been altered since its digital signature was created.

New Shuttle Service Area

City of Redmond, Washington

Redmond
WASHINGTON

0 0.15 0.3
Miles

N

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.

- City Limit
- Downtown
- Park
- On-Demand Shuttle
- Hotel/Parking/LRT Station
- Proposed Bus Line
- Light Rail Line

The following documents are other supporting documents for the Redmond Regional Mobility Grant Application. These include links for the Local Plans and Coordination section of the application, an in-depth explanation of our VMT/VT calculation methodology, and the full Redmond 2050 Transportation Element.

Local Plans and Coordination Links

Redmond 2050 Plan: 2024_01-10-Transportation-Element-Final-Draft---Att-A---Element-and-Appendices-PDF (redmond.gov)

Redmond Tourism Plan: Redmond-Tourism-Strategic-Plan-FINAL-DRAFT

Redmond Downtown Strategic Parking: 2020_0831-Redmond-Parking-Implementation-Plan-PDF

City of Redmond RMG Application VMT and VT Methodology and Data Memo

Background

Based on LEHD data (2021), 24650 residents or 68% of Redmond's population commute for work to outside of the City. Among these commuters, 25% of them are traveling to Seattle and 16% to Bellevue. For the rest 32% of residents are working inside the City limits, 77% of them working in Overlake. In 2022, only 6% of commuters in Redmond traveled by transit (American Community Survey, 2022). However, things are anticipated to change with the operation of the LRT and existing transit-related service.

Currently, the City of Redmond has two transit centers that provide Park & Ride (P&R) services, Redmond Transit Center (RTC) and Bear Creek P&R. Based on the 2023 Fall data from Metro, the utilization rate of the P&R services at Redmond Transit Center (RTC) is at 99% capacity, which means almost all of 373 parking spaces are filled up daily. As for the Bear Creek P&R, a half of the 147 total spaces are currently in use daily. The following table presents a summary of 2023 Fall daily ridership at stops near P&R services with route details.

Table 1. Fall 2023 daily ridership

Stop ID	Stop Name	Avg Daily Ons	Avg Daily Offs	Route
98750	RTC Bay 1	103	135	250
71951	NE 83 & 164	43	321	545
71954	RTC Bay 6	363	9	545
81755	Bear Creek P&R	397	362	250, 269, 545, 982

Based on the results of both P&R utilization rate and ridership, we already identify an intense need for regional transit trips by both residents in Redmond and those outside travelers from east King County (Sammamish, etc). With the operation of the new light rail service connecting Redmond to Bellevue and Seattle (in near future), we foresee considerable LRT ridership as well as an increasing demand for P&R services. However, it seems like the P&R service at RTC is the most convenient and only choice for the residents from the North of Redmond (e.g. Education Hill) or those from Woodinville and Kirkland. In addition, the north part of Redmond seems to have limited access to Downtown: the existing and proposed transit services operate at 30 minutes headway, even at peak hour. Thus, improving the connections for residents from both inside and outside of north Redmond is one of the City's highest priorities.

Table 2 presents the sum of potential VMT reduction for local and regional trips. It should be noted that We do not have enough information to make a reasonable assumption for Year 4, thus we add the same number to Year 1 in Year 4. However, we would anticipate this number to grow as the program expanding to more hotels and businesses within Redmond. The methodology details are presented in the following sections.

Table 2. The sum of potential VMT and VT reduction in our project

Type of trip	Description	Year 1 VMT(VT)	Year 4 VMT(VT)
Local	VMT reduction of local trips after introducing shuttle services to access downtown	41,184 (56,160)	92,664 (112,320)
Regional	VMT reduction of regional trips by Redmond commuters who work in Seattle or Bellevue	1,900,600 (155,889)	1,900,600 (155,889)

System area

As shown in Figure 1, we propose an on-demand service area that provide shuttle services to Downtown Redmond. The east part of the service area covers a high density of residential parcels and only one bus line operating at a 30-minute headway is available for access to Downtown. The western portion of the service area has a higher number of jobs of and workers commuting from outside of Redmond are anticipated to use the shuttle services after traveling by the LRT. Service area in Downtown includes several hotels as well as other businesses and parks that are not within a walkable distance to the Downton LRT station.

This project also proposes available parking spaces for P&R users at three facilities, including Redmond Town Center (1806 parking spaces), Opportunity Building (130 parking spaces), and Westpark (500 parking spaces). The following goals are a 20% utilization rate at the Opportunity Building and Westpark and a 10% utilization rate at Redmond Town Center for P&R services, which equals to 310 total parking spaces available for accessing either shuttle or LRT service.

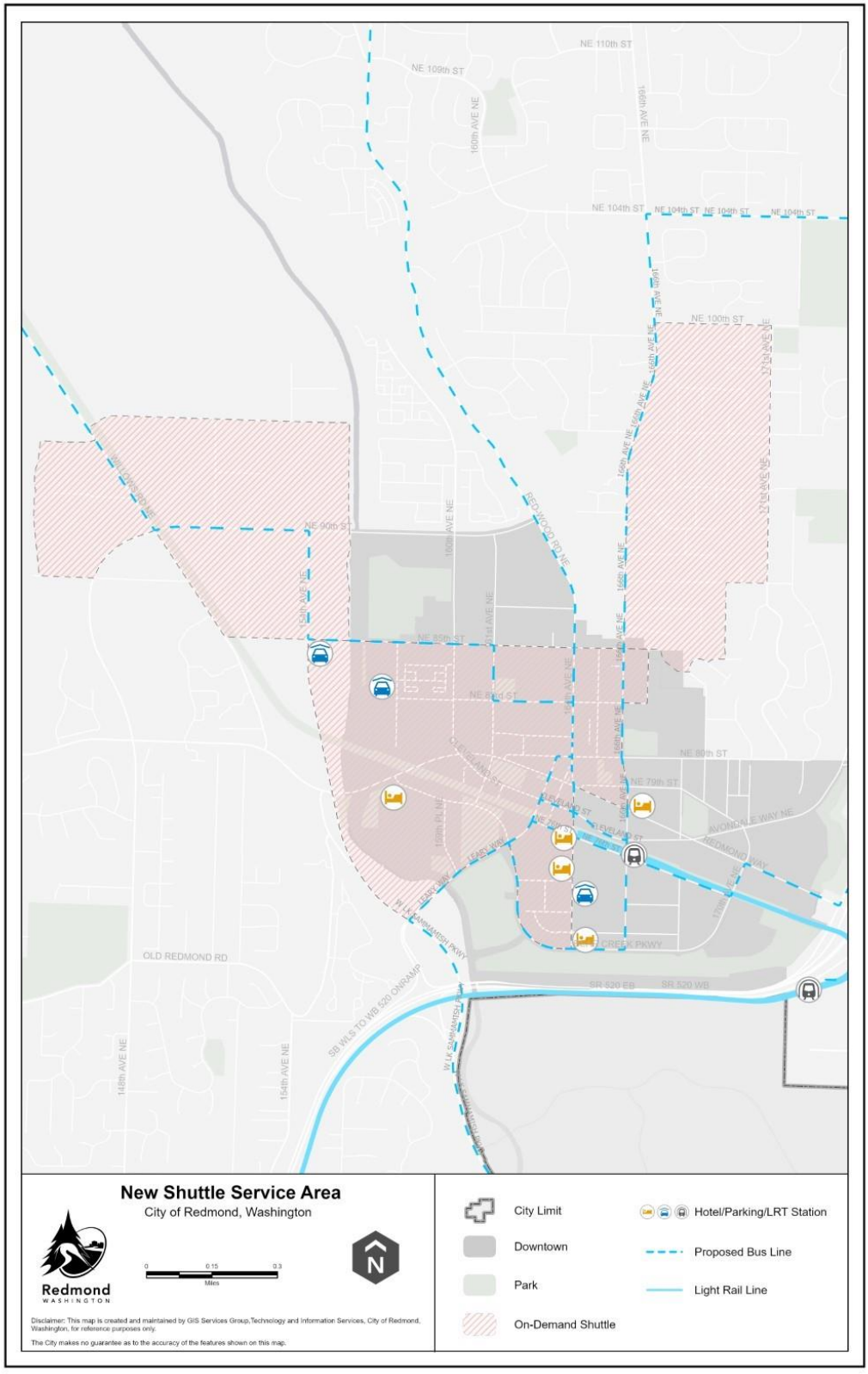


Figure 1. System map

VMT Estimation

As our project not only involves local trips but also regional transportation trips, we will discuss the VMT estimation case by case.

Local VMT estimation

Following the application instructions, we consider our project is a similar scenario to new bus service methodology example. Since on-demand services have different characteristics compared to the bus services (e.g. no fixed-route), we made reasonable adjustments to the methodology.

First, we choose the BellHop, an on-demand shuttle service, operating in the City of Bellevue, WA, as our comparable example. BellHop has been operating for 10 months and has served 73k passengers in total. We propose the same-sized vehicles as BellHop's, which has 5 seats available. According to BellHop data, the current utilization rate is at 30%.

Second, we assumed a 10-min headway for our on-demand service. In addition, our services operate 12- hours a day during the weekdays.

Third, instead of assuming the passengers will travel for a quarter of the fixed route, we use the average travel distance between the tracts that service areas that are within and the Downtown (Replica data, 2023 Fall). It should be noted that our service area falls into three different tracts (the smallest analysis unit from Replica data), thus we discuss the VMT estimation case by case.

Fourth, the route distance for new service is based on the center of service area in each tract to LRT using Google.

Table 3 presents the local VMT estimation for our service area.

Table 3. Local VMT estimation

On-Demand Service (East										
Year 1		**Capacity**	**Utilization Rate**	**Number of Passenger per trip**	**Net number of trips**	**Number of the trips per day**	**VT**	**Average distance passengers will travel**	**Route distance for new service**	**VMT**
		5	0.3	2	1	72	18,720	1.12	1	23,213
Year 4	**Growth Rate**			**Number of Passenger per trip**	**Net number of trips**		**VT**			**VMT**
	10%			3	2		37,440			44,179
On-Demand Service (West										
Year 1		**Capacity**	**Utilization Rate**	**Number of Passenger per trip**	**Net number of trips**	**Number of the trips per day**	**VT**	**Average distance passengers will travel**	**Route distance for new service**	**VMT**
		5	0.3	2	1	72	18,720	0.99	1.8	3,370
Year 4	**Growth Rate**			**Number of Passenger per trip**	**Net number of trips**		**VT**			**VMT**
	10%			3	2		37,440			21,902

On-Demand Service (Downtown										
Year 1		Capacity	Utilization Rate	Number of Passenger per trip	Net number of trips	Number of the trips per day	VT	Average distance passengers will travel	Route distance for new service	VMT
		5	0.3	2	1	72	18,720	0.64	0.5	**14,602**
Year 4	Growth Rate			Number of Passenger per trip	Net number of trips		VT			VMT
	10%			3	2		37,440			**26,582**
									Total	
									Year 1	**41,184**
									Year 4	**92,664**

In total, 41,184 VMT are saved after the first year of operation and 92,644 VMT are saved in Year 4.

Regional VMT estimation

Currently, we do not have any regional travel data as well as LRT user data. It is hard to make assumptions on what percentage of commuters that are traveling by automobile before will use LRT instead. Thus, we follow the assumptions for local VMT estimation and discuss different scenarios based on available information.

1. Assume the LRT users from Woodinville and use LRT to Seattle

In this case, we assume passengers will use parking facilities at Redmond Town Center, which equals to 6.9 miles per one-way trip per person. If this commuter drove directly to Seattle, it would take 21-miles per one-way trip, per person on average. For a single working day, the user of LRT saves 28.2 VMT per person with the P&R service this project provides, which equals to 7,332 VMT per year, per person.

2. Assume the LRT users from North Redmond and use LRT to Bellevue

In this case, we assume passengers will use parking facilities at Westpark (3.3 miles per trip per person) and take a shuttle to the LRT station (1.3/2=0.65 miles per trip, per person since normally two people are onboard), which equals to 3.95 miles per one-way trip per person. If this commuter drove directly to Bellevue, it would account for 12-miles per one-way trip, per person on average. For a single working day, the use for LRT and shuttle services saves 16.1 VMT per person, which equals to 4,186 VMT per year, per person.

3. Assume 3% of commuters whose workplaces are in Seattle use LRT for commute

Based on LEHD data (2021), 3% of the Redmond-Seattle commuters are 220. In this case, we use the average trip distance from all other tracts in Redmond to Downtown Redmond, 1.21 miles (Replica, 2023 Fall), as the travel distance for the Redmond residents accessing shuttle services. It takes 0.55 miles on average for each trip accessing LRT per person. If they drive directly to Seattle, it will take 16 miles per one-way trip, per person on average. For a single working day, the user of the LRT and shuttle services save 28.5 VMT per person, equal to 1,630,200 per year for all 220 commuters.

4. Assume 5% of commuters whose workplaces are in Bellevue use LRT for commute

Based on LEHD data (2021), 5% of the Redmond-Bellevue commuters are 80. In this case, we assume the residents from North of Redmond are more likely to use LRT services. Similar to Case 3, we use the average trip distance from tracts North of Redmond to Downtown Redmond, 1.42 miles, as the travel distance for the Redmond residents accessing shuttle services. It takes 0.55 miles on average for each trip accessing LRT per person. If they drove directly to Seattle, it would be 8.5 miles per one-way trip per person on average. For a single working day, the user of LRT and shuttle services saves 13 VMT per person, which equals to 270,400 per year for all 80 commuters.

Table 4 presents a summary of different scenarios for regional trips. It should be noted that we do not have enough data to make assumptions on future ridership of LRT. Thus, we only present how VMT estimates after the first year of operation of the shuttle service.

Table 4. Summary of different scenarios for regional trips

Origin	Destination	P&R service location	Travel distance use shuttle/P&R service	Travel distance by automobile	VMT per year per person	VMT per year	VT 1
Woodinville	Seattle	Redmond Town Center	6.9	21	7,332		520
North Redmond	Bellevue	Westpark	3.95	12	4,186		520
Redmond	Seattle	-	1.76	16	7,410	1,630,200 for 220 commuters	114480
Redmond	Bellevue	-	1.97	8.5	3380	270,400 for 80 commuters	41409

Note1. VT is estimated based on VMT/(total distance by automobile-travel distance use shuttle and P&R services). We do not consider the local VT in the regional trips' calculation.

In summary, both P&R services and shuttle services play critical roles in both local and regional trip VMT reductions.

Attached here is the City of Redmond Comprehensive Plan Transportation Element. This is a final draft that has not yet been adopted by City Council but will be in the near future. Page 9 of the Transportation Element highlights the policies that demonstrates the Redmond Regional Mobility Grant application program's compliance with established goals and policies within the city.

Transportation

Vision Statement

In 2050, most Redmond community members live, work, or play, within a short distance of frequent transit or have convenient access to comfortable and connected pedestrian and bicycle networks, enabling affordable and sustainable mobility for many trips.

In 2050, Redmond's transportation system is resilient, and this resiliency is often experienced by what *doesn't* happen. Deployment of traveler information and advanced technology has improved overall system efficiency and made it easier to recover from localized disruptions like collisions or flooding. Completion of accessible and active transportation networks allows travelers to avoid vehicle congestion. Using diverse funding streams has enabled the City to stay on track with investments that improve resiliency.

In 2050, Redmond's transportation system is equitable and inclusive. The City has consistently invested in infrastructure and programs that benefit the entire community, especially those who cannot or choose not to drive. A child walks with a friend and grandparent to soccer practice. The teenager with a summer job takes the bus to work in Downtown and to hang out with friends in the evening. The resident who uses a wheelchair when patronizing local businesses in Marymoor Village can count on clear sidewalks and curb ramps. Students in Overlake ride bikes to school using a network of comfortable, safe, and convenient bicycle facilities.

In 2050, Redmond's transportation system is sustainable. Focusing growth around light rail and frequent transit enables more people to enjoy low-carbon mobility. The adoption of zero-emission vehicles and supporting infrastructure has helped Redmond achieve its greenhouse gas reduction goals for transportation. Redmond's infrastructure is efficiently operated and maintained. The City funds maintenance, preservation, repair, and replacement of assets to minimize life-cycle costs and support sustainability goals. Redmond's focus on accessible and active transportation systems has resulted in an integrated system that allows more people to thrive.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity and inclusion, resiliency, and sustainability.

Equity and Inclusion	Resiliency	Sustainability
• TR-6.7 thru TR-9 • TR-11, TR-12 • TR-14, TR-16 • TR-21 • TR-29, TR-31 • TR-47	• TR-4 thru TR-6 • TR-22 • TR-26 • TR-33 • TR-38 • TR-43 • TR-47	• TR-4 • TR-9 • TR-10 thru TR-12 • TR-14 thru TR-17 • TR-21 thru TR-22 • TR-27 thru TR-28 • TR-29 thru TR-31 • TR-32 thru TR-35 • TR-38 • TR-39 thru TR-40 • TR-42 thru TR-44 • TR-47

Existing Conditions

Background

Mobility is foundational to opportunity and quality of life. The Transportation Element describes how Redmond will develop and maintain its transportation system to provide mobility for people, goods, and services in a way that advances equity and inclusion, resiliency, and sustainability. The policies in the Transportation Element provide the framework for the Transportation Master Plan and for transportation-related development regulations. The Transportation Master Plan guides Redmond's transportation investments and activities, while transportation-related development regulations implement policy through new development.

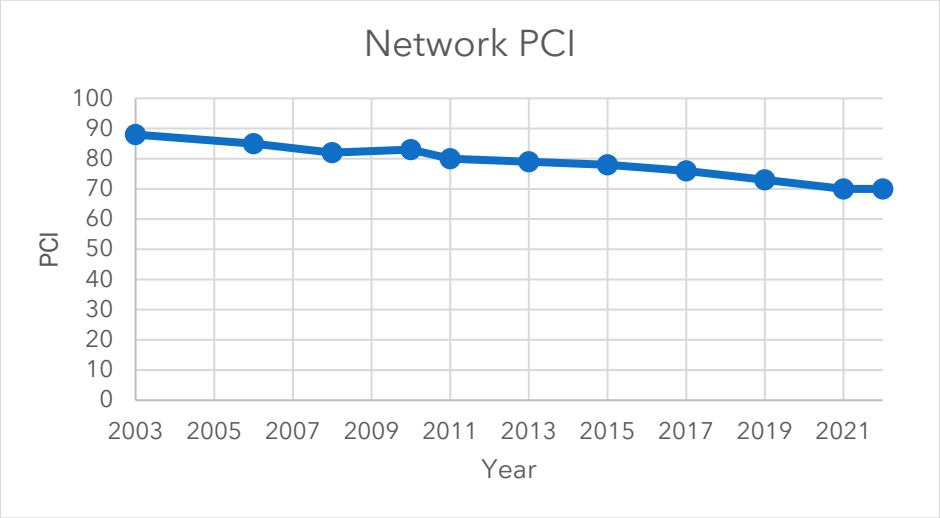
The same growth assumptions contained in Table LU-1 in the Land Use Element were used for the Transportation Element. Neighboring cities are assumed to develop in a pattern consistent with VISION 2050 and King County Countywide Planning Policies. Land use and transportation forecasts for these surrounding areas were developed by the Puget Sound Regional Council and are integrated into the assumptions underlying Transportation Element policies.

Current Conditions

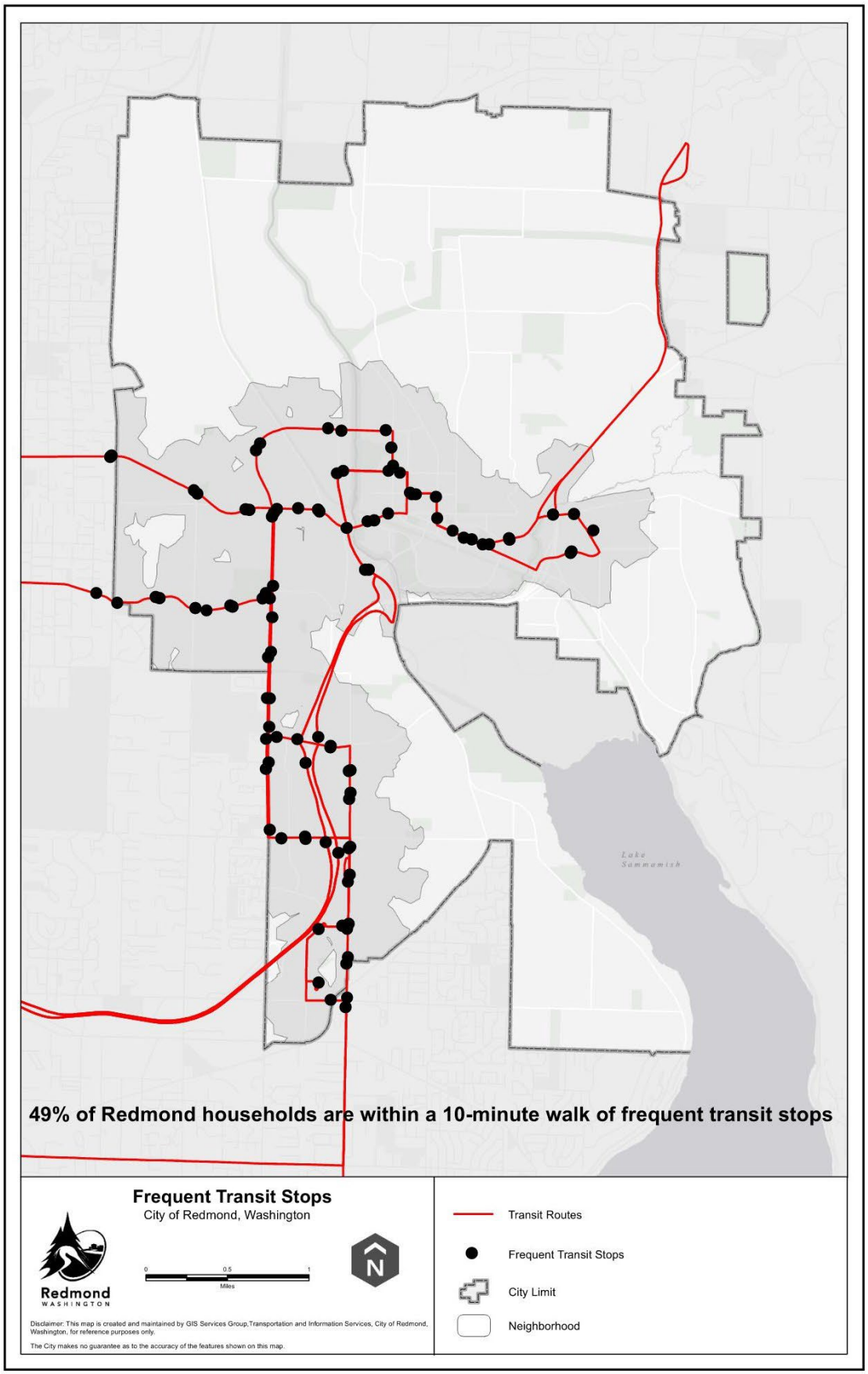
Redmond's Transportation System

Note: section has been partially updated with 2023 data. Additional graphics are expected to be available in summer 2024.

As of 2023, Redmond's street system comprises 197 centerline miles of streets ranging from the SR 520 freeway that supports regional mobility to local streets that provide property access. Redmond's pavement condition is worsening as infrastructure ages. The performance target for pavement management is an average pavement condition index (PCI) score above 70, out of a possible 100. The current average score is 70, down from 75 in 2013. The average for arterials is in the low 60's.

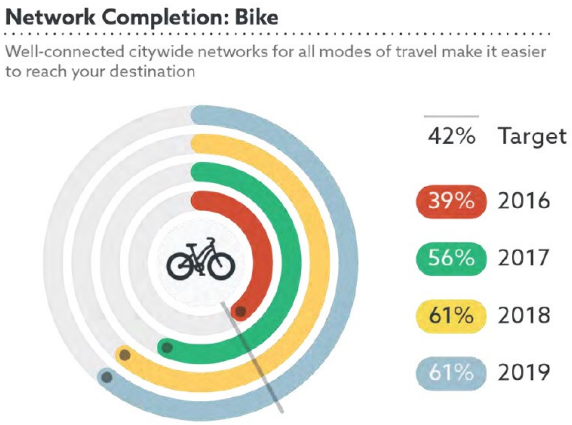


King County Metro Transit and Sound Transit operate public transit service in Redmond. Together they operate 14 bus routes, including five that operate no less frequently than every 15 minutes. These services put about half of Redmond households within a half-mile of frequent transit.

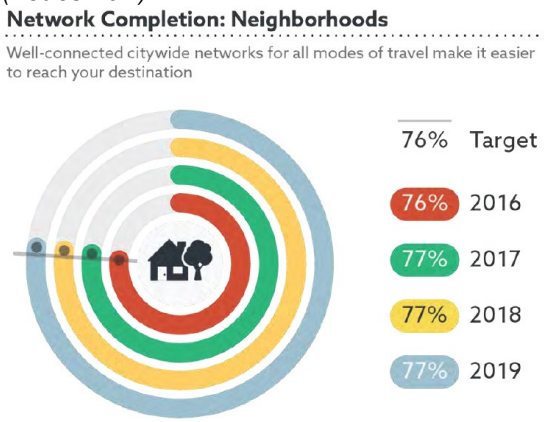

49% of Redmond households are within a 10-minute walk of frequent transit stops
Frequent Transit Stops
City of Redmond, Washington
Redmond
WASHINGTON
0
0.5
1
Miles
N
Disclaimer: This map is created and maintained by GIS Services Group, Transportation and Information Services, City of Redmond, Washington, for reference purposes only.
The City makes no guarantee as to the accuracy of the features shown on this map.
Transit Routes
Frequent Transit Stops
City Limit
Neighborhood
Lake Sammamish

Redmond's pedestrian system comprises 249 miles of sidewalks and paved trails. Of this, 226 miles are sidewalks. Redmond owns about 5,000 curb ramps on these sidewalks. While ramps were generally ADA compliant when constructed, approximately 80 percent are not compliant with current ADA standards, including locations where there should be a ramp but there is not a ramp.

Redmond's bicycle system comprises 76 miles of bicycle facilities, including bicycle lanes (56 miles), shared lanes (1.6 miles), and shared paths (14.2 miles) that are also counted as part of the pedestrian system.



(Pedestrian)



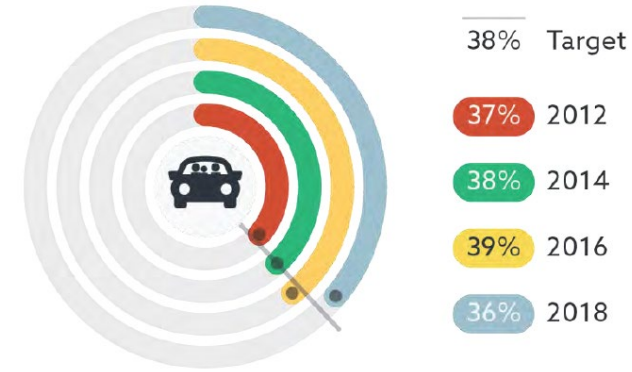
Redmond maintains a 36-mile two-tier freight route system that includes "primary truck streets," "truck access streets," and the SR 520 freeway. Primary truck streets accommodate through truck traffic in Redmond. They are arterials that directly connect with regional roadways like SR 520 or that currently have high volumes of trucks and are predicted to have high volumes of trucks in the future. Truck access streets connect the major industrial and commercial area in the Southeast Redmond neighborhood with primary truck streets.

More detail about Redmond's transportation system can be found in the Transportation Master Plan.

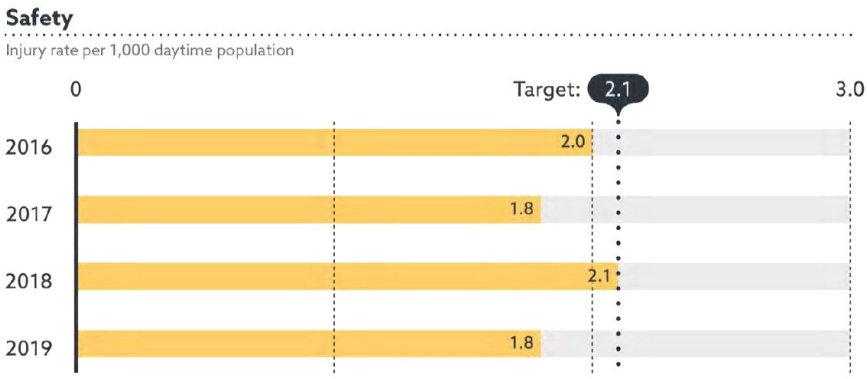
Other Selected Performance Measures

Concurrency

Mode Share



Safety



Policies

The policies below describe essential characteristics of Redmond's transportation system. The system must support the land use vision, it must be safe, and it must be flexible as conditions change.

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-1 Ensure that all components of the transportation system serve to achieve the preferred land use pattern contained in the Land Use Element.

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

TR-3.5 Require consistency with the Parks, Arts, Recreation, Conservation, and Culture (PARCC) Plan and all modal plans in the Transportation Master Plan (TMP) in the review of development applications.

Maintain Transportation Infrastructure

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 acceptable condition.

In addition to existing facilities, Redmond is also building new types of facilities to achieve its vision, that have new and different maintenance requirements. As new facility types are constructed, the City must plan and account for their maintenance needs and costs so that they can be kept in good repair.

FW-TR-2 Maintain the transportation system in a state of good repair for all users.

TR-4 Design and build a transportation system that can be efficiently operated and maintained.

TR-4.5 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.

TR-5 Maximize the safety benefits of transportation system maintenance.

TR-6 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-6.5 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.

Improve Travel Choices and Mobility

Transportation systems exist to provide mobility for people, goods, and services. Advancing equity and inclusion, sustainability, and resiliency requires redoubling our efforts to improve mobility for those who get around primarily without a personal vehicle. To that end, this section of the Transportation Element contains policies for the different transportation modes that provide mobility, such as walking, bicycling, and riding transit. It also includes policies for roadways, recognizing that automobiles remain an important way of providing mobility. The policies in this section are implemented through projects and programs that are described in the Transportation Master Plan, as well as through standards and regulations in the Redmond Zoning Code.

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.

Equity in Mobility

VISION 2050 describes an equitable transportation system as one that is effective, affordable, and provides access to opportunity especially for those who do not drive (see box). Those who do not drive are disproportionately people with low incomes, people of color, people with disabilities, and both the young and elderly. Though incorporated in 1912, Redmond was developed mainly as a car-oriented post-World War II suburb, solidifying dependence on private vehicles for most mobility. Thus, advancing equity means investing in travel modes that improve mobility for those who do not drive.

> *An equitable transportation system supports broad mobility and connectivity, prioritizes an effective and affordable public transportation network that supports transit-dependent communities, and provides access to core services and amenities, including employment, education, and health and social services. It includes providing access to transportation choices for all, ensuring that travel times to key destinations are reasonable for all people, and requires assessing how the region can better connect places that have low access to opportunity to places that have more opportunity. (VISION 2050)*

Black, Indigenous, and People of Color have been disproportionately harmed by decisions made about the transportation system. Across the United States, BIPOC neighborhoods have been disproportionately negatively affected by transportation infrastructure siting decisions, such as where interstate highways were built. BIPOC communities are also disproportionately impacted by pollution from transportation activities since those communities were historically excluded from locating in neighborhoods less affected by such pollution. To advance equity and inclusion, Redmond must especially consider the impacts of transportation decisions on communities who have been disproportionately harmed by past decisions.

TR-6.7 Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.

TR-6.9 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.

TR-7 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.

TR-8 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-9 Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

Accessible and Active Transportation

People who cannot or prefer not to drive should have comfortable and efficient transportation choices. Roadway, sidewalks, trails, designated bicycle areas, and other areas of public circulation should be designed to provide the highest level of safety for the protection of human life and to ensure that there are transportation choices for people of all ages and abilities. An integrated, safety-oriented, accessible and active transportation system advances equity and inclusion, sustainability, and resiliency. It increases independent mobility, reduces reliance on single-occupant vehicles, provides convenient access to schools, centers, transit, parks, and other recreation areas, and encourages regular physical activity to enhance health and wellness.

TR-10 Adopt and implement an Active Transportation Plan and 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-11 Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

TR-12 Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

Transit: Organize Around Light Rail

Transit plays a critical key role in providing local and regional mobility. King County Metro and Sound Transit operate public transit service in Redmond. Locally, transit connects homes, jobs, goods, and services in and around Redmond. Regionally, VISION 2050 and the King County Countywide Planning Policies call for channeling growth into regional growth centers and linking of these centers with light rail and other forms of transit. Redmond's Comprehensive Plan designates centers in Downtown, Overlake, and Marymoor Village that warrant investment in light rail transit to provide both local and regional connections.

TR-14 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-15 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-16 Use transit to support equitable, inclusive, sustainable, and resilient transit-oriented communities, especially in Downtown, Overlake, and Marymoor Village.

TR-17 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.

Streets

Redmond's streets collectively serve all modes of travel including passenger vehicles, trucks, transit, bicycles, and pedestrians. To accomplish that, the policies below call for classifying streets by function, establishing design standards for streets, and ensuring that Redmond's streets are "complete streets".

Streets also impact the character of a place. Wide streets with fast moving traffic are loud, contain higher levels of pollutants, and are generally inhospitable to people. Narrow streets with slower-moving vehicle traffic and comfortable places to walk and bike contribute to public health, social wellbeing, and the appeal of a place. Implementing finer street grids, especially in Redmond's centers, offers opportunities for individual streets to be built with fewer – or no – vehicle lanes. This is because there are more choices for turning and access.

TR-18 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-19 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-20 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-22 Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.

TR-23 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.

Enhancing Freight and Service Delivery

The movement of goods and services is a critical component of Redmond's transportation system. Southeast Redmond is an Eastside freight hub, where long-haul trucks arrive with goods that are then sent to destinations across the Eastside in smaller vehicles. Meanwhile, small businesses and customers throughout Redmond depend on the reliable movement of goods and services to thrive. Between long-haul arrivals and short-haul deliveries, Redmond's entire street system is used in the movement of goods and services. 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%.

TR-25 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-26 Monitor freight and service delivery patterns and adjust transportation system operations if warranted.

Transportation Demand Management

Transportation Demand Management (TDM) encompasses the range of actions and strategies that offer alternatives to driving alone. TDM focuses on more effectively using existing and planned transportation capacity, helps accommodate growth consistent with land use objectives, and serves to better meet mobility needs.

TR-27 Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate future growth.

TR-28 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.

Parking

Research has demonstrated that actively managing parking supply, such as through time limits and pricing, influences travel behavior and enhances the market for transit and other mobility options. Required minimum parking leads to underused parking lots with negative financial and environmental impacts. Excessive parking is also contrary to goals such as maximizing transit-oriented development opportunities and developing complete neighborhoods.

TR-29 Adopt and implement a Parking Plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Include communication in the implementation of the plan. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.

TR-30 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-31 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.

Environmental Sustainability

In 2017, the transportation sector accounted for 26% of the Redmond community's greenhouse gas emissions. This includes emissions from all vehicles when operating in Redmond. Transportation was the second-largest contributor to greenhouse gas emissions after commercial electricity (42%). Vehicles that burn fossil fuels contribute to air pollution by emitting particulates, carbon monoxide, and nitrogen oxides. Nitrogen dioxide reacts with oxygen to produce ozone. These emissions degrade the air and harm human health.

Oil, chemicals, and metals from vehicles pollute surface water. In 2021, 70% of Redmond's streets did not have basic water quality treatment and so pollutants flow into local waterways, harming fish and wildlife. In parts of Downtown and Southeast Redmond, under which an aquifer supplying about 40% of Redmond's drinking water lies, water from pollution-generating surfaces like streets cannot be infiltrated into the ground because doing so would pollute the groundwater. The more pollution-generating impervious surfaces exist above the aquifer, the less rainfall can be infiltrated into the aquifer. Pedestrian and bicycle paths that drain separate from roadways are considered clean and stormwater from these surfaces can be safely infiltrated.

FW-TR-4 Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.

TR-32 Implement transportation programs, projects, and services to achieve a 71 percent reduction in greenhouse gas emissions from the transportation sector from 2011 to 2050.

TR-33 Account for fleet electrification in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.

TR-34 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 Chapter 173-420 Washington Administrative Code (WAC): "Conformity of Transportation Activities to Air Quality Implementation Plans."

TR-35 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.

Regional Transportation

A significant amount of travel that occurs in Redmond is regional in nature. Trips that are made through Redmond have their origin, destination, or both, outside city limits. Working with partners in the region, the City can significantly influence regional travel and the impacts of local travel within Redmond and between Redmond and neighboring communities.

FW-TR-5 Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.

TR-36 Work with state, regional, and local partners to advance an equitable and sustainable transportation system, including mutual priorities such as increasing transit access and service, improving system resiliency, implementing state highway corridor plans, connecting the region to national and world markets, and managing and mitigating cross-jurisdictional impacts of growth.

TR-37 Participate in regional forums like the Eastside Transportation Partnership, Sound Cities Association, and the Puget Sound Regional Council to implement transportation plans and policies that affect Redmond, the Eastside, and the region.

TR-38 Work with WSDOT and other stakeholders to ensure that SR 520 operates efficiently and that future improvements to SR 520:

- Support the operation of city arterials for all modes
- Ensure efficient bus and carpool operations with dedicated HOV lanes that conveniently connect with transit hubs
- Maximizes use of existing corridor through innovative treatments such as bus only shoulder lanes and variable speed zones; and
- Avoid new and reduce existing adverse impacts from noise, light, and motor vehicle pollution associated with such projects.

Concurrency and Level of Service

Transportation concurrency and level-of-service (LOS) standards are requirements of the Washington State Growth Management Act (GMA). The City is required to ensure that transportation programs, projects and services needed to serve growth are in place either when growth occurs or within six years. Regulations implementing concurrency and LOS standards are contained in the Redmond Zoning Code. The City's policies on transportation concurrency and level of

service seek to promote Redmond's land use and community character goals, expand travel choices, and ensure efficiency and accountability in managing the transportation system.

TR-39 Use a multimodal "Plan-Based" approach for Redmond's transportation concurrency management system that:

- Funds transportation programs, projects, and services in proportion to the needs of the city and the pace of growth; and
- Encourages development that can be supported by active transportation and transit.

TR-40 Adopt and implement a citywide multimodal level-of-service standard: If land use growth and development of the city's transportation system are proportionate, work in parallel, and are consistent with the Comprehensive Plan, all concurrency management requirements are considered met.

TR-41 Take one or more of the following actions if the City is unable to fund the programs, projects and services identified in the Transportation Facilities Plan portion of the Transportation Master Plan (not in priority order):

- Delay development until such time that programs, facilities or services can be funded;
- Amend the City's Comprehensive Plan to reduce the travel demand placed on the transportation system; or
- Obtain needed revenue or revise the Transportation Facilities Plan to reflect known financial resources.

As a last choice, change the transportation level of service standard.

Transportation Revenue

The Transportation Facilities Plan (TFP) is the part of the Transportation Master Plan (TMP) that describes the transportation investments that the City will make between 2022 and 2050 to support growth. The TFP financial program contains details of transportation revenue sources that the City can reasonably expect to receive during the life of the TFP. Revenue sources contained in the financial program vary widely in terms of the amounts available and the types of projects for which they may be used. In most cases, individual transportation projects are funded by a combination of funding sources, reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

TR-42 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.

TR-43 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-44 Ensure that new development contributes its fair share of the cost of transportation facilities, programs and services needed to mitigate growth-related transportation impacts.

Transportation Master Plan

The primary purpose of the transportation system is to support the City's goals, vision and policies and to shape the form of urban development in Redmond. To further that purpose, the Transportation Master Plan (TMP) is a functional plan that implements Transportation Element policies through programs, projects and services.

TR-45 Adopt, implement, and regularly update the Transportation Master Plan as the guide for implementing and funding all transportation programs, projects and services. Include all components required by the Growth Management Act that are not included in the Transportation Element.

TR-46 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.

TR-47 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

TR-48 Establish and report on targets and performance measures to assess progress toward transportation policy objectives, including:

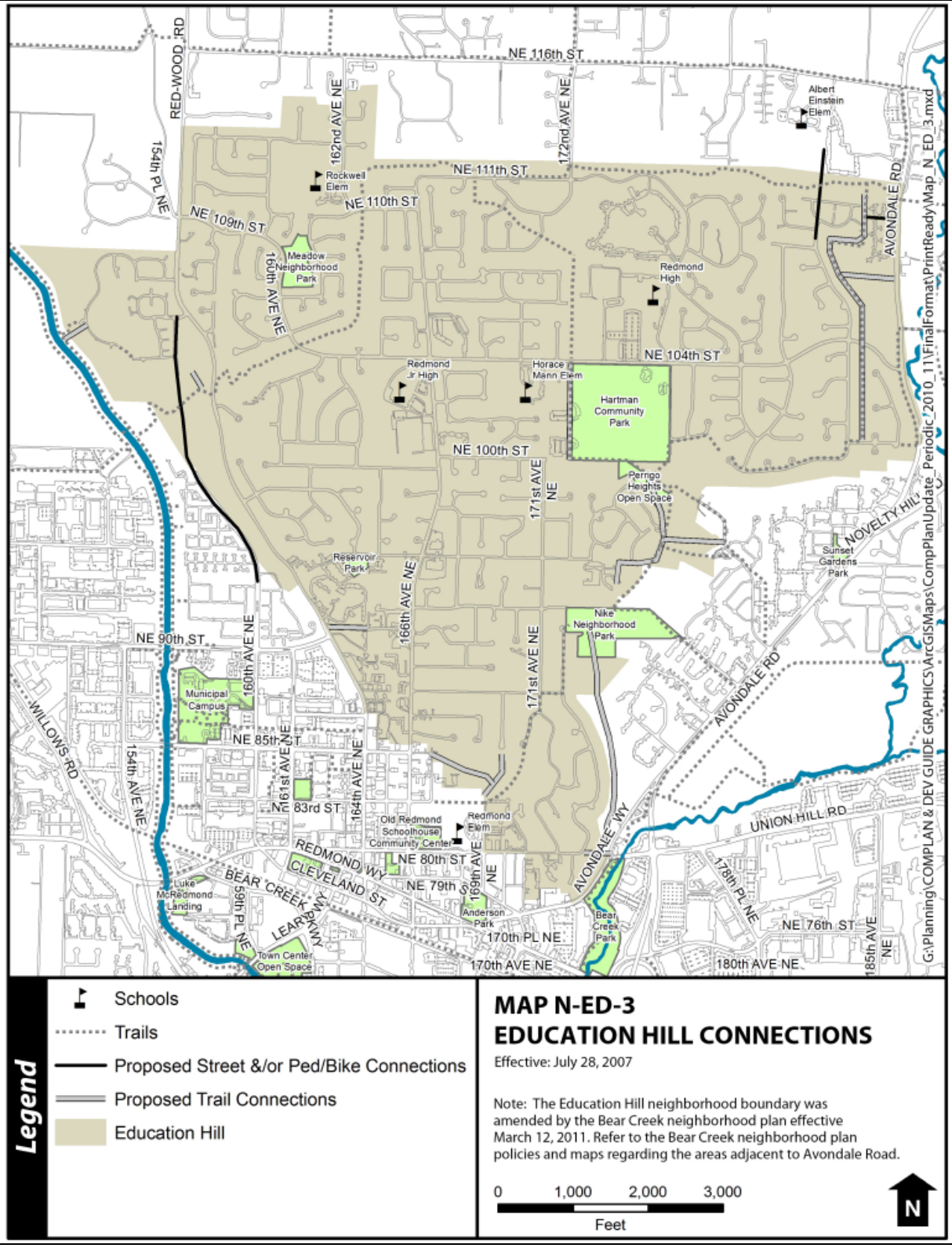
- Traffic safety
- Mode split,
- Infrastructure condition
- Proactive maintenance and operations,
- Carbon emissions,
- TFP project and program delivery,
- Concurrency, and
- Other specific targets and measures identified in the Transportation Master Plan.

Table of Contents for Appendices

Transportation Policies in Neighborhoods Element

Only policies where a change is proposed (revision, addition, deletion) are shown.

#	Text
Neighborhoods	
Bear Creek	
N-BC-31 (delete)	~~Complete the bike facilities along Avondale Road and Avondale Way. Connect these facilities to the local and regional trail networks.~~
N-BC-34 (delete)	~~Evaluate strategies in future Avondale corridor planning efforts that would:~~ ~~• Improve safety for students walking and riding the bus to school,~~ ~~• Work to improve traffic flow by partnering with the school district and other transit agencies to evaluate and encourage alternatives to in-lane stops, and,~~ • ~~Manage speeds to posted limits.~~
Education Hill	
N-EH Table 1: Street, Trail and Sidewalk Connections (revise)	~~Streets:~~
	~~1. Extension of 160th Avenue NE to connect with Redmond-Woodinville Road at approximately NE 106th Street~~
	Trail Connections (In addition to those already shown on ~~PRO~~ PARCC Plan):
	~~1. Avondale Estates/Tyler's Creek: trail connection north to Redmond/Puget Sound Energy Trail~~
	2. East Valley Heights/Valley View Trail: maintain existing and construct "missing link" and provide safe pedestrian crossing of NE 104th Street at 183rd Avenue NE to enhance trail connection to south
	3. Provide west/east access from Valley View Trail to Avondale Road NE (approximately NE 108th Street)
	~~4. Perrigo Heights, north/south link, to encourage ultimate connection to north side of Nike Park~~
	~~5. Trail from Rainsong Condominiums (PRD) down slope to Redmond-Woodinville Road, provide connection to Downtown and Bella Bottega at NE 90th Street~~
	~~6. Shaughnessy Heights trail connections:~~ ~~a. East/west from NE 85th Street, down through western ravine~~ ~~b. North to 169th Place NE~~
	~~7. Hartman Park Connection to NE 100th Street to west and south~~
	~~8. Extension of NE 80th Street east down slope to Avondale Road NE~~
	~~9. Redmond/Puget Sound Energy Trail Enhancements at SR 202, NE 104th Street, NE 110th Street and 172nd Avenue NE~~
	~~10. Redmond 74/Mondavio: trail linkages from project to Redmond/Puget Sound Energy Trail~~
	11. Trail from Nike Park south along ridge line (east of 172nd Avenue NE) to NE 80th Street
	Sidewalk Connections:
	1. South Education Hill: a. NE 89th Street: 166th to 168th Avenue NE b. NE 88th Street: 166th to 172nd Avenue NE c. NE 87th Street: 166th to 169th Court NE d. 172nd Avenue NE: NE 88th Street to Nike Park ~~e. 172nd Avenue NE: NE 100th to NE 104th Street~~

	~~2. Redmond-Woodinville Road: completed connections from NE 90th Street, north to city limits~~
	Safe Crossing Improvements:
	~~1. Provide safe crossing improvements to NE 111th Street when warranted~~
Map N-EH-3 (revise to be consistent with Table N-EH-1)	

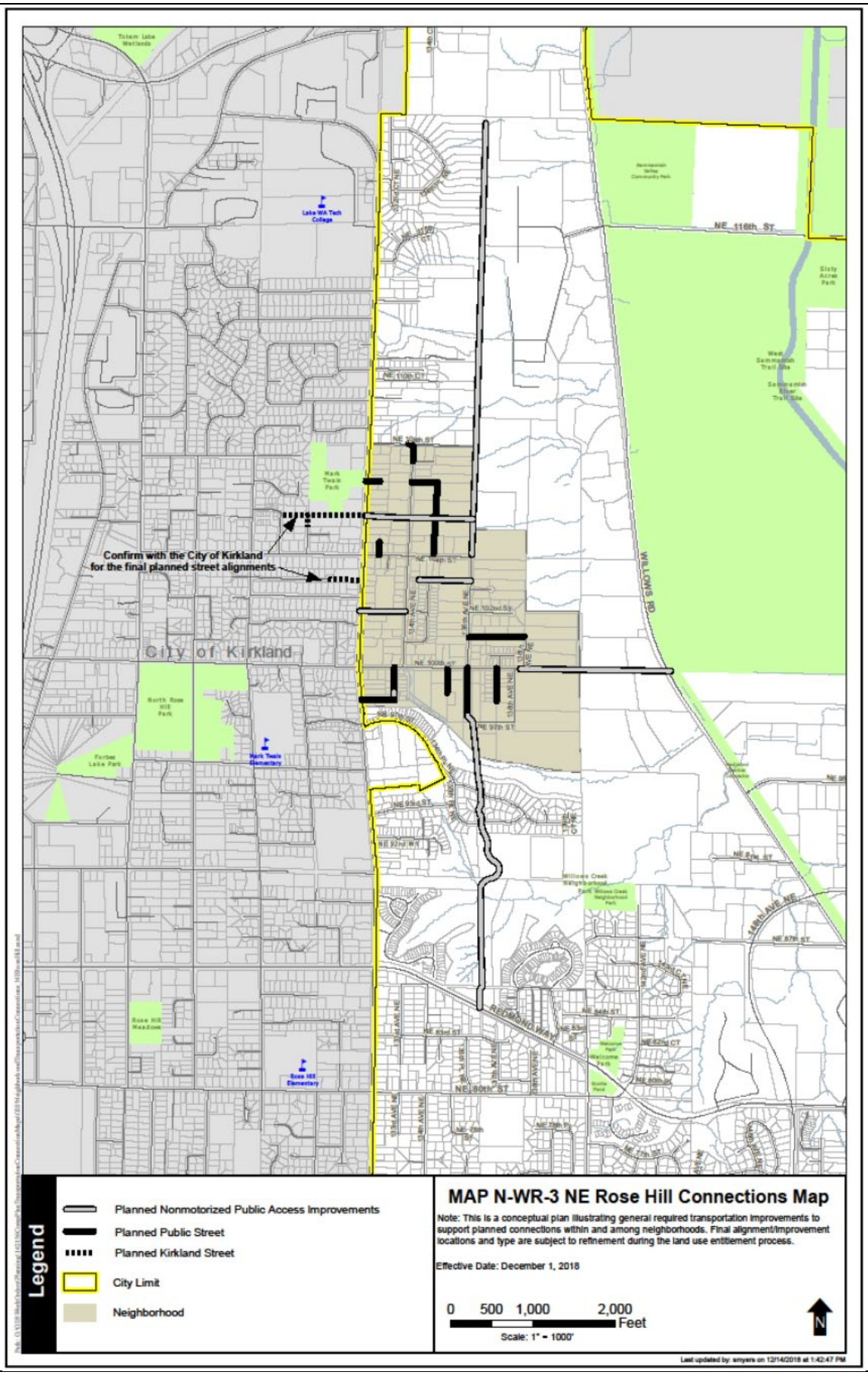
N-EH-28 (delete)	~~Encourage transit service providers to consider alternative choices of vehicles for service within and connecting to the Education Hill Neighborhood to facilitate more direct and frequent transit service to Downtown and other major employment centers.~~
N-EH-29 (delete)	~~Minimize the use of cul-de-sac streets to further encourage a more gridlike pattern of streets and promote connectivity in the Education Hill Neighborhood.~~
N-EH-30 (delete)	~~Support improvements as defined in the Transportation Master Plan to Redmond-Woodinville Road, Avondale Road NE, Willows Road and SR 520; also support the extension of 160th Avenue NE to Redmond-Woodinville Road at approximately NE 106th Street, in order to enhance the variety of transportation corridors available for navigating around the perimeter of Redmond's northern neighborhoods.~~
N-EH-33 (delete)	~~Support the conversion of 166th Avenue NE from NE 85th Street to NE 104th Street from a four to three-lane configuration contingent upon solutions provided for vehicular conflicts near the intersection of 166th Avenue NE and NE 104th Street, including the installation of a traffic signal at that intersection.~~
N-EH-35 (delete)	~~Improve street lighting in the Education Hill Neighborhood to help avoid pedestrian and vehicular conflicts and to improve pedestrian safety, while minimizing disturbances to nearby residences.~~
N-EH-36 (delete)	~~Develop street standards for new or redeveloped local streets within the Education Hill Neighborhood that allow for a narrow street width, yet meet required standards for safety, mobility and emergency access.~~
N-EH-39 (delete)	~~Provide limited access on the west side of Avondale Road NE in the area north of NE 104th Street and approximately south of NE 108th Street, if extended.~~
N-EH Table 2 (revise)	Table 2: Education Hill Neighborhood Highest-Priority Pedestrian Mobility and Safety Improvements Improve Pedestrian Safety and Mobility The goals of the improvements below are to improve safety for pedestrians by providing sidewalks and walkways that are separated from motorized traffic when possible and to promote opportunities to walk to schools, parks, trails, transit stops and other destinations within or near the neighborhood. ~~• Address visibility issues and crossing opportunities along 166th Avenue NE, including the intersections with NE 104th Street and NE 95th Street.~~ ~~• Consider an enhanced connection between Redmond High School and Hartman Park with consideration of a pedestrian overpass or tunnel design.~~ • Complete sidewalks in the neighborhood based on citywide criteria at locations described in the previous connections table (Table 1). • Work in partnership with transit authorities, City staff and <u>community members</u> ~~the Neighborhood Citizens Committee~~ to address transit ridership issues that include: o Placement of shelters at bus stops; o Increased choices, efficiency and frequency of routes within and connecting to the neighborhood; o Student access to and from school and school-related activities; and o Coordination with housing policies to optimize the alignment of transit services. ~~• Provide improvements to the intersection at 166th Avenue NE and NE 104th Street, including street lights for safety and a traffic signal that gives higher priority to pedestrian flow over vehicular flow. Design the improvements to promote interactivity within the neighborhood, to be pedestrian-oriented and to provide character and identity to the Education Hill Neighborhood.~~

	~~Consider a "scramble phase" option for the intersection of 166th Avenue NE and NE 104th Street through which traffic stops in all directions, while providing pedestrians and bicyclists ample time for street crossings during high-pedestrian-volume periods.~~ Analyze the effectiveness and design alternatives for a roundabout or signalization at the intersection of 166th Avenue NE and NE 95th Street. Work with community members ~~the Neighborhood Citizens Advisory Committee~~ to consider additional and alternative forms of pedestrian access along the southern slopes of the neighborhood as they meet the edges of the Downtown Neighborhood.
Grass Lawn	
N-GL-18 (delete)	~~Improve street lighting on local streets in the Grass Lawn Neighborhood to help avoid pedestrian and vehicular conflicts and improve pedestrian safety, while minimizing disturbances to nearby residential homes.~~
N-GL Table 1 (delete)	~~Table 1: Grass Lawn Neighborhood Highest-Priority Pedestrian Mobility and Safety Improvements~~ ~~Improve Pedestrian Safety and Mobility~~ ~~The goals of the improvements below are to improve safety for pedestrians by providing sidewalks and walkways that are separated from motorized traffic when possible and to promote opportunities to walk to schools, parks, trails, transit stops and other destinations within or near the neighborhood.~~ ~~• Establish safe pedestrian crossings of Redmond Way and 148th Avenue NE, particularly in sections where there are long distances between existing and planned signalized intersections.~~ ~~• Complete street lighting on Redmond Way for pedestrians.~~ ~~• Complete sidewalks in the neighborhood based on citywide criteria and the following neighborhood priorities: (1) Redmond Way; (2) 139th Place NE between NE 75th and NE 78th Place; (3) NE 73rd Place between NE 70th Place; (4) NE 75th Street; (5) 151st Avenue NE; and (6) 135th Avenue NE between NE 75th Street and NE 80th Street, and other missing sidewalk segments throughout the neighborhood.~~ ~~• Install bus shelters at neighborhood bus stops.~~ ~~• Consider providing sidewalks along one or both sides of Redmond Way that are separated from traffic, for example by a planting strip, to improve safety for pedestrians and support transit use.~~ ~~• Support efforts between the City of Redmond and the City of Kirkland to provide sidewalks on both sides of 132nd Avenue NE south of Old Redmond Road. Sidewalks should be separated from traffic by a planting strip.~~
Idylwood	
N-ID Table 1 (delete)	~~Table 1: Idylwood Neighborhood Highest-Priority Pedestrian and Bicycle Mobility and Safety Improvements~~ ~~Priority Pedestrian Projects~~ ~~Install a mid-block crosswalk with appropriate safety features on West Lake Sammamish at an appropriate location between 180th Avenue NE and NE 27th Street to increase opportunities for crossing where distances are greate than the City's standard distance between legal crossings.~~ ~~Use interim measures along West Lake Sammamish Parkway to increase pedestrian and bicycle access and promote safety until complete street improvements are implemented.~~ ~~Install sidewalks and other pedestrian improvements that help establish and maintain a pedestrian-supportive environment along West Lake Sammamish Parkway where right-of-way is available.~~

		~~Recognize Idylwood Beach Park as a regional facility with higher pedestrian volumes on a seasonal basis, particularly related to the off-site parking facility. Consider additional features at the related Idylwood Beach Park crosswalk that improve pedestrian visibility and motorists' attention.~~
		~~Identify and plan intersection improvements to promote pedestrian mobility and safety at:~~ ~~• NE 40th Street and 172nd Avenue NE~~ ~~• West Lake Sammamish Parkway, NE 36th Street and 177th Avenue NE~~ ~~• West Lake Sammamish Parkway and 180th Avenue NE~~ ~~• West Lake Sammamish Parkway and NE 24th Street with particular attention to improving sight distances~~
	~~Priority Bicycle Projects~~	~~Promote bicycle etiquette. Offer bicycle education and safety awareness programs to school-aged children. Consider partnership with Audubon Elementary School.~~
North Redmond		
N-NR-56 (delete)	~~Ensure that as new development occurs on a property or configuration of adjacent properties, the developer plans, designs and implements linkages, as shown on the North Redmond Neighborhood Circulation Plan and the North Redmond Supplemental Connections Map, in order to promote connections to schools, recreation and other developments. Accommodate a variety of motorized and nonmotorized traffic in the neighborhood. Allow for flexibility in the general location and alignment of the connections, while utilizing mitigation techniques to accommodate increased traffic, reduce impacts to corridor residents, and provide enhanced safety measures.~~	
N-NR-58 (revise)	Ensure the implementation of traffic-calming features along 172nd Avenue NE, north of NE ~~116th~~ 122nd Street to NE 124th/128th Street, including but not limited to landscaped buffers and medians.	
N-NR-60 (delete)	~~Ensure the incorporation of traffic mitigation techniques at the intersection of 172nd Avenue NE and NE 116th Street, which is the intersection of two multimodal corridors, and include in the analysis opportunities for:~~ ~~• Efficient traffic flow;~~ ~~• Pedestrian and bicycle travel; and~~ ~~• Safety for pedestrians, bicyclists and motorists.~~	
N-NR-61 (delete)	~~Study, identify and install features to promote a minimum of three safe crossings at appropriate intervals along NE 116th Street within the segments from Redmond-Woodinville Road to Avondale Road NE.~~	
N-NR-62 (delete)	~~Require that bike lanes are also delineated if centerlines are added to existing streets.~~	
N-NR-63 (delete)	~~Require that any new private streets are designed, built and maintained for pedestrian safety and accessibility as defined in the Transportation Master Plan, in addition to utilizing lowimpact and environmentally sensitive techniques as appropriate.~~	
N-NR-64 (delete)	~~Encourage the design and construction of all new local streets at the minimum allowable width in order to preserve the area's character, protect critical areas and reduce stormwater runoff, while also providing for safe pedestrian and bicycle activity, provided that there is a minimum of two vehicle access points serving the development, with the exception of the Wedge subarea.~~	
N-NR-67 (delete)	~~Allow narrow Street Edge Alternative (SEA), low-impact development, and woonerf design and construction standards on local streets. Ensure that the designs:~~ ~~• Do not result in a reduction of class or service as defined by the existing City street standards;~~	

	~~• Provide access to residential areas while reducing environmental and economic impacts; and~~ ~~• Do not increase congestion, hazards or difficulty in serving the area.~~
N-NR-69 (delete)	~~Utilize traffic-calming techniques to slow traffic through residential neighborhoods, including on arterials and collectors.~~
Southeast Redmond	
N-SE-68 (delete)	~~Explore and implement creative ways to reduce conflicts between vehicles and nonmotorized street users.~~
N-SE-70 (delete)	~~Manage congestion by, for example, using technology and making efficient use of existing infrastructure, so that the travel network overall continues to function.~~
N-SE-71 (delete)	~~Ensure that arterials provide convenient and safe pedestrian crossing opportunities.~~
N-SE-72 (delete)	~~Support long-term improvements to mitigate congestion at the end of SR 520, including at the interchange with Redmond Way and the intersection at Union Hill Road.~~
N-SE-74 (delete)	~~Work with Sound Transit and others to encourage regional commuters to use the planned Southeast Redmond Park and Ride to access transit.~~
N-SE-75 (delete)	~~Partner with Sound Transit and King County Metro to ensure high-quality multimodal access to the station area, especially considering commuters who will need access to the regional street network.~~
N-SE-76 (delete)	~~Promote through, general vehicular, and truck travel on principal and other high-capacity arterials, which have higher vehicular volume and speed.~~
Willows-Rose Hill	
N-WR-H-10 (delete)	~~New residential developments in the NE Rose Hill Subarea shall facilitate pedestrian and vehicle connections by providing convenient walkways and by designing new and improved streets to enhance the existing street grid as shown in Map N-WR-3. NE 100th Street shall not be extended through to Willows Road due to the presence of high Landslide Hazard Areas within this corridor.~~
N-WR-H-11 and preamble (delete)	~~Residents of NE Rose Hill have indicated through public meetings and surveys that they prefer a more rural street standard that includes narrow streets, landscaped drainage swales and walkways. Included among the reasons for this preference are desires to better integrate new development with the existing development character, to reduce the amount of impervious surface and stormwater runoff, and to achieve a more rustic and less finished look. Residents are also seeking improved pedestrian safety through slower traffic speeds and adequate separation between walkways and motorized traffic. The design and improvement of such streets are described in the following policies.~~ ~~New and improved streets in the NE Rose Hill Subarea shall be built per the standards contained in RZC Appendix 2: Construction Specifications & Design Standards for Streets and Access. These streets shall be characterized by the following features:~~ ~~• Narrow street widths designed to serve local access needs and to reduce the amount of impervious surface.~~ ~~• Pedestrian walkways.~~ ~~• Landscaped drainage swales designed at a minimum to convey stormwater and to provide a natural-looking and informal landscaped edge that separates walkways from vehicle lanes. Subdivisions should include, and short subdivisions are encouraged to include, drainage swales landscaped to enhance stormwater quality and control.~~

Map N-WR-3
(delete)



N-WR-H-3 (delete)	~~New developments along Willows Road, Redmond Way and 132nd Avenue NE should share existing accesses. Shared access may include use of existing driveways and access corridors or the construction of new private streets to link properties. Internal vehicular access to adjacent properties should also be provided.~~
N-WR-H-5 (delete)	~~Sidewalks and walkways in the Willows/Rose Hill Neighborhood shall be designed to include a planting strip or other appropriate buffering between motorized and nonmotorized uses to improve safety for pedestrians.~~
N-WR-H-6 (delete)	~~The City shall pursue improved street lighting in the Willows/Rose Hill Neighborhood to help avoid pedestrian and vehicular conflicts, while minimizing light trespass into the night sky.~~
N-WR-H-7 (delete)	~~Pedestrian-scale lighting should be provided on public streets in new short plats and subdivisions in the Willows/Rose Hill Neighborhood.~~
N-WR-H-8 (delete)	~~The Cities of Redmond and Kirkland should systematically work together, with the involvement of area residents and property owners, to plan for and implement improvements for transportation facilities that affect both cities. This work should include establishing milestones and reviewing progress towards meeting them.~~
N-WR-H-9 (delete)	~~Table H-1 identifies the Willows/Rose Hill Neighborhood's highest priorities for pedestrian safety and traffic management improvements. The City and the Willows/Rose Hill Neighborhood should work cooperatively to implement priority improvements through City grant programs and coordination with transportation staff. The City and a representative neighborhood group shall periodically review progress and update this list of neighborhood proposed needs and solutions with the involvement of the Willows/Rose Hill Neighborhood.~~
N-WR-H Table H-1 (delete)	~~Table H-1: Willows/Rose Hill Neighborhood Highest-Priority Pedestrian Safety and Traffic Management Improvements~~ ~~Improve Pedestrian Safety~~ ~~The goals of the improvements below are to improve safety for pedestrians by providing sidewalks and walkways that are separated from motorized traffic and to promote opportunities to walk to schools, parks, trails, transit stops, workplaces and other destinations within or near the neighborhood.~~ • ~~Improve 132nd Avenue NE to enable pedestrians and bicyclists to safely cross the street to access destinations, such as Lake Washington Technical College and Mark Twain School and Park. Support the City of Kirkland's plan to add a traffic signal at NE 100th Street. Additional locations recommended for improved crossings are the vicinity of NE 95th Street, NE 104th Street and NE 114th Street. Among suggested improvements are lighted crosswalks, crossing flags and improved signage.~~ • ~~Improve Willows Road to enable pedestrians and bicyclists to safely cross the street at several locations to gain safer access to businesses, transit stops, and existing and planned trails. Among the potential improvements are crosswalks with pedestrian-actuated signal or grade-separated crossings.~~ • ~~As part of new and improved streets in NE Rose Hill, include walkways that are separated from traffic to improve safety for pedestrians.~~ • ~~Along both sides of Redmond Way provide sidewalks that are separated from traffic, for example by a planting strip, to improve safety for pedestrians and support transit use.~~ • ~~Support the City of Kirkland's plan for 132nd Avenue NE to provide sidewalks along the east side of the street that are separated from traffic by a planting strip.~~ ~~Traffic Calming and Management~~

	~~The goals of the improvements below are to promote driving at safe speeds in the neighborhood, to reduce the opportunities for traffic accidents, and to maintain reasonable access for residents turning onto and off of arterials by managing the traffic flow.~~ • ~~Improve the intersection of 142nd Avenue and Redmond Way to address issues of limited visibility and access for vehicles turning left onto Redmond Way.~~ • ~~Manage the speed and flow of traffic along 132nd Avenue NE to maintain reasonable access for residents turning onto and off of this street and to improve safety. Among the recommended improvements are:~~ 1. ~~Install a traffic signal at NE 100th Street and other locations as warranted to provide more breaks in north-south traffic and to enable access onto or off of this street from nearby residences.~~ 2. ~~Periodically use a speed monitoring display board to remind drivers of speed limits. Particular areas of concern include the portions of 132nd Avenue NE between Redmond Way and Mark Twain Park and near Lake Washington Technical College.~~ 3. ~~Make other improvements to manage traffic flow and improve the visual quality of the street, such as turn lanes, landscaped medians and additional street trees.~~ • ~~Improve the safety of traffic speeds along Willows Road, particularly during non-peak hours. Recommendations include:~~ 1. ~~Make the speed limits in the north and south portions of the street consistent at 35 mph.~~ 2. ~~Use speed monitoring display boards and enforcement to deter drivers from exceeding speed limits.~~

Appendix A

Inventory of Transportation Facilities and Services

Redmond Partnerships

As noted in the State and Regional Planning section of this report, Redmond partners with WSDOT, King County Metro Transit, and Sound Transit in operating facilities and services that make it possible to travel in and around Redmond. The City also partners with neighboring jurisdictions to coordinate

Inventory of Existing Conditions

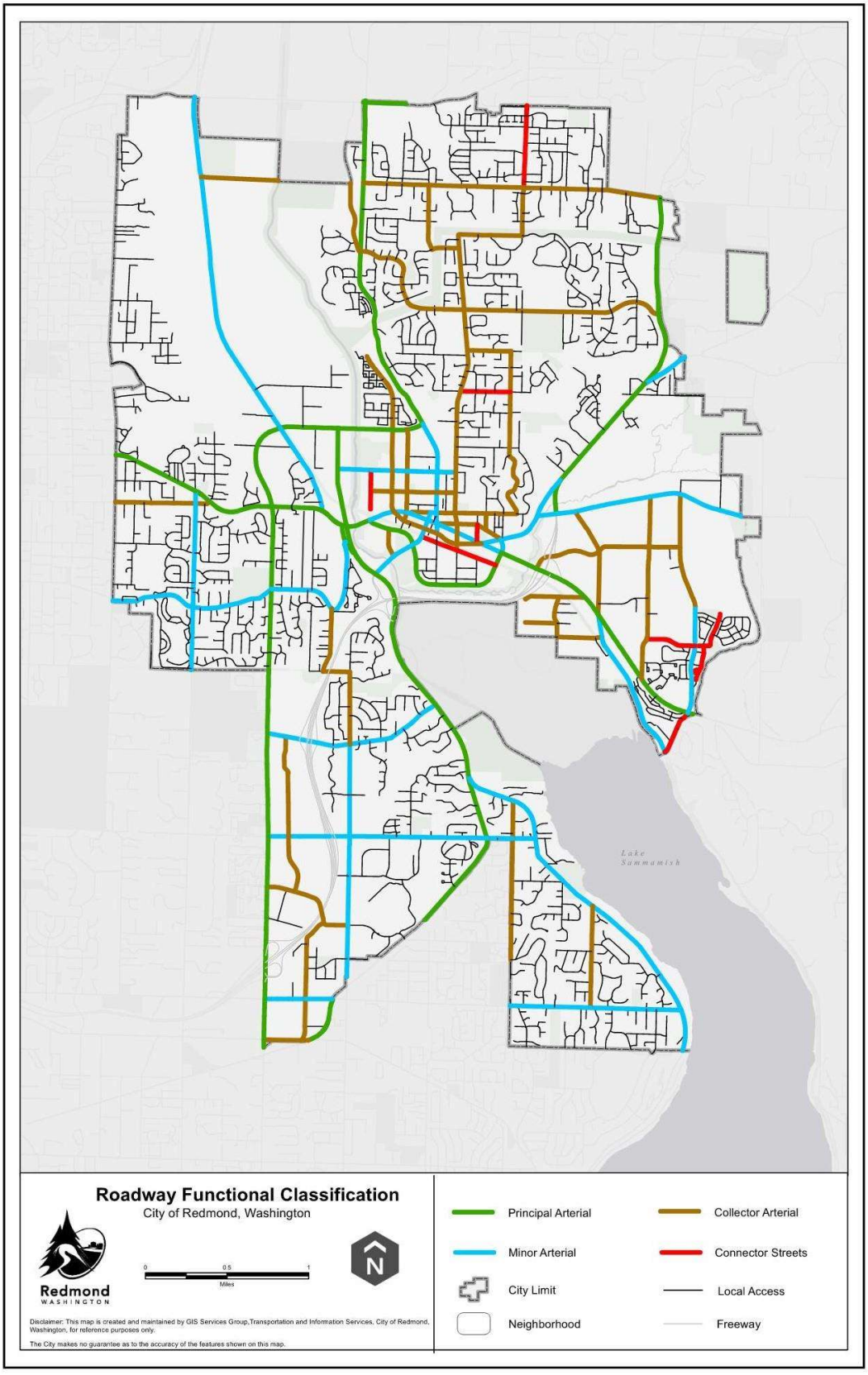
Street System

Redmond's street system comprises 197 centerline miles of streets ranging from the SR 520 freeway that supports regional mobility to local streets that provide property access. Table 4-1 summarizes Redmond's street system. Figure 4-1 shows a map of Redmond's street system.

TABLE 4-1 REDMOND STREET SYSTEM

Functional Class	Centerline Miles
Principal Arterial	17.7
Minor Arterial	20.5
Collector Arterial	23.7
Connector	2.8
Local Access	123.9
Freeway	8.0

Figure 4-1 Redmond Street System Map



Along the 197 centerline miles of roadway there are 36 structures, such as culverts and weirs, that partially or completely block fish passage in Redmond streams. State regulations generally require that any capital projects that "touch" a fish barrier, like a road widening, must bring the stream crossing up to standard. While the City has not conducted cost estimates for each crossing, based on the general characteristics of the crossings and actual costs from past projects, the total cost is believed to be in the range of several tens of millions of dollars.

Transit System

King County Metro Transit and Sound Transit operate public transit service in Redmond. Table 4-2 summarizes current transit service in Redmond. Figure 4-2 shows a map of transit service in Redmond.

TABLE 4-2 TRANSIT SERVICE IN REDMOND

Route[1]	Service Area	Type[2]	September 2023 Status[3]
B	Redmond TC-Bellevue TC	RapidRide	Full
216	Redmond-Sammamish-Issaquah-Bellevue-Mercer Island-Seattle	Peak Hour	Suspended
221	Ed Hill-Bellevue College	All-day	Full
224	Duvall-Novelty Hill-Redmond TC	DART[4] all-day	Full
225	Kenmore-Overlake/RTS	All-day	Reduced
226	Bellevue TC-Overlake-Eastgate	All-day	Full
229	Overlake-Bellevue-Seattle	Peak Hour	Suspended
230	Redmond-Overlake-Bellevue-Kirkland	All Day	Full
232	Duvall-Redmond TC-Bellevue TC	Peak-hour	Suspended
233	Redmond-Overlake-Bellevue	All Day	Suspended
242	Seattle-Overlake	Peak hour	Suspended
244	Kenmore-Kingsgate-Overlake	Peak Hour	Suspended
245	Kirkland TC-Overlake-Eastgate	Frequent all-day	Full
247	Overlake-Bellevue-Renton-Kent	Peak Hour	Suspended
248	Redmond-Kirkland	All Day	Suspended
249	Idylwood-Overlake-Bellevue	All-day	Full
250	Avondale-Kirkland-Bellevue TC	Frequent all-day	Full
268	SE Redmond-Downtown Seattle	Peak-hour	Suspended
269	Issaquah-SE Redmond-Overlake	All-day	Full
291	Redmond-Kingsgate	Peak hour	Suspended
441	Edmonds-Lynnwood-Redmond-Overlake	Peak Hour	Suspended
ST 541	Overlake-U District	Peak-hour	Suspended

Route[1]	Service Area	Type[2]	September 2023 Status[3]
ST 542	Redmond TC-Green Lake	All-day	Full
ST 544	Overlake-S Lk Union	Peak-hour	Suspended
ST 545	SE Redmond-Downtown Seattle	Frequent all-day	Full
564	Puyallup-Federal Way-Kent-Renton-Bellevue-Overlake	Sound Transit Frequent all-day	Suspended
565	Federal Way-Kent-Renton-Bellevue-Overlake	Sound Transit Frequent All Day	Suspended
929	Redmond-Duvall-Carnation-Fall City	All Day	Suspended
930	Totem Lake-Redmond TC	DART all-day	Full
931	UW Bothell-Woodinville-Redmond	All-day	Suspended
982	Redmond-Seattle	Peak Hour	Peak Hour

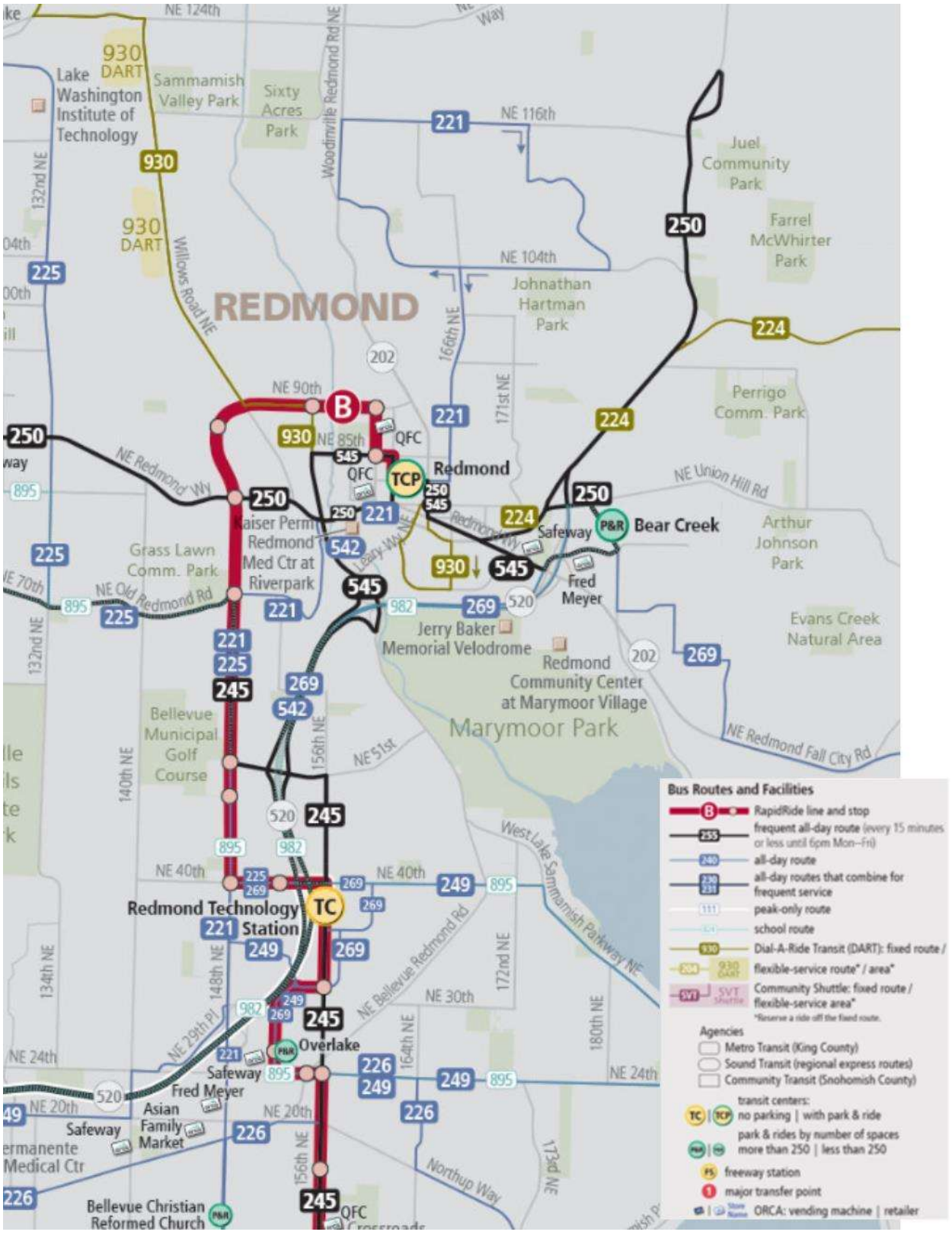
[1]"ST" means "Sound Transit"

[2] "Frequent" means 15-minute service frequency

[3] Sound Transit and King County Metro have temporarily reduced or suspended service on some routes due to the COVID-19 pandemic. "Full" means that the transit agency is operating all or almost all service in place prior to the COVID-19 pandemic. Although service reductions are expected to be temporary, the reduced service levels accurately represent existing conditions and so are reported here.

[4] DART is fixed-route transit service operated in King County under contract with Hopelink, using smaller transit vehicles with the flexibility to perform a limited number of off-route deviations upon request.

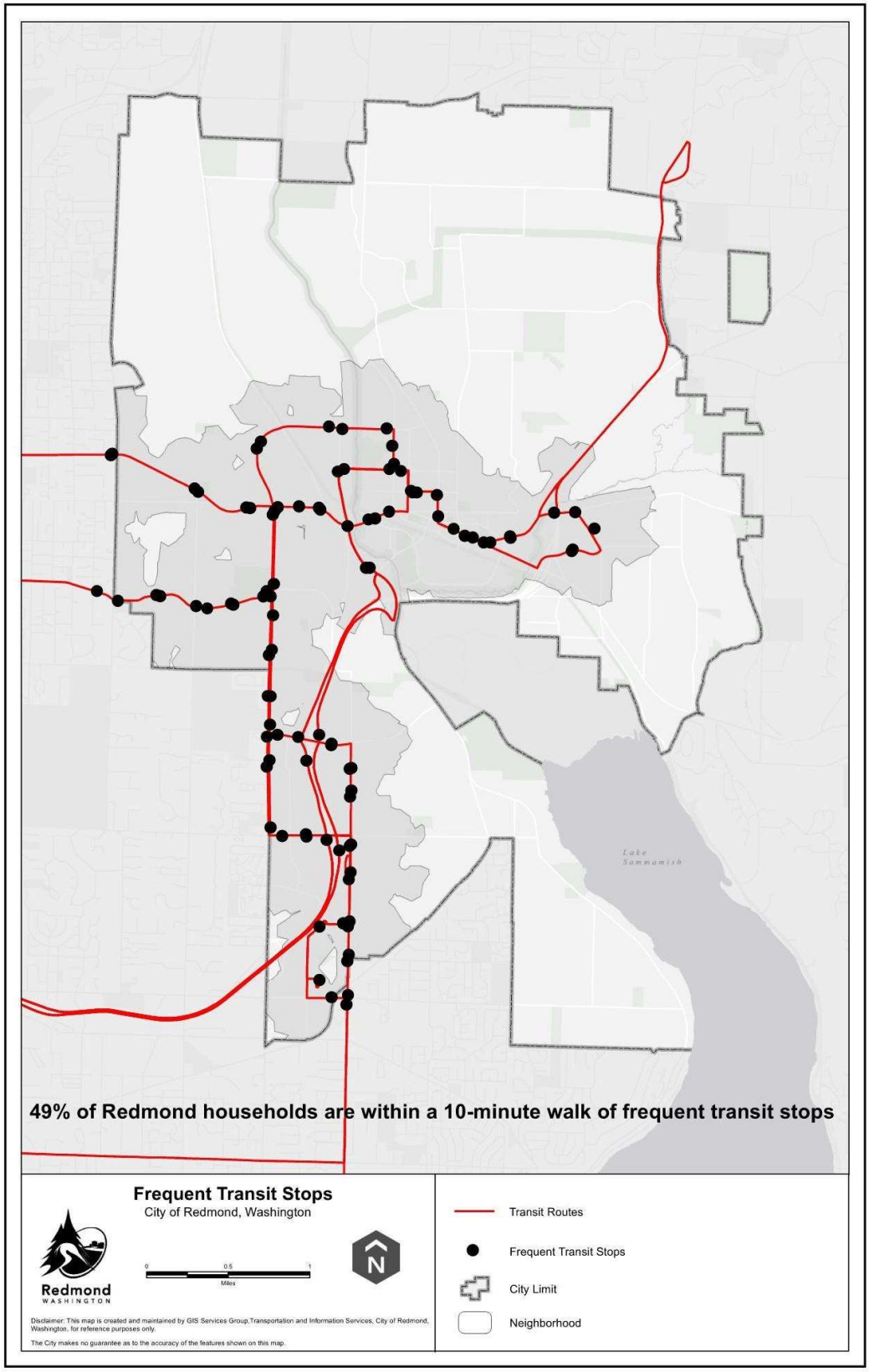
FIGURE 4-2 REDMOND AREA TRANSIT



Route 931 serving NE 124th St. and Red-Wood Road was suspended due to COVID-19 and shown on the map.

The current transit system puts about 49 percent of Redmond households within a 10-minute walk of frequent transit. These areas are mainly in Downtown and Overlake, with portions of Grass Lawn, Education Hill, and Southeast Redmond also encompassed. The number of households with good access to frequent transit can be increased by investing in transit, providing more housing options near frequent transit, or both. Figure 4-3 shows the areas in Redmond within a 10-minute walk of frequent transit.

FIGURE 4-3 HOUSEHOLDS NEAR FREQUENT TRANSIT



X

Metro and Sound Transit also operate park-and-ride lots in Redmond, summarized in Table 4-3 below.

TABLE 4-3 REDMOND PARK-AND-RIDES

Park-and-Ride	Location	Owner	Parking Stalls
Bear Creek P&R	7760 178th Pl. NE	King County Metro	283
Overlake Village P&R	2650 152nd Ave. NE	King County Metro	203
Redmond P&R	16201 NE 83rd St.	King County Metro	377
Redmond Technology Station	15590 NE 36th St.	Sound Transit	*
Southeast Redmond Station	176th Ave. NE & NE 70th St.	Sound Transit	*

* Redmond Technology Station (320 stalls) and Southeast Redmond Station (1,400 stalls) will open with light rail service in 2024-25

Electronic fare is paid with an ORCA card. A list of places where ORCA cards can be obtained is provided at https://orcacard.com/ERG-Seattle/getACard.do.

Pedestrian System

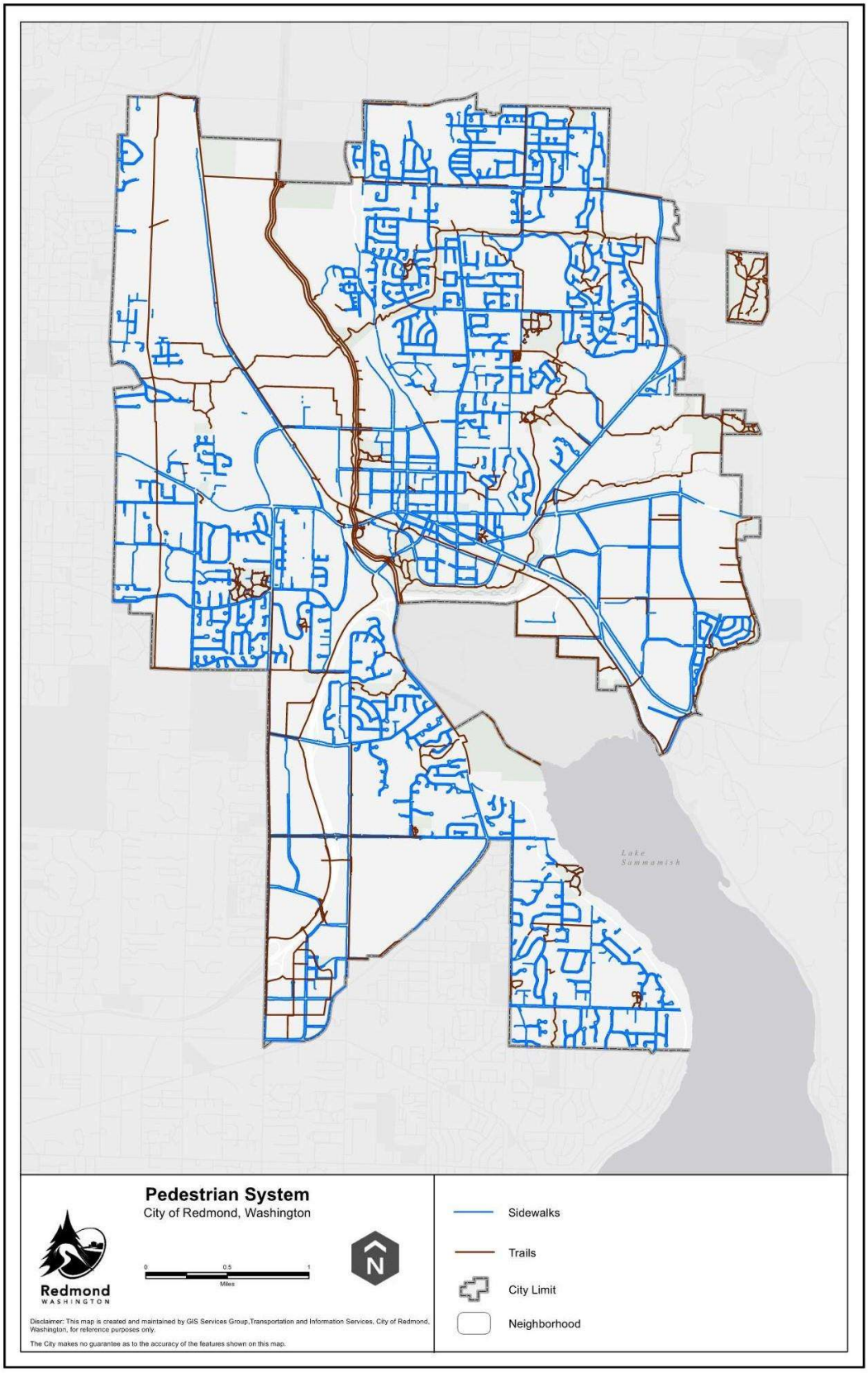
Redmond's pedestrian system comprises 249 miles of sidewalks and paved trails. Table 4-4 summarizes Redmond's pedestrian system by facility type. Figure 4-5 shows a map of Redmond's pedestrian system.

TABLE 4-4 REDMOND PEDESTRIAN SYSTEM

Facility Type*	Miles
Sidewalk	226.2
Trail – Paved (City)	15.2
Trail – Paved (County)	5.0
Trail – Paved (State)	3.0

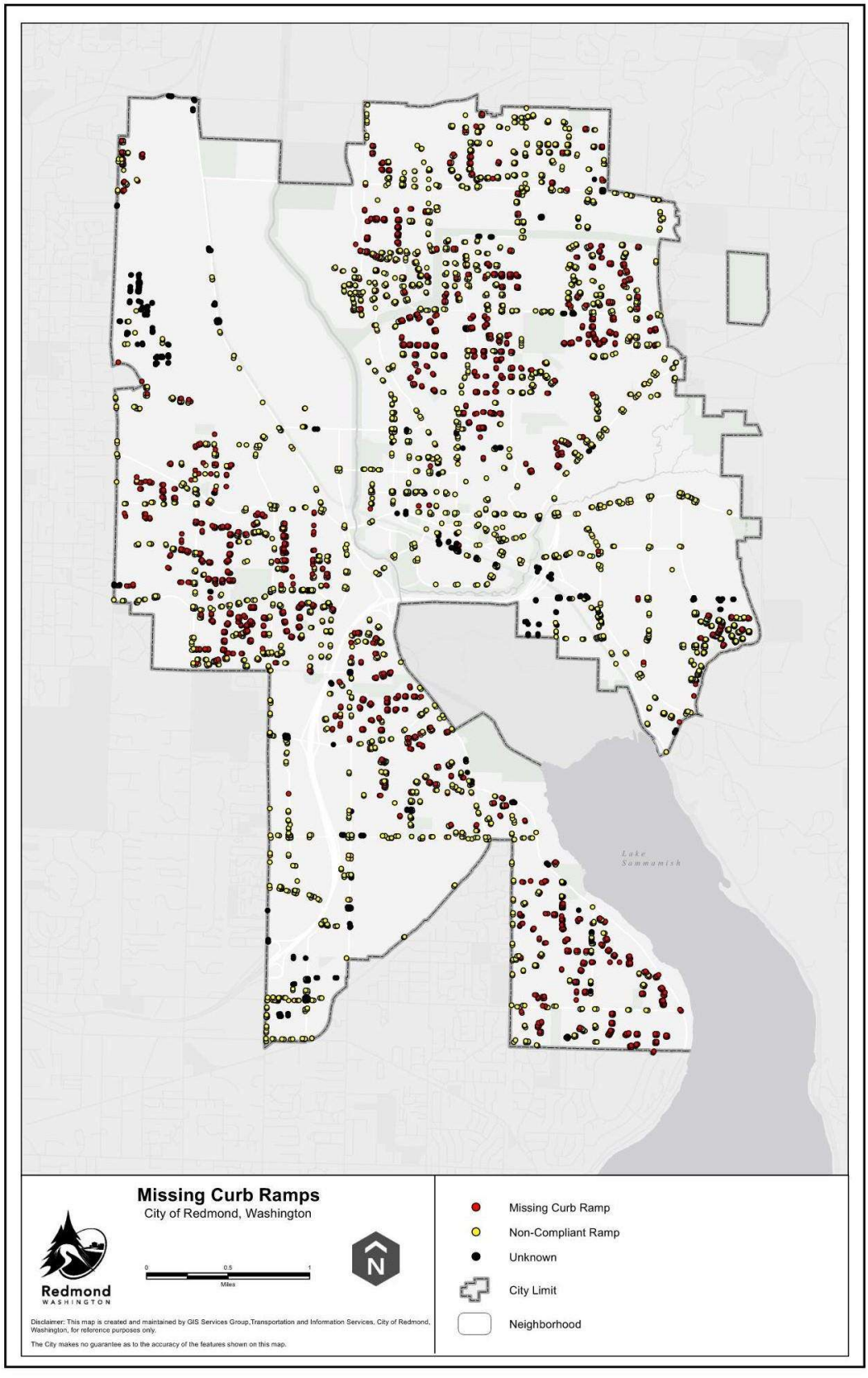
* There are 23.7 miles of public and private soft-surface trails in Redmond. These do not comply with transportation ADA requirements and so are not technically a part of the transportation system.

FIGURE 4-4 REDMOND PEDESTRIAN SYSTEM MAP



Curb ramps are a critical element of the pedestrian system, making the system accessible to more people, for example those using wheelchairs or pushing strollers. Redmond upgrades sidewalk curb ramps to be compliant with the Americans with Disabilities Act (ADA). Redmond owns about 5,000 ramps. While ramps were generally ADA compliant when constructed, approximately 80 percent are not compliant with current ADA standards, including locations where there should be a ramp but there is not a ramp. Figure 4-5 shows the locations of curb ramps that either do not meet current standards or are missing according to current standards.

FIGURE 4-5 REDMOND CURB RAMPS



Bicycle System

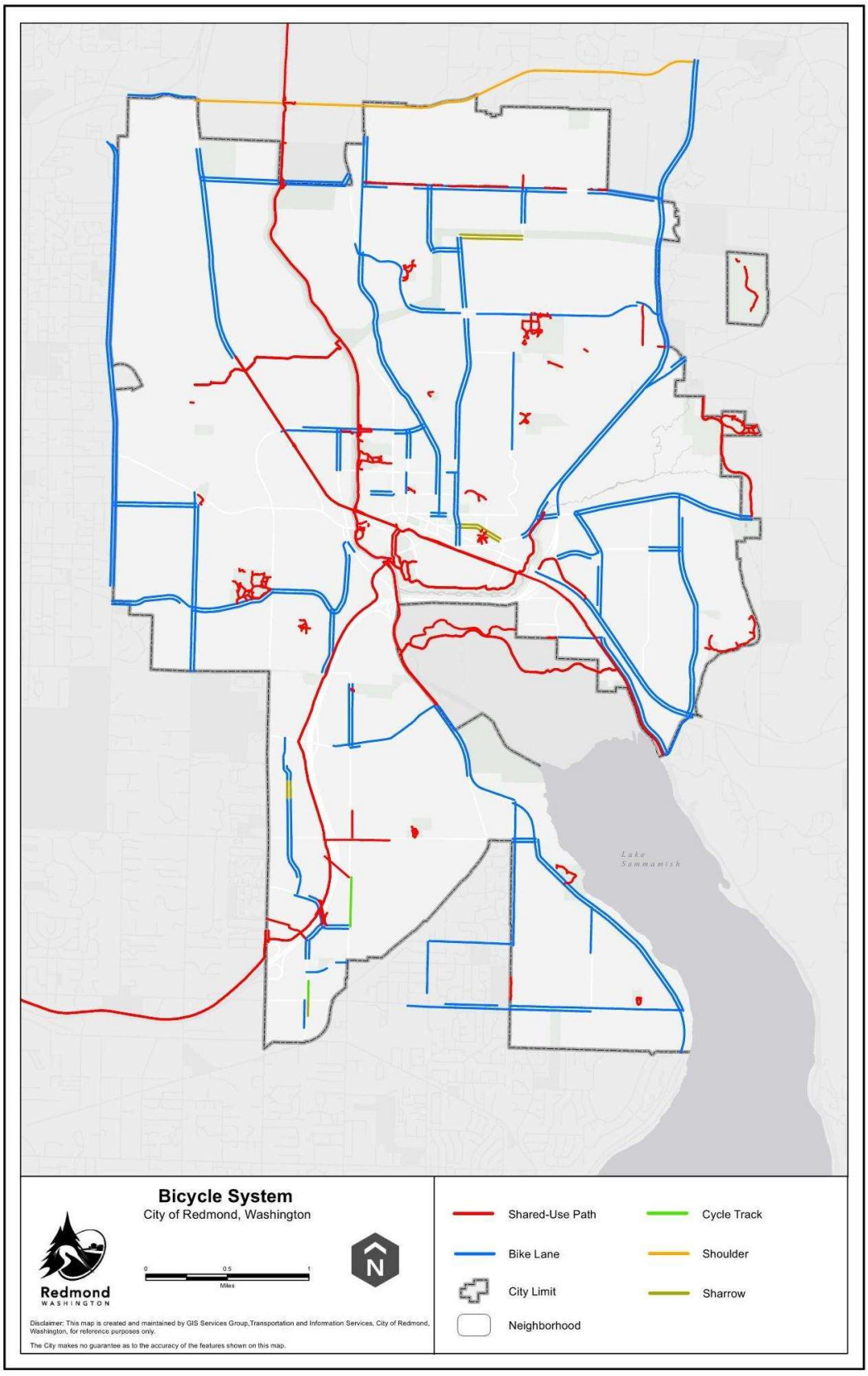
Redmond's bicycle system comprises 77 miles of bicycle facilities, including bicycle lanes, shared lanes, and shared paths that are also counted as part of the pedestrian system. Table 4-5 summarizes Redmond's bicycle system by facility type. Figure 4-6 shows a map of Redmond's bicycle system.

TABLE 4-5 REDMOND BICYCLE SYSTEM

Facility Type	Miles
Bicycle Lane	56.6
Cycle Track	0.3
Shared Lane (Sharrow)	1.6
Substandard bicycle lane	4.8
Shared Path – Paved (City)	3.1
Shared Path – Paved (County)	7.6
Shared Path – Paved (State)	3.1

* Some shared paths do not meet bicycle facility width standards and so are not included in the table

FIGURE 4-6 REDMOND BICYCLE SYSTEM MAP



Freight Access and Distribution

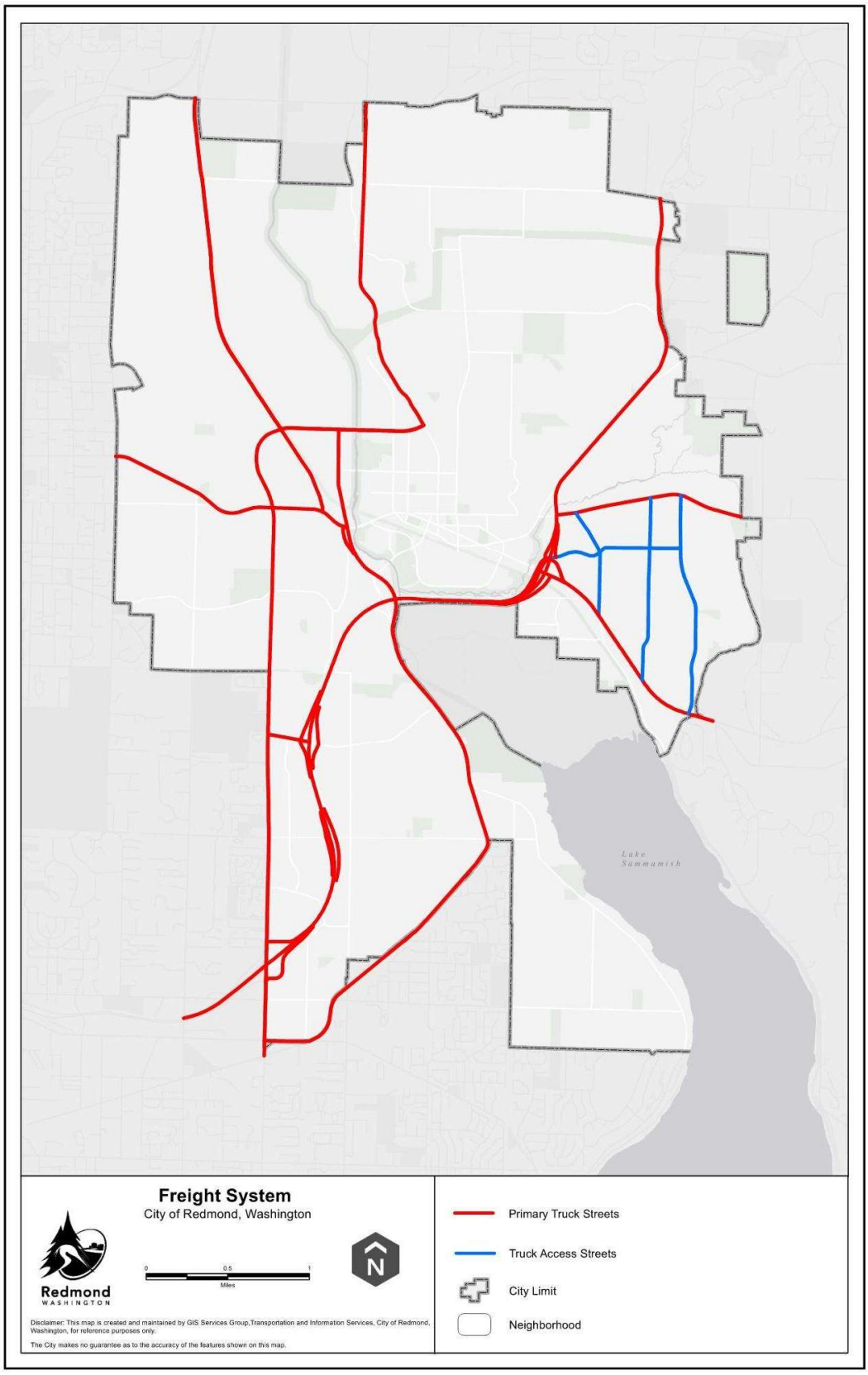
Redmond maintains a 36-mile two-tier freight route system that includes "primary truck streets," "truck access streets," and the SR 520 freeway. Primary truck streets accommodate through truck traffic in Redmond. They are arterials that directly connect with regional roadways like SR 520 or that currently have high volumes of trucks and are predicted to have high volumes of trucks in the future. Truck access streets connect the major industrial and commercial area in the Southeast Redmond neighborhood with primary truck streets. Truck access streets support access and movement of trucks between manufacturing companies and primary truck streets, which are important to the economic vitality of manufacturing companies. Designating truck access streets is not meant to increase truck volumes on those streets, nor intended to increase the speed of trucks on truck access routes.

Table 4-6 summarizes Redmond's freight route system by facility type. Figure 4-7 shows a map of Redmond's freight route system.

TABLE 4-6 REDMOND FREIGHT SYSTEM

Facility Type	Centerline Miles
Primary Truck Street	20.8
Truck Access Street	4.1
SR 520 (including ramps)	10.9

FIGURE 4-7 REDMOND FREIGHT SYSTEM MAP



Parking

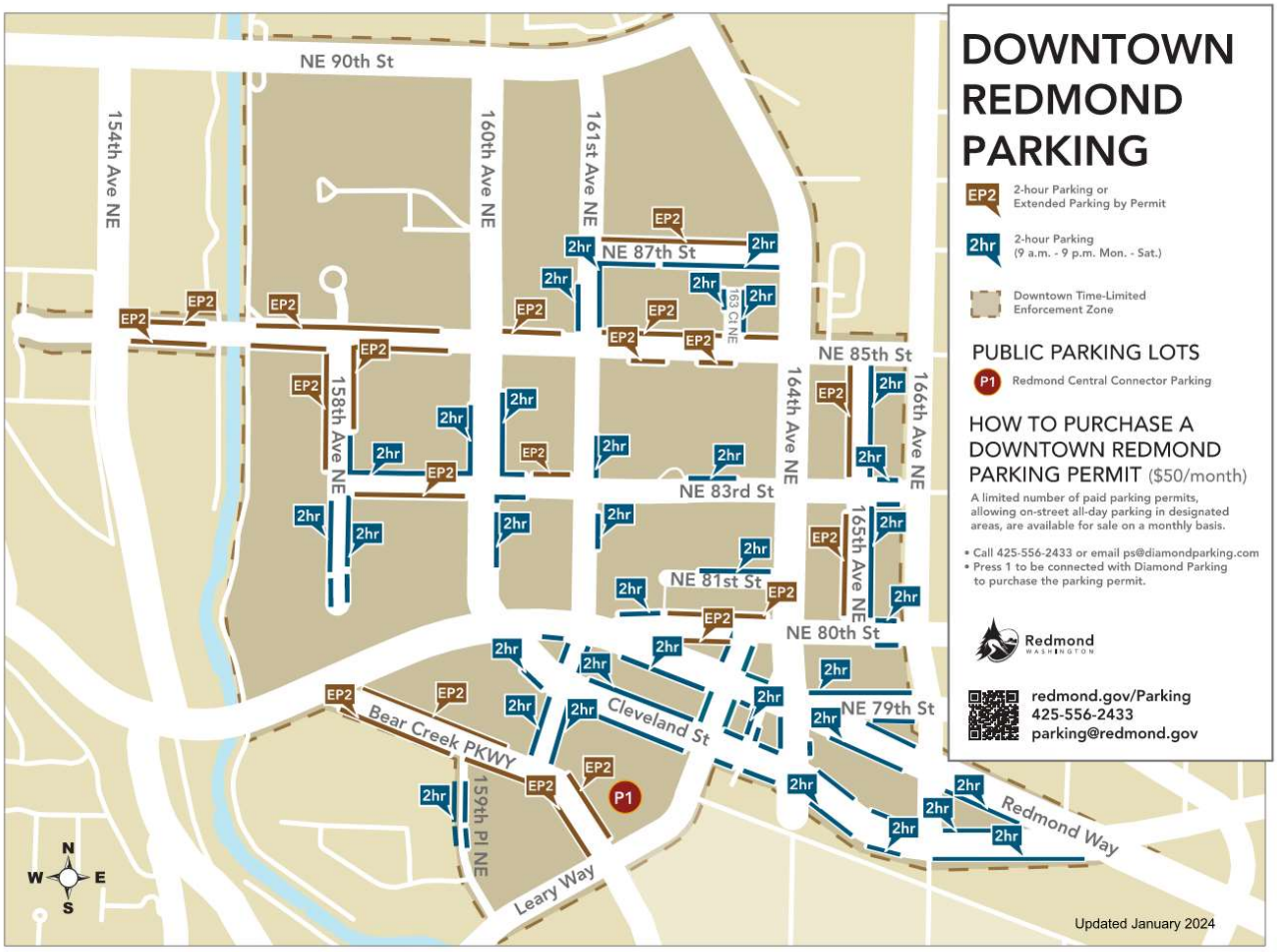
Outside of Downtown Redmond, Redmond's public parking supply consists almost entirely of on-street parking. This parking is distributed throughout the city, with the majority being on-street parking on local streets in residential neighborhoods. In most parts of Redmond, on-street parking supply far exceeds demand. Redmond does not track the total amount of on-street parking citywide. Downtown Redmond is an exception, where the City has begun to manage the on-street parking through time limits and all-day permits to bring supply and demand into better balance in high-demand areas.

Information about the parking supply in Downtown is summarized in Table 4-7. In Table 4-7, "commercial" means a lot or garage with a mixture of different shared of single use types; "city" means parking for City-related uses and services; "civic" means parking for civic, county, or municipal-related uses like schools, fire stations, community centers, and the library; "public" means park-and-ride and publicly-managed free or pay lots; "private" means not for public use and access may be restricted. Figure 4-8 shows a map of where the City manages the on-street parking supply.

TABLE 4-7 DOWNTOWN REDMOND PARKING

Type	Stall Count
On-Street	1,156
Off-Street – Commercial	9,882
Off-Street – City	613
Off-Street – Civic	433
Off-Street – Public	613
Off-Street – Private	524

FIGURE 4-8 DOWNTOWN ON-STREET PARKING MANAGEMENT MAP



Inventory of Programs

Transportation Demand Management

The City sponsors a robust transportation demand management (TDM) program to expand mobility and access, improve travel choices, and support continued growth and development. TDM includes strategies that change travel behavior – how, when, and where people travel – in order to increase transportation system efficiency and achieve specific objectives, such as improved mobility, road and parking cost savings, increased safety, energy conservation, and pollution emission reductions (Victoria Transport Policy Institute).

Redmond's programs include:

- Partnerships with Businesses and Organizations. Redmond partners with businesses and non-profit organizations in the community to increase mobility and access. For example, Hopelink works to provide Redmond community members educational opportunities and access to alternative transportation services. During 2020 Hopelink was able to connect over 70 Redmond

residents to transportation resources and services such as ORCA LIFT, ORCA RRFP, and annual subsidized cards. The Greater Redmond Transportation Management Association (GRMTA) has connected Redmond businesses to grants, new programing, and provided clarity on transportation needs during the pandemic. As the need for outdoor dining grew during the pandemic, the GRTMA worked with neighborhood businesses to develop pedestrian safety plans and install safety measures to support expanded outdoor business operations in downtown.

- GoRedmond. The GoRedmond program provides incentives and other resources for commuters, employers, and schools, helping them make travel choices that benefit them and the community. For example, a GoRedmond grant was used to supply Hopelink with pedestrian trolley carts to make it more convenient for food bank customers to use transit. Redmond's large employers have robust programs of their own, substantially reducing single-occupant vehicle travel in favor of other modes.
- Transportation Management Programs. Since the mid-1980s, all new major commercial developments in Redmond have been required to implement programs that reduce single-occupancy vehicle travel. Some multifamily developments also require transportation management programs when developers seek reduced off-street parking. Elements of these programs include on-site information and resources for alternative travel choices, designated carpool and vanpool parking spaces, and ongoing monitoring and measurement of program success.

Community Transportation Services

Community transportation services comprise a suite of services to meet critical mobility needs that are not well served by private or traditional public transit. Hopelink operates three of these services: Dial-A-Ride Transit (DART), in partnership with Metro, which provides semi-fixed-route public transit; Medicaid Transportation for non-emergency medical transportation; and the Mobility Management program, which provides travel education, supports the coordination of special needs transportation, and analyzes the need for and recommends improvements to mobility services.

This collection of services also includes Metro's Access Transportation, which provides paratransit service required under the Americans with Disabilities Act (ADA), and could in the future include services like Metro's Community Van, which currently operates in several Eastside communities as a supplement to fixed-route bus service. Hopelink offers more information about additional programs online at https://www.hopelink.org/need-help/transportation.

Regional Transportation

Redmond participates in a variety of statewide and regional forums to advance its transportation interests in the region. Redmond's regional interests include:

- SR 520, I-405 corridors, and I-90 corridors. Redmond supports completion of multimodal improvements throughout these corridors to support regional mobility.
- Eastside arterials. Redmond shares key arterials with neighboring jurisdictions that often function as alternatives to freeway use, subjecting arterials to significant regional pass-through traffic. Redmond's interest is in connecting regional destinations while ensuring that arterial corridors are compatible in scale with the City's land use and community character goals.

- Regional trails. Redmond is connected to an exceptional regional trails network and works with partners to connect and improve these trails to improve mobility for those walking, rolling, and biking.
- Public transit. As noted elsewhere, Redmond partners with Metro and Sound Transit to deliver public transit service in Redmond. The City advocates with both agencies on both policy and service decisions. Both Metro and Sound Transit have governing or advisory bodies that include local elected officials. Redmond currently has a councilmember appointed to the Regional Transit Committee, which advises the King County Council on transit-related policy.
- Transportation funding. The City advocates for transportation funding to support capital projects – such as freeway tolling that supports capital improvements in freeway corridors – as well as system maintenance.
- Environmental sustainability. Redmond's pursuit of environmental sustainability goals is enhanced by working regionally. Specific issue areas include alternative fuels that reduce pollution from ozone, particulates, and greenhouse gases; and water quality improvements.
- Parking. Parking in Redmond is a regional issue in that regional entities like transit agencies control some of the off-street parking supply in Redmond. Transit agencies are beginning to manage parking through pricing, a strategy supported in regional planning documents.
- Technology. Transportation technology is rapidly evolving, as are the potential applications of technology to improving mobility. For example, Redmond together with other jurisdictions is implementing technology like Intelligent Transportation Systems and adaptive signals to use the existing system efficiently. As more devices become more connected, Redmond and others will have the ability to gather and analyze large amounts of data to make both operational and policy decisions. This ability has privacy and ethical implications that must be considered.

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.

In addition to the MMLOS transportation concurrency standard, the TMP also identifies a number of other multimodal performance measures, as shown in **Figure 1**.

Figure 1: City of Redmond Transportation Performance Measures

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.
- **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 2 below 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.

Figure 2: 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).

Transit Level of Service Standards and Priority Connections

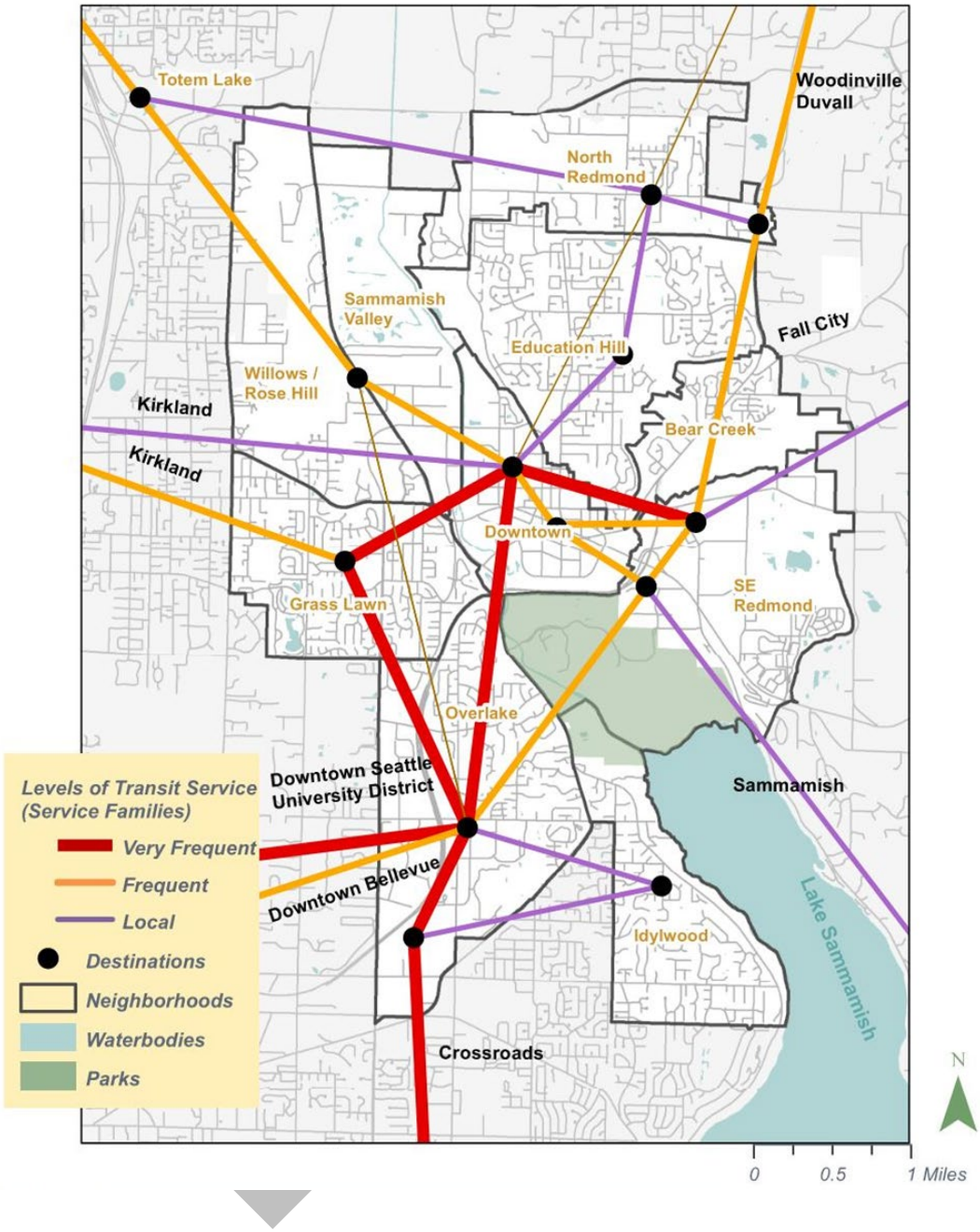
The priority connections and service standards in the following map identify the most important local and regional connections for Redmond and the levels-of-service needed to meet community needs. The following process was used to develop the priority connections and service standards:

- 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.



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.

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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.

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.

Figure 1: City of Redmond Transportation Performance 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%

Source: Fehr & Peers, 2023.

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

Source: Fehr & Peers, 2023.

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

Source: Fehr & Peers, 2023.

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 / 97	**F / >120**
2	NE 90th St/Willows Rd	F / 92	**F / 104**
3	Redmond Way/148th Ave NE	F / >120	F / >120
4	Leary Way/W Lake Sammamish Pkwy	E / 68	E / 65
5	Union Hill Rd/Avondale Way	F / 117	**F / >120**
6	NE 70th St/Redmond Way (SR 202)	D / 47	**F / >120**
7	Redmond Way (SR 202)/E Lake Sammamish Pkwy	F / >120	F / 106
8	NE 51st St/148th Ave NE	F / 105	F / 85
9	NE 40th St/148th Ave NE	E / 66	E / 63
10	NE 24th St/148th Ave NE	F / 119	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.

Table 5. SR 520 Operations, 2050 Preferred Alternative

Location	PM Peak Hour Volume / LOS			
	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 Chapter 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 $MTCO_2e$ per Redmond resident/employee, while the Preferred Alternative is expected to generate approximately 221 $MTCO_2e$ per Redmond resident/employee (driven by the energy emissions associated with greater employment growth).

Table 6. Lifespan GHG Emissions ($MTCO_2e$)

Type of Emissions	2050 No Action	2050 Preferred Alternative
Embodied Emissions	901,300	1,507,000
Energy Emissions	9,547,400	15,611,800
Transportation Emissions	1,091,100	1,965,400
Total Emissions	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**.

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.

[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).

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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.

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.

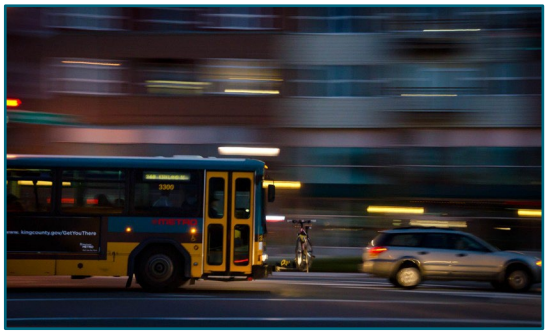
When comparing the growth between No Action and the Preferred Alternative, most roadways see a modest change in PM peak hour traffic of less than 100 vehicles per hour. At this level, most drivers would not be able to notice a change in traffic congestion levels. However, under the Preferred Alternative 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

Travel Demand Management Strategies

Introduction

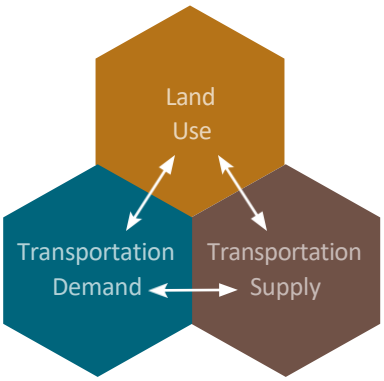


Realizing the City's vision will require an integrated, strategic approach to transportation that manages current and future transportation assets to maximize mobility, increase access, and support growth and development. The City, Redmond businesses, and the community have a strong track record of collaboratively using Transportation Demand Management (TDM) tools to expand mobility and access, improve travel choices, and support continued growth and development. The strategies and actions identified here focus on partnerships, coordinated policies, and innovative tools that leverage this past success, and chart a new direction, to support travel choices, mobility, economic vitality and the growth and development of Redmond's urban centers.

Strategic Approach to TDM

There are three major elements that are part of an integrated approach to transportation planning and implementation:

Transportation Demand Management (TDM) seeks to implement policies, programs, and strategies that proactively manage transportation demand to achieve a balance between Land Use, Demand, and Supply in support of the City's vision. Rather than a replacement for actions that address transportation supply and land use, TDM works in coordination with these actions to achieve the City's vision.



Transportation Demand
The travel needs of people, goods, and services

Land Use
The places people and goods travel to and from

Transportation Supply
The infrastructure used for travel

What is TDM?

Transportation Demand Management (TDM) includes strategies that change travel behavior (how, when, and where people travel) in order to increase transportation system efficiency and achieve specific objectives, such as improved mobility, road and parking cost savings, increased safety, energy conservation, and pollution emission reductions (Victoria Transport Policy Institute).

Redmond's approach focuses on tools, resources, programs, and partnerships that improve access and mobility to support economic growth and community character, and make alternative travel choices easier to use and access.

Historically, TDM has been used to manage and mitigate peak period congestion. A broader, more integrated approach to travel needs is necessary to support the City's vision. The City's approach to transportation is "systems-based," comprising a broad range of strategies, actions, and outcomes. This approach supports a well-functioning, holistic "transportation system" that supports the City's vision. Using programmatic elements will support a well-functioning system that, in the end, is much more than the sum of its parts. There are three main advantages to TDM that should be leveraged to support a successful transportation system:

Flexible: TDM measures can be adapted to meet a specific need, or for a unique audience or user group. The City regularly partners with local businesses and schools to develop TDM solutions that are tailored to achieve outcomes.

Fast: When compared with capital projects, TDM measures can be implemented quickly, with less lead time. Combined with flexibility, this allows TDM measures to be both timely and responsive to a community travel need.

Cost–effective: TDM measures can be scaled to meet the need in a cost–effective manner, and are typically less costly than physical infrastructure projects.

Implementing Innovative Tools to Support Growth and Vitality

The City has an integrated and successful TDM program that focuses on partnerships and collaboration with larger employers and providing outreach and resources to meet travel needs and address travel demand. This has greatly enhanced the person-carrying capacity of the City's transportation infrastructure. For example, the tools, resources, and mobility support provided by the City have resulted in increased efficiencies and effective person-carrying capacity equivalent to four freeway lanes of capacity. The City will continue to develop and implement innovative tools, in collaboration with the community, to help increase access and maximize the person–carrying capacity of our infrastructure.

Meeting a More Diverse Set of Travel Needs

As Redmond's centers develop and travel patterns shift due to hybrid work arrangements, it is important to address a broad range of travel needs throughout the day. Redmond will expand its approach to TDM to provide support to smaller employers and residents, as well as visitors and customers.

Making Redmond an Attractive Place to Locate and Grow

Cities compete to attract investment that creates and retains jobs. Successful TDM programs reduce transportation costs for new businesses and make workplaces more attractive, key to attracting skilled talent in today's economy. In support of Redmond's broader economic development

strategy, the City will continue to develop positive partnerships and programs with employers and property owners to support transit, carpool, vanpool, bicycle, and pedestrian travel options. This enables businesses to locate and grow in Redmond with fewer costs, allows more space to be dedicated to revenue-generating activities rather than parking, and improves employee and customer access.

Connecting Travelers with Travel Choices

A key theme throughout the Transportation Element is a desire from the community to be able to travel without a car — be it by bike, transit, walking, carpooling, or vanpooling. Knowledge on how to use these travel choices, and "start-up costs" can be significant barriers to trying these travel choices for the first time. Using transit requires not only knowing which transit routes to take, but also knowing when they come and go. Vanpooling and carpooling require finding a travel partner. For a new bicycle rider, finding safe and comfortable routes, and knowing how to deal with Pacific Northwest weather, can be challenging.

A major element of the City's TDM approach is providing information, tools, and resources to individual travelers, and to employers, schools, and other community groups, that help make a variety of travel choices more accessible, easier to understand, and, as a result, easier to use. This includes customized transit and bicycling route information, "ride-matching" tools that help travelers find a carpool or vanpool partner, as well as incentives and fare subsidies for new transit or vanpool riders that help defray the initial costs associated with trying a new mode of travel.

Leveraging New Technology

Every day, advances in technology create new opportunities to provide travelers with more accurate, relevant, and real-time information that make using alternative travel choices even easier. The City has been on the forefront of leveraging these technologies, and will continue to use technology to provide Redmond travelers with the information needed to make the travel choices they want.

Implementation Actions and Priorities

The following section outlines program elements, implementation actions, and new direction for TDM as part of the City's overall approach to transportation.

Develop Tools and Resources for Individual Travel Choices

The City provides creative resources, tools, and incentives for Redmond residents, employees, and businesses through an award-winning and nationally acclaimed TDM program, which is a public-private partnership between the City, local employers, King County Metro, and Move Redmond. Local businesses use this program to manage their own transportation programs, and offers nearly 32,000 employees and residents a one-stop place for resources, travel information, "starter" incentives for transit, vanpool, carpool, bicycling, and walking, and enables users to track and view the impact and benefits of their travel activities. These elements are instrumental in providing improved information, resources, and incentives that make travel choices, such as walking, biking, transit, carpooling, and vanpooling, more accessible and easier to use.

Continue to Implement and Adapt the City's TDM Program

Continuing to leverage TDM program tools to provide information, resources, incentives, and starter fare subsidies will assist the individual commuter starting or joining a vanpool, carpool, or using transit. Key areas for growth for this program are further integration with social media to help expand outreach, and leveraging interactive travel information tools that make alternative transportation choices easier to use, such as OneBusAway, which provides real-time transit arrival and departure information.

The City supports an entrepreneurial approach to TDM, with a focus on providing support and resources for local businesses and community organizations to develop innovative transportation solutions.

Develop Innovative Outreach Materials and Events

The City collaborates with community groups to develop innovative travel information materials, such as Redmond's Bicycling Guide and Transit Map, as well as custom materials for employers, schools, and community groups, to help meet and support travel needs. Through the City's TDM program, the City also actively engages with employers, employees, and the community at transportation events hosted throughout Redmond. The City should take advantage and seek additional opportunities to utilize technology investments to improve processes, such as streamline electronic distribution of commute and travel information through online and social media channels.

Provide Transportation Assistance and Resources for Redmond Businesses and Organizations

A key element of Redmond's TDM program is providing tools, resources, and support to businesses and community organizations to develop innovative transportation programs and solutions. The City provides innovative online management tools that are used by employers and community groups to manage their own transportation programs. This makes the City's investments more effective by leveraging and combining resources, promotes more efficient and entrepreneurial use of transportation resources, and reinforces Redmond as a positive place to do business.

Enhance Online Tools and Management Features to Support Business and Community Travel Programs

The City should continue to develop and improve the online management tools provided through its TDM program. Areas for growth include adapting existing tools to better accommodate residential- and school-based travel programs, and supporting the implementation for groups of smaller employers, for example, at business parks.

Implement TDM Program Grants to Meet Community Travel Needs

The City's TDM grant program provides seed funding for new or enhanced commute programs through a grant application process. The City should continue to implement this grant program to meet employer and community travel needs, and should leverage opportunities to coordinate with other City programs and goals, such as grant opportunities for public parking in downtown.

Streamline Regulation in Support of the City's Vision

All new major commercial developments in Redmond are required to implement Transportation Management Programs as a condition of development. In addition, large employers are required to implement the Washington State's Commute Trip Reduction (CTR) program. Both programs support the development of tools and resources for alternative travel choices at individual employment and development sites in Redmond. These programs help support the City's mode split goals, as well as Washington State's Environmental Policy and Growth Management Acts.

Support and Enable Innovative Private Sector-Based Solutions

The role of the City acting as a "guide" versus a "regulator" is key to collaborative problem solving. In support of this approach, the CTR and Transportation Demand Management programs should continue to be implemented in collaboration with employers and property owners to develop innovative solutions that are effective at supporting transportation needs, as well as effective at meeting program goals. Flexibility and innovation in achieving desired outcomes should be encouraged, and data and ongoing performance measurement should be used to monitor progress and guide future actions.

Develop Tools to Support Successful Outcomes

Many of the tools provided by the City are actively used by employers and property owners to support successful on-site TDM programs. The City should continue to develop and enhance these tools to provide collaborative, business-supportive resources that successfully streamline implementation of both the State Commute Trip Reduction Program and the City's Transportation Demand Management Program.

Commute Trip Reduction (CTR) Law

The Washington State Legislature adopted the Commute Trip Reduction law in 1991, incorporating it into the Washington Clean Air Act. This law affects larger employers (>100 employees arriving during the a.m. peak period) in the state's most populated counties. The goals of the program are to reduce traffic congestion, reduce air pollution, and petroleum consumption through employer-based programs that decrease the number of commute trips made by commuters driving alone.

Mobility Management Programs

Since the mid-1980s, all new major commercial developments in Redmond have been required as a condition of development to implement transportation management programs. The goal of these programs is to achieve a 70 percent or lower rate of commuting by single occupant vehicles. Elements of these programs include on-site information and resources for alternative travel choices, designated carpool and vanpool parking spaces, and ongoing monitoring and measurement of program success.

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Coordinate Planning and Implementation to Support Neighborhood-Based Outcomes

A holistic, coordinated approach will be critical to achieve Redmond's vision for its centers. The City is taking a deliberate approach that coordinates economic development, transportation, and growth, and leverages regional, state, and federal grant matching opportunities that support more efficient focused development within centers.

Coordinate and Support the City's Parking Strategies

As the City continues to grow and mature, managing the use of both on-street and off-street parking, supply will become increasingly important to maintain and increase access to businesses and services. The City should facilitate and support property owner and employer efforts to manage their available parking to balance competing needs (e.g., between employees and customers). New tools and solutions should be developed to address emerging issues, including parking management and parking spillover mitigation.

Implement TDM Tools in Coordination with Major Construction Projects

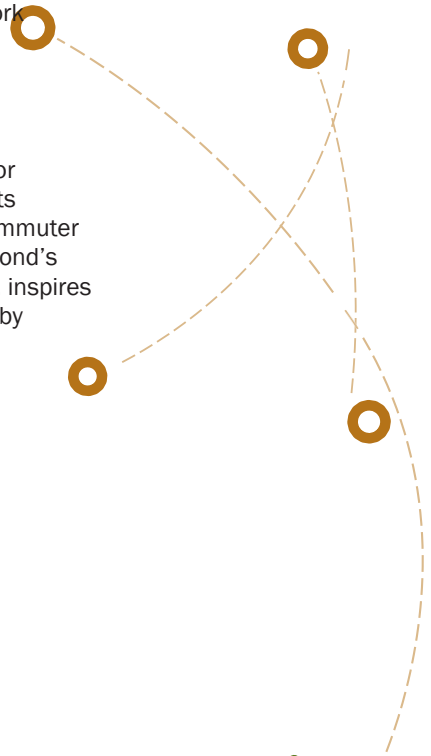
When significant transportation construction affects travel to, from, or within Redmond, such as major road closures, or construction on major highways or freeways, information about and incentives for alternative travel choices should be made available.

Leverage the City's Economic Development Potential

Redmond is a major employment destination, and its daytime population far exceeds its residential population. As part of a broader economic development strategy, there is an important opportunity to coordinate TDM actions and outreach efforts to leverage the economic activity of Redmond's work force, and make Redmond a great place to live, work, and play.

Support Local Businesses

Encourage reinvestment back into the local economy by promoting Redmond as a destination for customers, and supporting customer access by walking, bicycling, carpooling, or transit. Elements include incorporating incentives that support local businesses as part of the TDM program's commuter rewards outreach, and coordinating with cultural events and arts programs that enhance Redmond's identity as a destination. Supporting local businesses enhances Redmond's image and identity, inspires customer loyalty, and helps make biking, walking, and transit use viable for non-commute trips by actively supporting travel choices.



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

Introduction

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

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

The Buildout Plan

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

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

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

Revenue Sources and Forecast

Process to Develop the 2022-2050 Revenue Forecast

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

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

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

Overview of Revenue Sources and Assumptions

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

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

TFP revenue forecast 2022-2050

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

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

Overview of Forecast and Growth Assumptions – 2022-2050

Forecast Assumptions

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

Growth Assumptions

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

Development of the Transportation Facilities Plan (TFP)

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

Projects and Programs

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

Stability of Revenue Sources:

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

2024-2050 Transportation Facilities Plan (TFP) - DRAFT

ID	Name	Neighborhood	Street_From	Street_To	Description	Project_Type	Draft_TFP	Estimate
10	SR 520 Trail Grade Separation at NE 51st St	Overlake	520 Trail		Grade separate the 520 Trail at NE 51st Street.	Other	System Improvement (City)	$7,634,621
31	148th Ave NE and NE 51st St Right Turn Lanes	Overlake	520 Trail	148th Ave NE	Add a second right turn lane from westbound NE 51st Street to Northbound 148th Avenue NE.	Intersection improvement - signals	System Improvement (Dev)	$2,705,850
46	150th Ave NE & NE 51st St Signal	Overlake	NE 51st St		Add north leg to intersection of 150th Ave and 51st St and signalize this intersection.	Intersection improvement - signals	System Improvement (Dev)	$2,445,607
47	152nd Ave NE Main Street	Overlake	2600 Block	NE 31st St	Implement 152nd Avenue NE main street from NE 24th Street to 2600 Crossing to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (Dev)	$7,100,000
47.01	152nd Ave NE Main Street North	Overlake	24th St	31st St	Implement 152nd Avenue NE main street from 2600 Crossing to Plaza Street / DaVinci to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	Half street	System Improvement (Dev)	$15,729,868
49	152nd Ave NE Main Street South of 24th	Overlake	NE 24th	NE 20th St	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 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, and utilities	Full street	System Improvement (Dev)	$39,169,343
50	156th Ave NE & Bel-Red Rd Turn Lane	Overlake	156th Ave NE		Add southbound right-turn lane.	Intersection improvement - signals	System Improvement (Dev)	$2,400,000

2024-2050 Transportation Facilities Plan (TFP) - DRAFT

ID	Name	Neighborhood	Street_From	Street_To	Description	Project_Type	Draft_TFP	Estimate
51.01	156th Ave NE Shared Use Path	Overlake	NE 40th St	NE 51st St	Construct shared use path on the east side of 156th Avenue from 40th Street to 51st Street	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (Dev)	$9,306,150
56.01	NE 40th St Shared Use Path - West	Overlake	148th Ave NE	SR 520	Shared use path on the south side of 40th Street from 148th Avenue to the 520 Trail	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (Dev)	$9,483,555
62.01	NE 40th St Improvements	Overlake	163rd Ave NE	172nd Ave	Add paved trail on south side of 40th Street from 163rd Avenue to West Lake Sammamish Parkway	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (City)	$5,201,700
66.01	51st St Shared Use Path	Overlake	148th Ave	SR 520	Provide multi-use trail on north side of NE 51st St between 148th Ave NE and SR 520.	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (City)	$2,735,250
72	140th Ave NE and Redmond Wy Turn Lanes	Grass Lawn	NE 80th St	Redmond Way	Add second northbound left turn lane and extend bicycle lanes from 80th Street through the intersection of 140th Ave and Redmond Way.	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (Dev)	$361,453
75	NE 116th St Widening Segment II	North Redmond	167th PL	179th PL	Widen NE 116th St from 176th Ave to 178th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way and easement acquisition.	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (City)	$9,673,162
77	NE 116th St Segment III	North Redmond	179th PL	Avondale Rd	NE 116th St Segment III. Location: NE 116th Street (East End) from 179th Avenue NE to Avondale Rd. Description: Widen remaining sections of NE 116th St from 179th Avenue to Avondale Road. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and easement acquisition.	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (City)	$20,702,850
88	NE 76th St Widening 520 to 178th Pl	SE Redmond	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.	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (Dev)	$5,574,000

2024-2050 Transportation Facilities Plan (TFP) - DRAFT

ID	Name	Neighborhood	Street_From	Street_To	Description	Project_Type	Draft_TFP	Estimate
89	76th St & 178th Pl Intersection Improvements	SE Redmond	178th Pl NE		Improve the intersection by accommodating WB-67 trucks for all movements, adding northbound and southbound right turn only lanes, completing bike lanes, widening sidewalks to 6' wide, and better sight lines.	Intersection improvement - signals	System Improvement (Dev)	$6,758,359
90	NE 76th St Widening	SE Redmond	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.	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (Dev)	$3,150,000
111	124th St and 162nd Pl Intersection Improvements	North Redmond	162nd Pl NE		Construct intersection improvements 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 as well as intersection control. Coordination with King County Roads as project is outside City limits.	Intersection improvement - signals	System Improvement (Dev)	$4,489,800
113	192nd Ave NE Extension	SE Redmond	NE 68th St	Union Hill Rd	Construct new 192nd Ave NE from NE 68th St to Union Hill Rd. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, street lights, traffic control, storm drainage, right-of-way and easements.	Full street	System Improvement (Dev)	$38,072,000
119	Avondale Way Extension	Downtown	Redmond Way	NE 76th St	Construct a new north/south non-motorized connection between Redmond Way and NE 76th Street. Needed cost estimate review.	Full street	System Improvement (Dev-City)	$36,442,004
156	Willows Rd Widening	Sammamish Valley	NE 116th St	NE 124th St	Widen Willows Road from NE 116th St to NE 124th St. Improvements include 2 through lanes in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, transit amenities, street lights, storm drainage, underground power, right-of-way and easement acquisition.	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (City)	$22,006,950
170	158th Ave NE Extension	Downtown	Redmond Way	NE 83rd St	Construct new 159th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, transit stop amenities, storm drainage, right-of-way and easements.	Full street	System Improvement (Dev-City)	$10,469,000
172	150th Ave NE Bicycle Lane Completion	Overlake	NE 51st St	NE 40th St	Fill in gaps in bicycle facility network on 150th Avenue NE from NE 51st Street to NE 40th Street in both directions, and improve curve radius to allow for truck movements through existing chokepoint. Widen roadway to west and build retaining walls.	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (City)	$16,583,635
201	Redmond Central Connector Phase 3	Sammamish Valley			12 foot regional trail from the Redmond Central Connector Phase II to 124th Street	Multi-use Path	System Improvement (City)	$4,245,000
288	151st Ave NE South-DaVinci	Overlake	NE 20th St	NE 24th St	Construct new 151st Avenue NE between NE 20th Street and NE 24th Street. Refer to the Overlake Neighborhood Plan for more details. Coordinate with the Overlake Village South Study.	Full street	System Improvement (Dev)	$9,000,000

2024-2050 Transportation Facilities Plan (TFP) - DRAFT

ID	Name	Neighborhood	Street_From	Street_To	Description	Project_Type	Draft_TFP	Estimate
289	NE 22nd St, West	Overlake	148th Ave NE	152nd Ave NE	Construct new NE 22nd Street from 148th Avenue NE to 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan.	Full street	System Improvement (Dev)	$19,000,000
290	NE 22nd St, East	Overlake	152nd Ave NE	Bel-Red Rd	Construct new NE 22nd Street from 152nd Avenue NE to Bel-Red Road and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan.	Full street	System Improvement (Dev)	$7,500,000
310	Lumiere - NE 24th to NE 26th	Overlake	NE 24th St	Hopper St	Construct Lumiere Access Street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	Full street	System Improvement (Dev)	$12,098,000
311	DaVinci - NE 27th to NE 28th	Overlake	Hopper St	Shen St	Construct DaVinci neighborhood street from Turing Street to Shen Street in accordance with Overlake Village Design Standards, including 1 travel lane,parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail.	Full street	System Improvement (Dev)	$8,867,000
312	DaVinci - NE 24th to NE 26th	Overlake	NE 24th St	Hopper St	Construct DaVinci neighborhood street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane,parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail.	Full street	System Improvement (Dev)	$20,393,000
313	Hopper Street	Overlake	152nd Ave NE	DaVinci	Construct Hopper Street Access Street from DaVinci to 152nd Ave in accordance with Overlake Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	Full street	Local Street Network 2050	$17,906,000
314	Turing Street	Overlake	NE 27th St	152nd Ave NE	Construct Access Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	Full Street	System Improvement (Dev)	$31,593,902
315	Shen Street	Overlake	Hopper St	152nd Ave NE	Partial completion by the Overlake Access Ramp project. Cost estimate review needed.	Full Street	System Improvement (Dev)	$28,998,333
339	NE 95 St. Bridge Replacement	Bear Creek	NE 95th St		NE 95th Street Bridge Replacement	Other	System Improvement (City)	$884,000
360	NE 70th Street Extension Phase 2 Construction	SE Redmond	Redmond Way	180th Ave NE	Construct a new street connection up to City standards on NE 70th Street between 180th Avenue NE and Redmond Way	Full street	System Improvement (Dev)	$2,500,000
361.01	Sammamish River Trail Extension from 51st Street to Bel-Red Road	Overlake			Extend Sammamish River Trail at east side of West Lake Sammamish Parkway from 51st Street to Bel-Red Road	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (Dev)	$19,804,808

2024-2050 Transportation Facilities Plan (TFP) - DRAFT

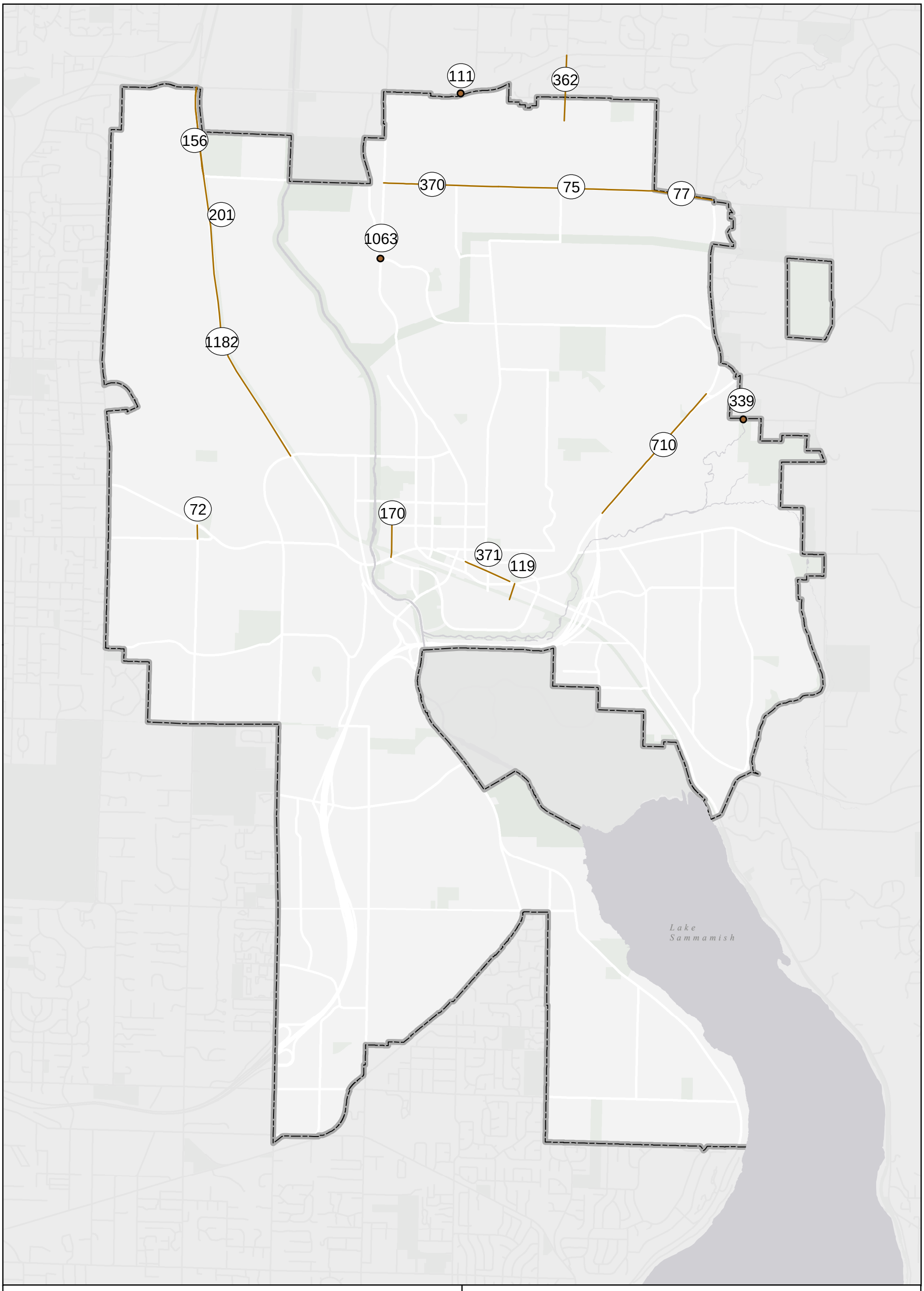
ID	Name	Neighborhood	Street_From	Street_To	Description	Project_Type	Draft_TFP	Estimate
362	172nd Ave NE Extension	North Redmond	NE 124th St	NE 128th St	172nd Ave NE gate opening at NE 124th St and traffic calming improvements	Other	System Improvement (City)	$1,340,000
364	NE 76th Street Extension (Segment 2)	SE Redmond	188th Ave NE	192nd Ave NE	Construct new NE 76th St from 188th Ave NE to 192nd Ave NE. Improvements include 1 through lane in each direction, left turn lanes or medians to create a 3 lane section, bike lanes, sidewalks, street lights, traffic control, storm drainage, right-of-way and easements. Consider roundabout at 185th Ave and 76th St.	Full street	System Improvement (Dev)	$16,278,000
366.01	156th Ave NE Two-Way Cycletrack	Overlake	Bel-Red Road	NE 40th St.	Construct two-way cycle track on the east side of 156th Avenue from 28th Street to 40th Street	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (Dev-City)	$7,695,059
370	NE 116th St Widening Segment I, Phase II	North Redmond	Red-Wood Rd	167th Pl NE	Complete NE 116th St from Red-Wood Road to 167th Place NE. Improvements include one through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, 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.	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (City)	$6,220,000
371	Redmond Way Widening	Downtown	168th Ave NE	164th Ave NE	Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 166th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape improvements	Other	System Improvement (Dev-City)	$12,008,433
378	173rd Ave NE Connection	SE Redmond	NE 67th St	NE 70th St	Construct collector arterial (see RZC Appendix 8A).	Full street	System Improvement (Dev)	$23,220,800
382	176th Ave NE Retrofit- LW Tech Segment	SE Redmond		NE 65th St	Widen Roadway Per Appendix 8A	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (Dev)	$4,383,000
384	NE 65th St Retrofit	SE Redmond	Marymoor Park boundary	East Lake Sammamish Parkway	Retrofit collector arterial (see RZC Appendix 8A)	Full street	System Improvement (Dev)	$22,653,390
386	NE 67th St Retrofit	SE Redmond	173rd Ave NE	176th Ave NE	Retrofit collector arterial (see RZC Appendix 8A)	Full street	System Improvement (Dev)	$23,697,742
387.01	148th Corridor from NE 20th to SR520	Overlake	Bel-Red Road	EB SR 520 on-ramp	Add northbound through lane on 148th Ave NE between Bel-Red Road and the eastbound SR 520 on ramp	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (Dev)	$14,372,626

2024-2050 Transportation Facilities Plan (TFP) - DRAFT

ID	Name	Neighborhood	Street_From	Street_To	Description	Project_Type	Draft_TFP	Estimate
389	West Lake Sammamish Parkway Roundabout	Overlake	Vest Lake Sammamish Parkway		Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road	Intersection improvement - no signals	System Improvement (Dev)	$8,720,843
392	NE 70th St Retrofit	SE Redmond	173rd Ave NE	Redmond Way	Construct collector arterial street (see RZC Appendix 8A). North half of street to be completed as part of DRLE	Full street	System Improvement (Dev)	$11,936,272
396	176th Ave from 70 to Red Way	SE Redmond	NE 70th St	Redmond Way	Construct connector street with right-in, right-out access at Redmond Way to function as a third entrance to the subarea.	Full street	System Improvement (Dev)	$9,587,340
404	176th Ave NE Retrofit-67th Segment	SE Redmond	MId Segment	LW Segment	Widen Roadway Per Appendix 8A	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (Dev)	$5,327,564
405	176th Ave NE Retrofit-Middle Segment	SE Redmond	NE 65th St	NE 70th St	Widen Roadway Per Appendix 8A	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (Dev)	$4,043,493
406	176th Ave NE Retrofit-North Segment	SE Redmond		NE 70th St	Widen Roadway Per Appendix 8A	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (Dev)	$5,589,000
502	24th St Multimodal Imp from 148 to Bel-Red	Overlake	148th Ave NE	Bel-Red Rd	Add new cycle tracks and sidewalks to 24th Street between 148th Avenue and Bel-Red Road, see Overlake South Plan.	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (City)	$8,667,000
710	Avondale Road School Bus Pull Outs	Bear Creek			Install school bus pullouts on Avondale Road including at Novelty Hill Road , NE 95th St, 188th, Ave NE/182nd Ave NE, 180th Ave NE, and NE 90th St.	Other	System Improvement (City)	$2,623,000
1063	RedWood Rd and NE 109th St Improvements	Education Hill	Red-Wood Rd		North-Souths Corridors Study	Intersection improvement - signals	System Improvement (City)	$1,140,000
1150	Lumiere Ave	Overlake	NE 20th St	NE 24th St	Lumiere Ave from NE 20th St to NE 24th St	Full street	System Improvement (Dev)	$28,504,473
1151	NE Koll Drive	Overlake	152nd Ave NE	DaVinci	NE Koll Drive (2100 block) from Da Vinci Ave to 152nd Ave - private street but publicly accessible	Roadway capacity (corridor widening for bike or vehicle lane)	Local Street Network 2050	$3,193,943
1166	70th Street Cycle Track	SE Redmond	SR 202	180th Avenue	One way cycle track built by development by shifting curb line south. Part of comfortable bike system connecting Marymoor Station to SE Redmond.	Full Street	System Improvement (Dev)	$3,093,464

2024-2050 Transportation Facilities Plan (TFP) - DRAFT

ID	Name	Neighborhood	Street_From	Street_To	Description	Project_Type	Draft_TFP	Estimate
1182	Willows North Bus Lane	Willows-Rose Hill	90th Street	124th Street	Add northbound bus only or HOV only lane. Replaces one general purpose lane south of 9900 Block and replaces bike lanes from 9900 Block to 124th Street - cannot remove bike lanes until Redmond Central Connector complete providing new, more comfortable bike facility	Other	System Improvement (City)	$1,403,910
1192	40th Street Shared Path, East	Overlake	163rd Avenue	West Lake Sammamish Parkway	Shared path on the south side of 40th Street with segments of cycle track where appropriate	Roadway capacity (corridor widening for bike or vehicle lane)	System Improvement (City)	$7,106,922
3112	Brill Street	Overlake	DaVinci	152nd Ave NE	Non-Motorized vehicle and Fire Access between DaVinci and 152nd Ave NE	Roadway capacity (corridor widening for bike or vehicle lane)	Local Street Network (Dev)	$1,737,540
3113	Bridge Structure and Repair Program	Citywide	Citywide		Started in 2001, bridge inspections and to coordinate maintenance and repair	Program	System Improvement (City)	$3,900,000
3114	Street Channelization Improvement and Maintenance Program	Citywide	Citywide		Replace worn pavement markings and signs for compliance; install new/innovative pavement markings and signs for channelization changes and safety concerns	Program	System Improvement (City)	$3,250,000
3115	Transportation Benefit District Implementation	Citywide	Citywide		Transportation improvements to be funded by the Transportation District	Program	System Improvement (City)	$143,000,000
3116	Street Lighting Program	Citywide	Citywide		Install new street lights and/or upgrade existing to LED at key locations where additional illumination would benefit safety and user accessibility.	Program	System Improvement (City)	$1,950,000
3117	Transportation Demand Management	Citywide	Citywide		Started in 1997	Program	System Improvement (City)	$2,210,000
3118	Traffic Safety Improvements	Citywide	Citywide		Targeted Safety Improvement Projects for safe, protected crossings	Program	System Improvement (City)	$2,600,000



2024-2050 Transportation Facilites Plan

City of Redmond, Washington

Redmond
WASHINGTON

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Miles

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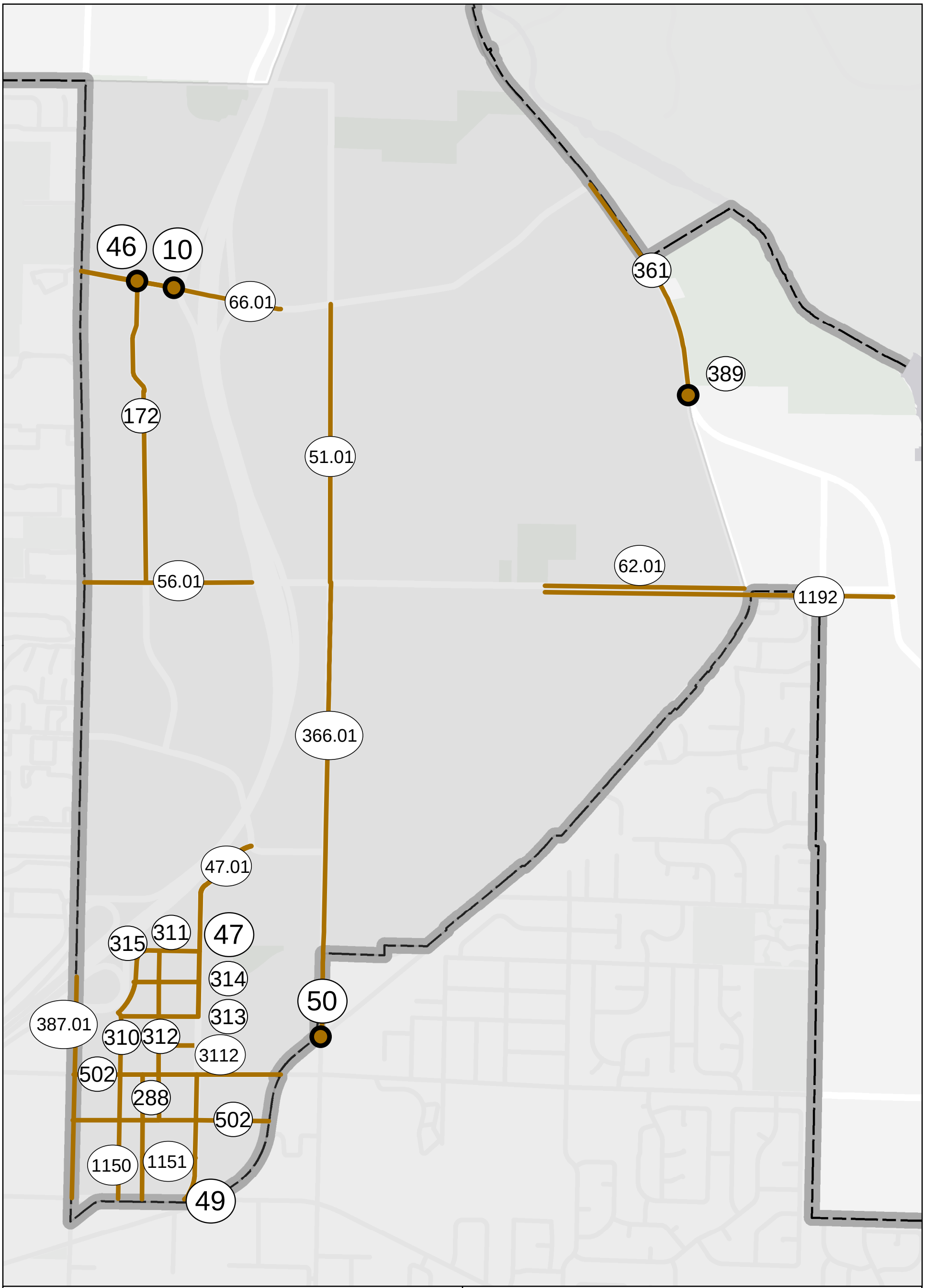
Transportation Facilites Plan Project (Line)

Transportation Facilities Project (Point)

City Limit

Neighborhood



2024-2050 Transportation Facilites Plan

City of Redmond, Washington

Redmond
WASHINGTON

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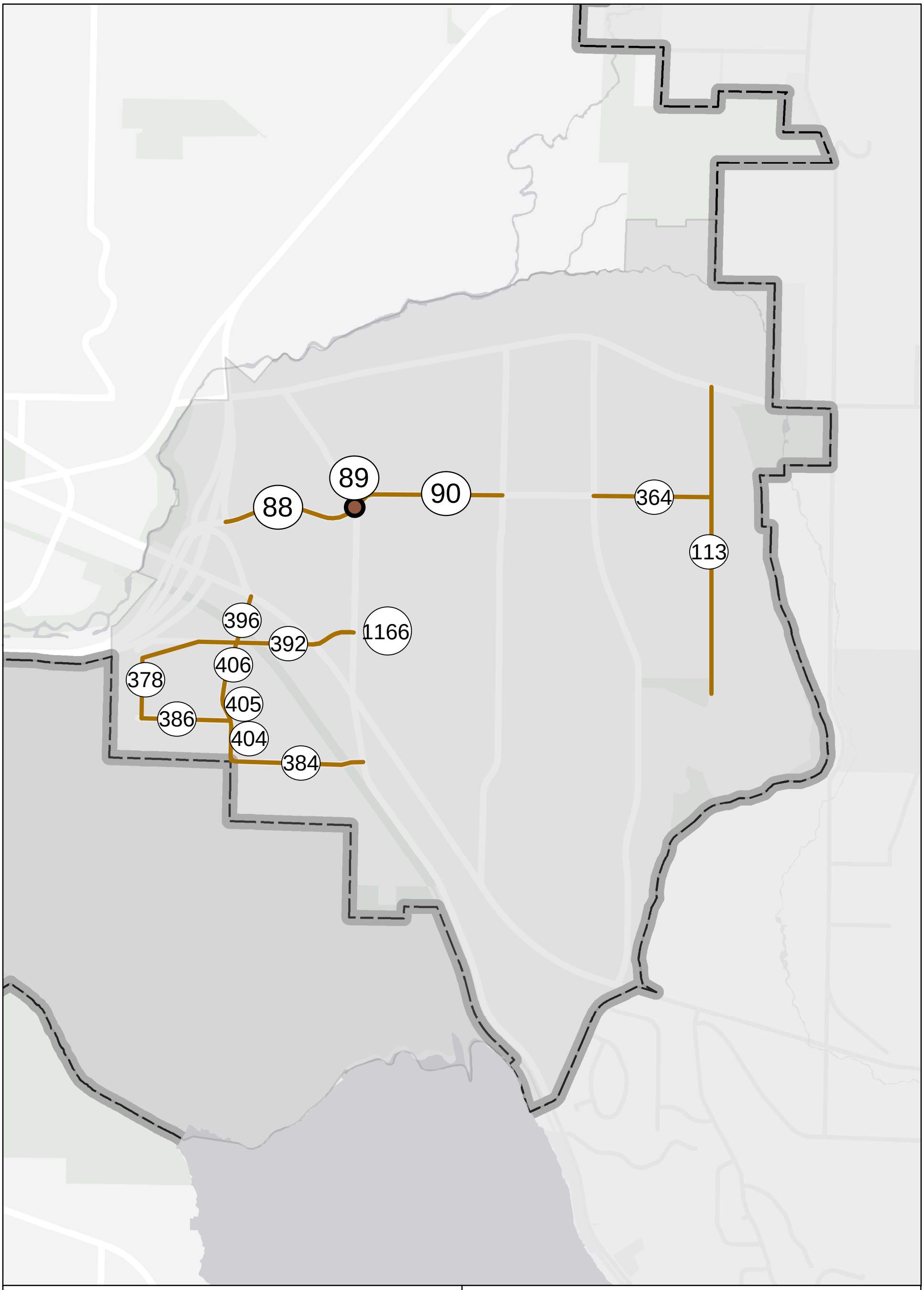
Transportation Facilites Plan Project (Line)

Transportation Facilities Project (Point)

City Limit

Neighborhood



2024-2050 Transportation Facilites Plan

City of Redmond, Washington

Redmond
WASHINGTON

0 0.15 0.3
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N

Transportation Facilites Plan Project (Line)

Transportation Facilities Project (Point)

City Limit

Neighborhood

Disclaimer: This map is created and maintained by GIS Services Group,Transportation 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.

Appendix H – Transit and Active Transportation Networks

Introduction

This appendix describes in more detail how Redmond's policy objectives for transit and active transportation networks will be achieved.

Transit System

Since the mid-20th century, urban transit systems have served suburban areas chiefly with peak-hour express service to city centers, together with low-frequency local routes. Prioritizing suburban residents working office jobs in city centers excluded not only large swaths of workers on non-traditional shifts but also people making non-commute trips, which make-up the vast majority of trips. The COVID-19 pandemic laid this bare, as ridership on peak-hour express service plunged while routes serving transit-dependent essential workers held their own. Routes dependent on office dwellers continue to struggle while all-day, frequent routes that serve multiple purposes thrive.

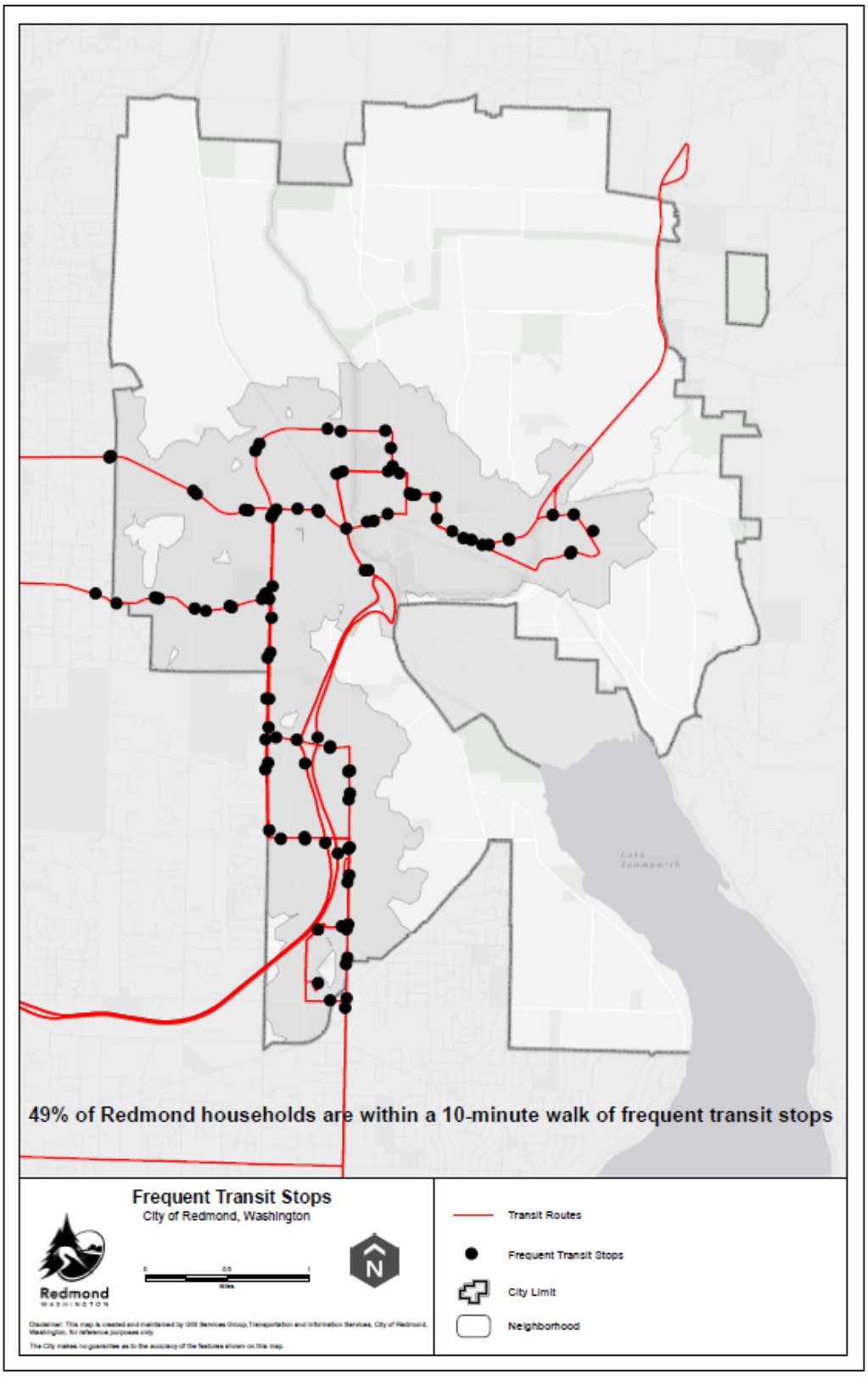
Redmond is transforming from a suburb to a city: a community with dense centers and complete neighborhoods, where people look to transit to get them around town and the region for many types of trips. A comprehensive system of interconnected transit services is critical to improve and sustain Redmond's economic vitality, support the growth and development of Redmond's centers, and meet the mobility needs of community members. There are three key elements that will help the transit system grow to meet a broader range of travel needs throughout the day: 1) a core network of all-day, frequent transit service and a complementary network of supporting services; 2) improving access to, and the speed and reliability of, transit; and 3) identifying key priorities, strategies, and actions between now and 2050 that leverage the investment in light rail.

Transit System Development

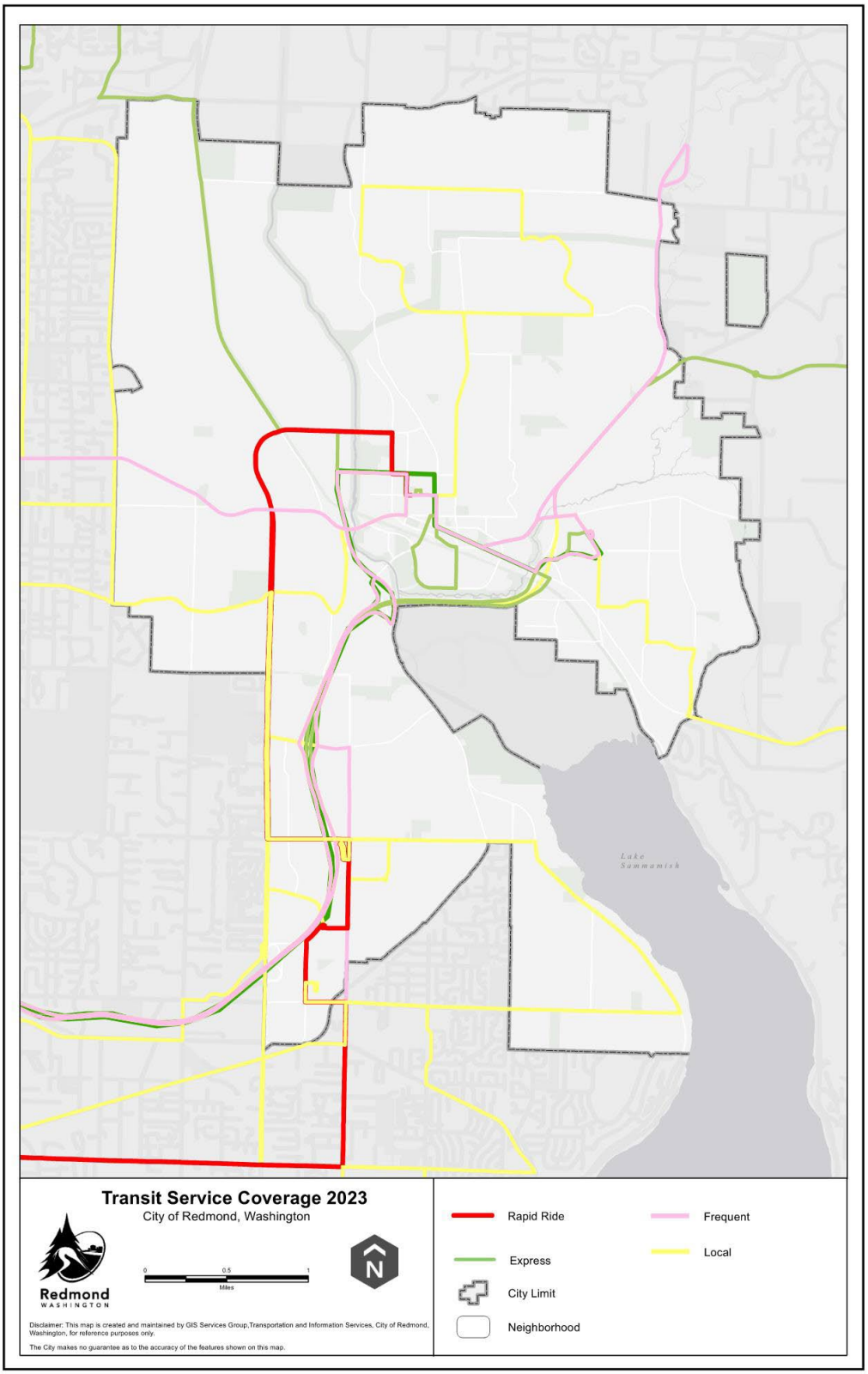
The primary transit agencies operating in Redmond are Sound Transit and King County Metro. While Redmond does not provide transit service directly, it does play a role in identifying priorities and strategies for transit service implementation in collaboration with these transit agencies. Both Metro and Sound Transit face an uncertain funding environment today and into the foreseeable future. It is important for the City to identify the priorities for adding and maintaining transit service. The City will use the transit connections and level-of-service standards specified in this appendix to guide investments in transit service over time. These standards identify the most important "priority connections" between local and regional destinations and specify appropriate levels of transit investment. In addition, these standards will be used to evaluate and assess the transit network as changes, restructures, and reinvestments occur. Where appropriate, the City may partner with transit agencies, employers, and nearby jurisdictions to help support the funding of key transit connections. These actions can help meet transit frequency and hours

of operation standards. The City plays a more direct role in facilitating bus transit speed and reliability, as well as improving access to bus and rail transit corridors and stops. Improving speed and reliability, as well as improving access for pedestrians and bicyclists, are critical for these corridors to meet community travel needs. See *Appendix B Multimodal Level of Service Standards* for Transit Level of Service Standards and Priority Connections.

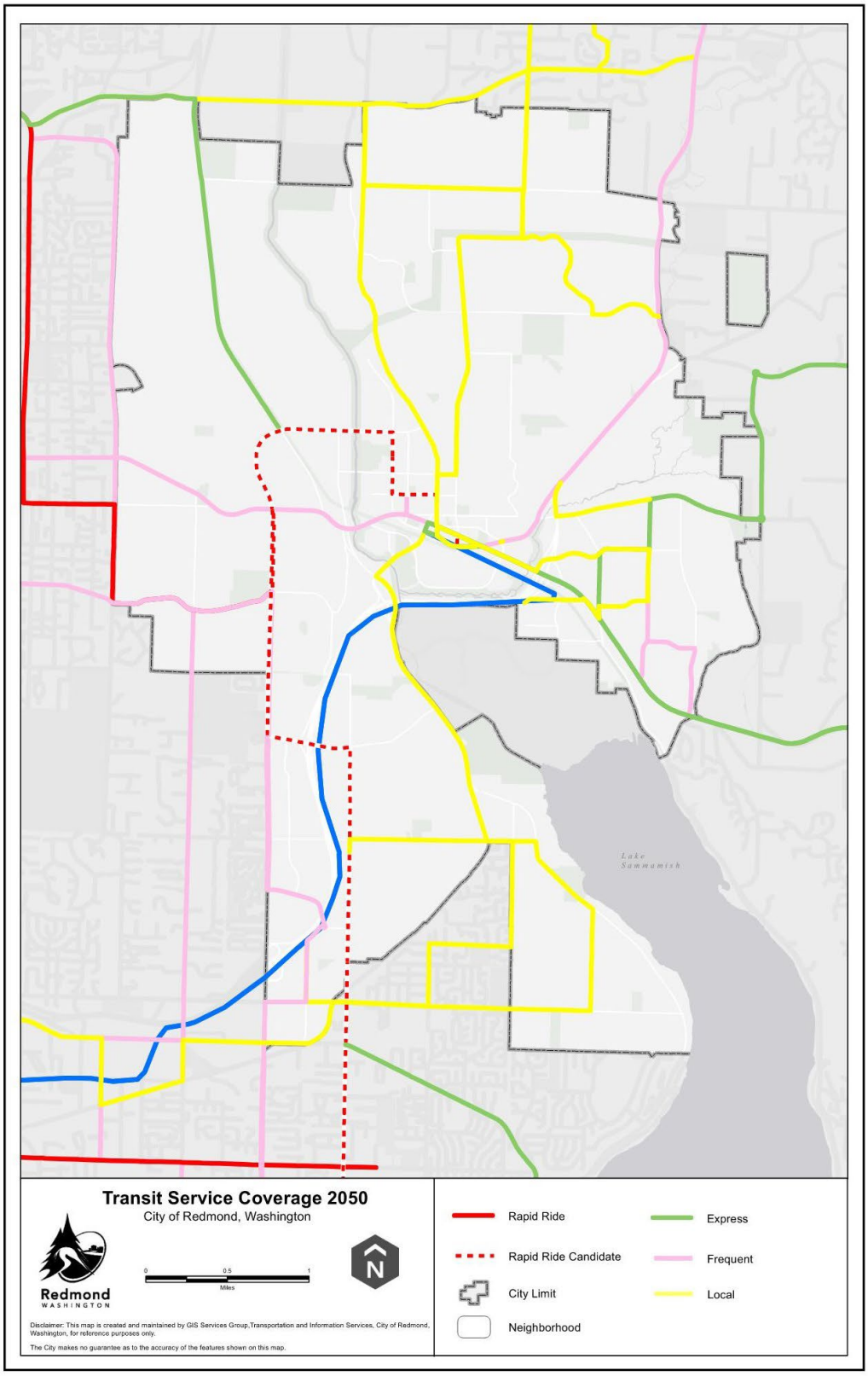
Transit Service Frequency 2023



Transit Service Coverage 2023



Transit Service Coverage 2050



Pedestrian System

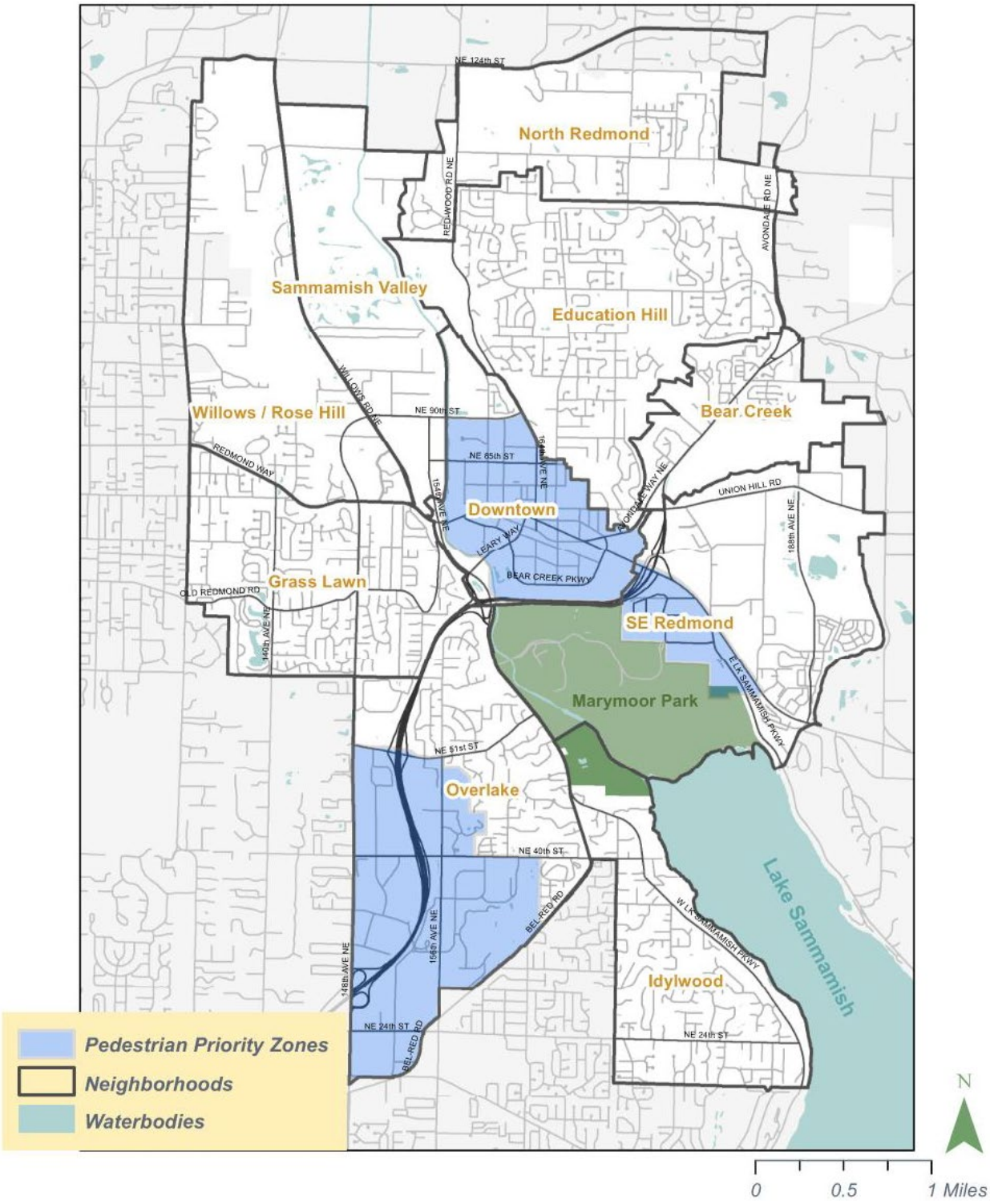
The overall transportation vision relies heavily on a successful pedestrian system that is interwoven into an integrated multimodal transportation system to create a walkable Redmond. The pedestrian strategic approach to making Redmond more walkable is threefold: 1) create high-quality pedestrian environments in centers and light rail station areas; 2) complete a high-density, well-connected network of pedestrian facilities throughout all Redmond neighborhoods; and 3) improve the safety and comfort of all facilities including pedestrian crossings and increasing the separation of pedestrians from traffic.

Every trip, including transit and automobile trips, begins and ends with walking. Walking serves as a foundation for a successful transportation system by meeting significant travel demand in centers, providing efficient access to transit, connecting neighborhood destinations, and creating a vibrant street life. The pedestrian environment is as much about a sense of place (sidewalk cafes, spaces for events, gathering places for conversation, enjoying art and green spaces, and window shopping) as it is the most basic form of travel. An important part of the vision for this plan is creating a safe, walkable Redmond.

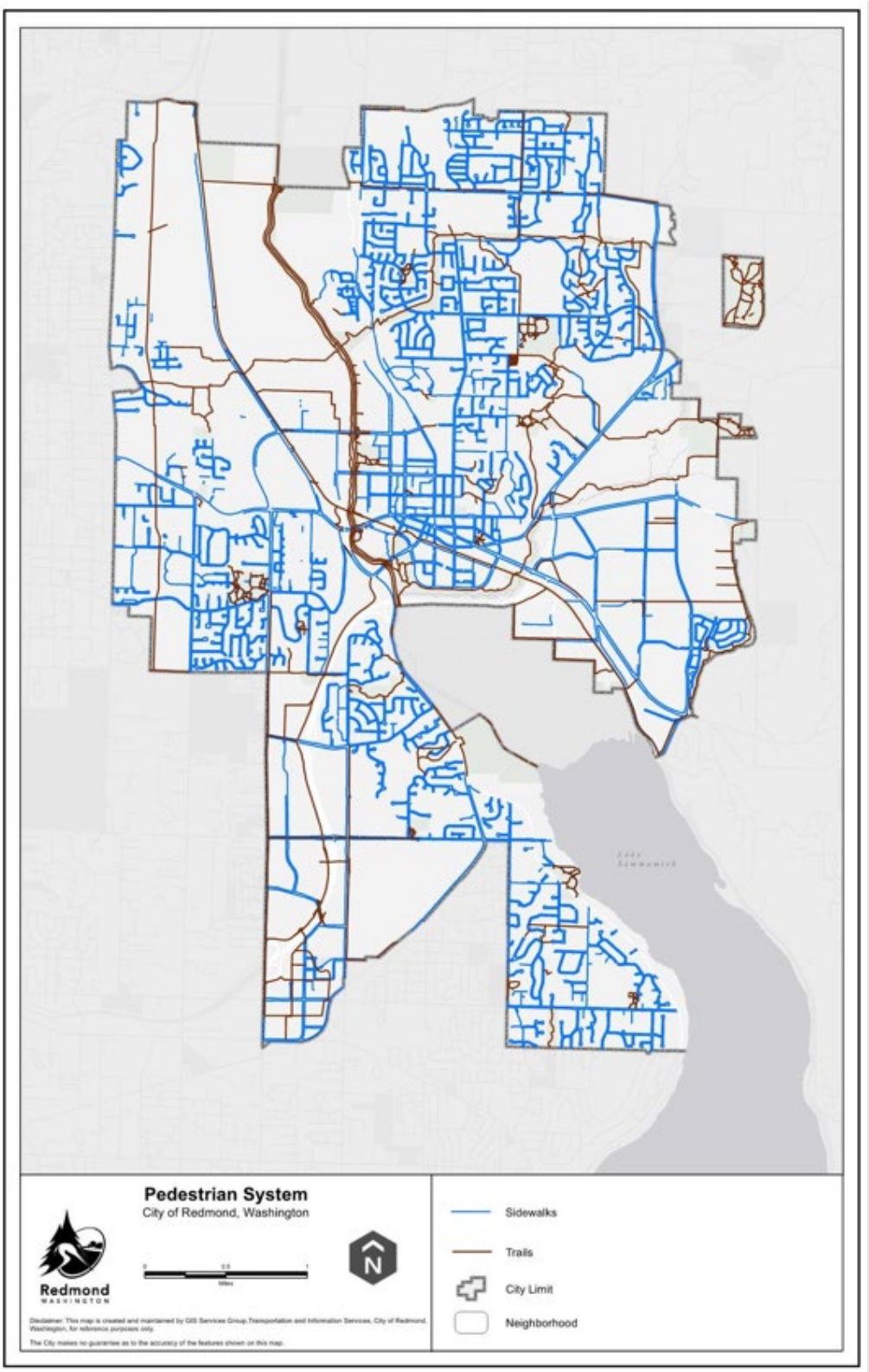
Pedestrian Priority Zones

Urban walking environments will provide mobility for high numbers of pedestrians and form vibrant streetscapes that create a high quality of life in Downtown, Overlake, and Marymoor Village as shown in the pedestrian zone map.

Pedestrian Priority Zones



Pedestrian System 2023



American Disabilities Act (ADA)

The pedestrian system will be designed to provide mobility for all. Public and private investment supports the transition to a pedestrian system that is usable for the mobility impaired, including design treatments, such as curb ramps. This approach also supports the City's compliance with the federal Americans with Disabilities Act (ADA). In order to ensure ADA compliance, the City will create an ADA transition plan.

Bicycle System

Many local trips could be comfortably completed using a bicycle if the available facilities between destinations are safe and comfortable for the user. The accelerating adoption of e-bikes further expands the kinds of trips that can be accomplished on bike.

The bicycle strategy to encourage a significant increase in bicycle trips has three main parts: 1) complete a network of low traffic stress cycling facilities, such as paved shared-use paths, cycle tracks that physically separate the bicyclist from the street and automobile traffic, and bike boulevards on lower volume, lower speed streets; 2) complete a dense network of on-street facilities that shorten bicycle trip lengths and also act as a feeder system to the spine of low traffic stress facilities ; and 3) provide for abundant access to bicycles through shared micromobility program where a person can rent a bicycle, scooter, or other micromobility device. Convenient bike parking, and robust education and encouragement programs round out the complete bicycle strategic approach for Redmond.

Low traffic stress facilities are the foundation of the bicycle strategy because the "interested but concerned" percentage of the population represents the majority of cyclists.

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.

Bicycle Travel Supports Urban Mobility

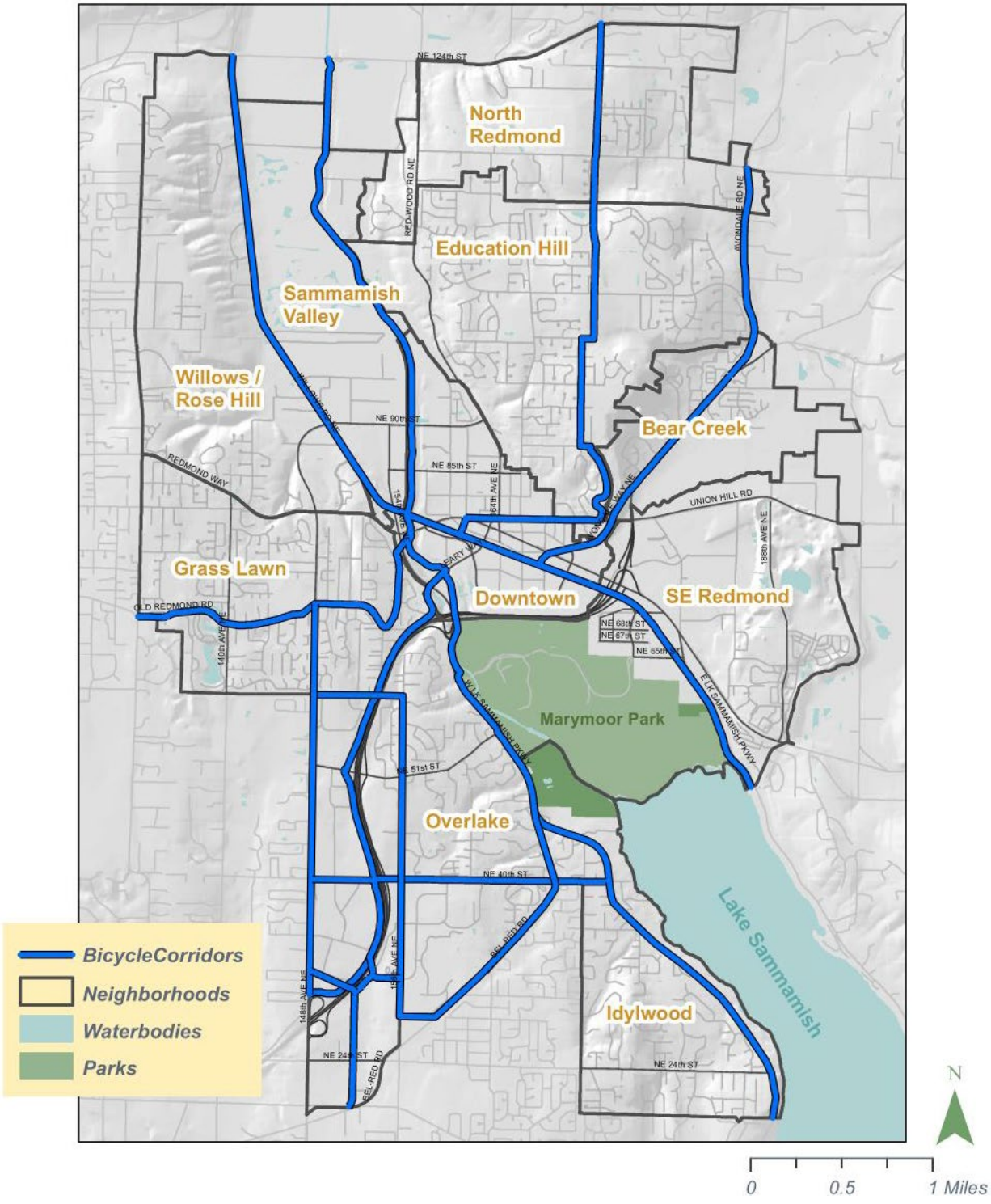
Bicycling is important for supporting light rail ridership. Vehicle parking will be limited due to cost and property impacts, whereas bicycle parking is inexpensive and takes up very little space. Bicycling also significantly increases the number of people that can conveniently access light rail without an automobile. Sound Transit estimates that by 2030, 33 percent of light rail riders will access the Overlake Village station by walking or bicycling (East Link Light Rail FEIS Appendix H1 Table 7-12, East Link Light Rail FEIS Appendix H1 Table 4-11).

The images below illustrate one of the fundamental challenges we face and why a transportation network with increased reliance on active transportation modes is envisioned: moving 200 people in a two-block space means total gridlock by vehicle, even with five lanes, but only takes one lane width when the same 200 people are riding bicycles.

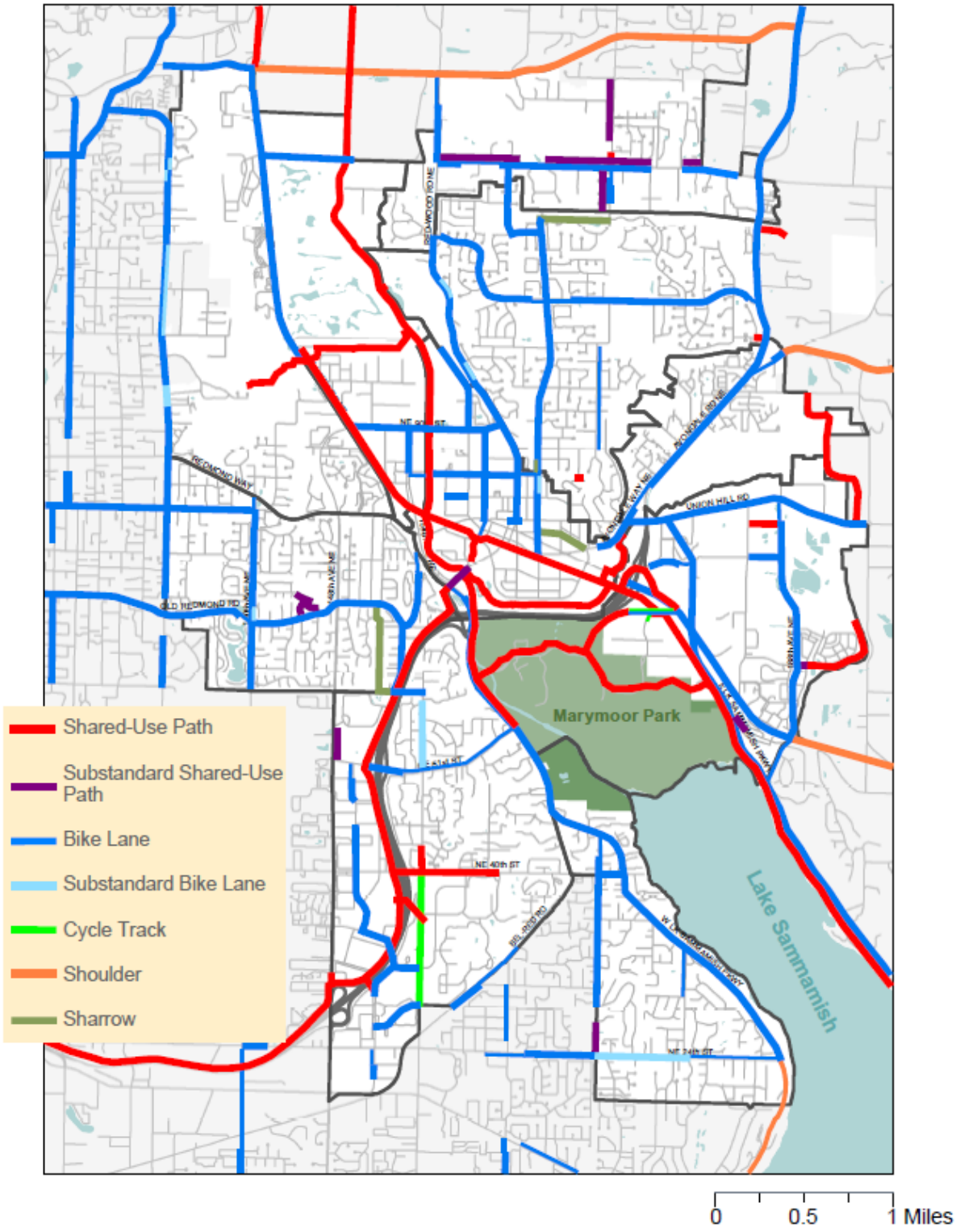
Bicycle System Development

The Redmond Bicycle Design Manual defines the level of traffic stress (LTS) for bicycle facilities in different roadway characteristics, from LTS 1 (lowest stress) to LTS 4 (highest stress). For example, a shared use path is always LTS 1 while painted bicycle lane ranges from LTS 1 on low speed, low volume streets to LTS 4 on high speed, high volume streets. Redmond's goal is to achieve LTS 2 or better on all bicycle modal corridors as shown in the following map.

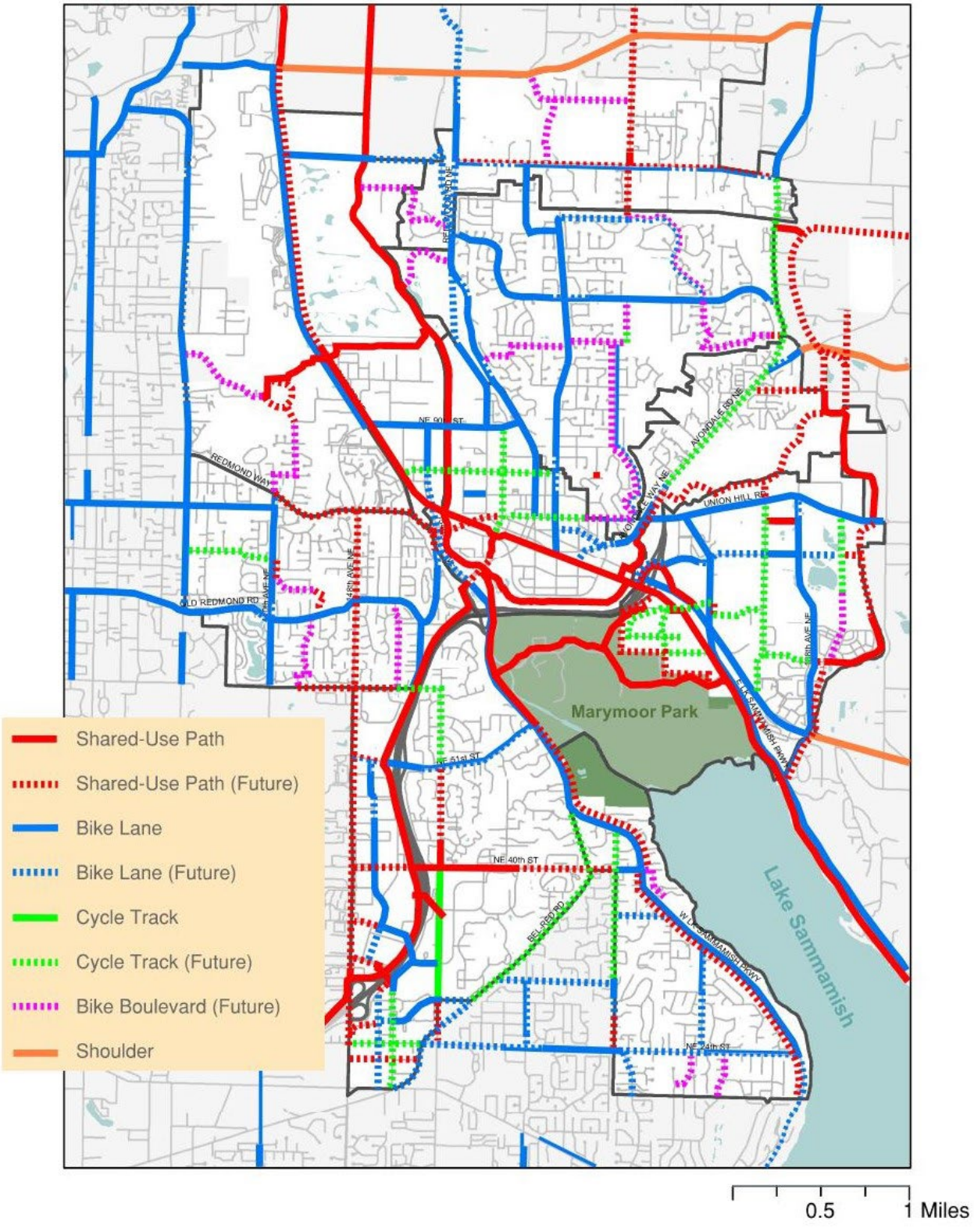
Bicycle Modal Corridors



Bicycle System 2023



Bicycle System 2050



Puget Sound Regional Council

1201 Third Avenue, Suite 500 Seattle, WA 98101-3055 | psrc.org | 206-464-7090

June 21, 2024

Michael Hinze, AICP, RSP1
Transportation Planning Manager
City of Redmond
15670 NE 85th Street
Redmond, WA 98073

Dear Mr. Hintze:

We have reviewed the City of Redmond's Downtown Redmond Shared Parking and Circulator Program project and have confirmed that it is consistent with PSRC's long-range Regional Transportation Plan (RTP). Given the nature of this project, it is reflected as a programmatic investment in the plan.

Should this project receive funding and if it is needed, PSRC will work with the City to amend the project into the Regional Transportation Improvement Program and Statewide Transportation Improvement Program as quickly as possible.

Please contact us if you need additional information.

Sincerely,

Jennifer Barnes
Program Manager | Transportation Planning & Projects

The City of Redmond has received letters of support regarding our application to the Washington State Department of Transportation's Regional Mobility Grant application for a shared parking and microtransit vehicle program from a variety of local partners and organizations. Those letters are included in the following order:

1. Redmond Washington state legislators: Senators Manka Dhingra and Patty Kuderer and Representatives Amy Walen, Roger Goodman, Vandana Slatter, and Larry Springer
2. King County Council Member Claudia Balducci
3. Puget Sound Regional Council
4. Sound Transit
5. King County Metro
6. One Redmond
7. Microsoft
8. Amazon
9. Puget Sound Energy
10. Move Redmond
11. Hopelink
12. Plymouth Housing
13. Bellwether Housing
14. The Together Center
15. Eastside for All coalition

Legislative Building

Washington State Legislature Olympia, WA 98504-0600

June 24, 2024

To whom it may concern,

We are writing to express our strong support for the City of Redmond's Regional Mobility Grant application.

With four light rail stations coming to Redmond by 2025, being in the midst of their Redmond 2050 comprehensive planning, and as one of the fastest growing small cities in the country, Redmond's multimodal connectivity needs have never been higher.

The proposed microtransit service will transform mobility in the greater Downtown Redmond area. Like the Bellevue BellHop, this service will aid residents and visitors in navigating the downtown Redmond core and utilize existing parking resources. The project will serve the Redmond Transit Center, Downtown Redmond light rail station, shared parking locations, residential and commercial buildings and neighborhoods. It will connect people to jobs, services, retail, and Redmond's burgeoning tourism industry, and get people out of their cars into cleaner modes of travel.

This project will support our region's mobility and many locally and regionally will benefit. The full 2 line will end at Downtown Redmond station in 2025. Now is the time for this pilot and we urge support.

Sincerely,

Sen. Patty Kuderer – 48th Legislative District

Rep. Roger Goodman – 45th Legislative District

Rep. Amy Walen – 48th Legislative District

Rep. Larry Springer – 45th Legislative District

Rep. Vandana Slatter – 48th Legislative District

Sen. Manka Dhingra – 45th Legislative District

King County

Metropolitan King County Council

June 24, 2024

To whom it may concern,

As the King County Councilmember that represents downtown Redmond, I am writing to express my support for the City of Redmond's Regional Mobility Grant application and project of an on-demand shuttle service and shared parking program aimed at the surrounding community, as well as employees who work in the city. I believe that these two initiatives can enhance transportation options, better manage parking, and foster a more sustainable and inclusive urban environment.

Redmond, like other cities in King County, is changing and evolving to welcome more employment and housing. To meet the opportunities that go along with growth it's critical to concurrently find transportation solutions and choices that follow.

The proposed on-demand shuttle service and shared parking program represent proactive and innovative solutions to these challenges, offering a comprehensive approach that benefits the surrounding community and employees. By providing a convenient and efficient transportation option, the proposed shuttle service will improve access for employees, reduce commute times, and enhance overall mobility within the area. As a longtime proponent of expanding light rail, I'm especially excited about the connection to the new light rail station that this shuttle would provide so they can get around our region via public transportation rather than driving alone.

By encouraging the efficient use of parking spaces and promoting alternative modes of transportation, the program will help manage parking and enhance the quality of life for employees, residents, and visitors alike. I'm grateful for the City of Redmond's leadership and foresight in developing these integrated transportation solutions and for actively engaging with stakeholders.

As a King County Councilmember, I stand ready to support and participate in these initiatives, collaborating with the City of Redmond and other stakeholders to promote awareness, provide input, and contribute to their successful implementation. By working together, we can create a more accessible, equitable, and vibrant urban environment for all. I look forward to the opportunity to contribute to the success of the on-demand shuttle service and shared parking program and to further strengthen our partnership with the City of Redmond.

Sincerely,

Claudia Balducci

King County Councilmember, District 6

Puget Sound Regional Council

1201 Third Avenue, Suite 500 Seattle, WA 98101-3055 | psrc.org | 206-464-7090

June 21, 2024

Michael Hinze, AICP, RSP1
Transportation Planning Manager
City of Redmond
15670 NE 85th Street
Redmond, WA 98073

Dear Mr. Hintze:

We have reviewed the City of Redmond's Downtown Redmond Shared Parking and Circulator Program project and have confirmed that it is consistent with PSRC's long-range Regional Transportation Plan (RTP). Given the nature of this project, it is reflected as a programmatic investment in the plan.

Should this project receive funding and if it is needed, PSRC will work with the City to amend the project into the Regional Transportation Improvement Program and Statewide Transportation Improvement Program as quickly as possible.

Please contact us if you need additional information.

Sincerely,

Jennifer Barnes
Program Manager | Transportation Planning & Projects

SOUNDTRANSIT

June 21, 2024

Mayor Angela Birney
City of Redmond
15670 NE 85th Street
Redmond, WA 97101

Mayor Birney:

I am writing on behalf of Sound Transit to support the City of Redmond's application for the Regional Mobility Grant, which would support its implementation of an on-demand shuttle service and parking program. By increasing transportation options and alleviating parking pressures, these initiatives would foster a more sustainable, inclusive, and economically robust urban environment.

The proposed shuttle service would provide a convenient and efficient transportation option to and from offices, retail, and residential areas. In doing so, it would not only ensure more residents are better able to access employment, essential services, and social connection — it would do so while reducing commute times, the number of vehicles on the road, and greenhouse gas emissions.

At Sound Transit, we are also particularly excited at the prospect of the shuttle service connecting residents to Link light rail at the future Downtown Redmond Station, which is scheduled to open in spring 2025. The shuttle would provide immediate access to our 2 Line and, soon after, the entirety of our light rail system.

Furthermore, the City's shared-parking program would optimize use of existing parking resources, thereby reducing congestion in frequently visited areas. This increased efficiency would again help in lowering emissions and easing access to jobs, healthcare, and more.

The City developed its proposals through active engagement with a wide range of community stakeholders, ensuring the initiatives meet a diverse set of needs. No matter any one passenger's destination, the shuttle service and parking program would contribute to greater vitality and mobility in Redmond and across the region.

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

Sound Transit supports efforts to connect more people to more places to make life better and create equitable opportunities for all. We are pleased to endorse the City of Redmond's application and urge WSDOT to include it for funding.

Sincerely,

John S. Henry
Deputy CEO, Chief Finance & Business Administration Officer

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

King County
Department of Transportation
Metro Transit Division
Service Development
201 South Jackson Street
KSC-TR-0426
Seattle, WA 98104-3856

To whom it may concern,

On behalf of King County Metro Transit Division, I am writing to express our support for the City of Redmond application for a Regional Mobility Grant to pilot an on-demand flexible service within the City of Redmond.

At Metro, we understand the importance of sustainable and efficient transportation solutions for our community. The introduction of an on-demand service represents a way to continue learning how mobility options can address local transportation challenges while promoting accessibility, increasing shared rides, and reducing congestion. This initiative aligns with our shared goals of enhancing mobility options, reducing environmental impact, and learning how emerging mobility options fit into the transit network and larger transportation system.

Residents and visitors alike will benefit from improved access, which in turn supports local businesses and reduces the strain on our urban infrastructure. We are excited to see how this program can enhance mobility, leverage existing park and ride locations, and increase ridership on the light rail and bus network in downtown Redmond. Additionally, the introduction of an on-demand service will provide convenient and flexible transportation alternatives, encouraging more sustainable travel choices and reducing reliance on single-occupancy vehicles.

Metro also supports and appreciates the City of Redmond's commitment to collaborate in developing the service, sharing detailed data from the service (including origins and destinations and other performance data) and learning how this service fits into the broader mobility network in King County. Their openness to evolving partnerships around mobility options into the future will help us serve King County residents with continued service excellence.

We are committed to supporting the City of Redmond in the successful implementation and ongoing operation of transportation solutions; and partnering to build an overall mobility system that meets the needs of the people of King County. Please do not hesitate to reach out if Metro can provide any further assistance or support.

Sincerely,

DocuSigned by:
Chris O'Claire
5639CF2A18F148D...

6/24/2024

Cc: Peter Heffernan, Intergovernmental Relations, King County Metro

OneRedmond

June 10, 2024

To whom it may concern,

On behalf of the OneRedmond Board, I am writing to express our support for the City of Redmond's Regional Mobility Grant application and project of an on-demand shuttle service and shared parking program that aims to address transportation challenges and promote sustainable mobility within our community. These initiatives represent important steps toward enhancing accessibility, reducing congestion, and improving the quality of life for residents, employees, and visitors alike.

As the Chamber of Commerce and Tourism Promotion Area Managing Organization, we are committed to serving the needs and interests of our businesses and understand the critical role that transportation plays in shaping the livability and economic vitality of our city. Limited parking availability, traffic congestion, and first/last mile connections from public transit can create significant barriers to mobility, employment opportunities, and recreational activities.

The proposed on-demand shuttle service and shared parking program offer innovative solutions to these pressing challenges, providing convenient, efficient, and sustainable transportation options for residents, workers, and visitors. By offering on-demand shuttle services tailored to the needs of different neighborhoods and implementing a shared parking program to optimize parking resources, the City of Redmond has demonstrated its commitment to enhancing mobility and promoting equitable access to transportation throughout our community.

Furthermore, these initiatives align with broader efforts to promote sustainability, reduce greenhouse gas emissions, and create more walkable, bikeable, and transit-friendly neighborhoods. By encouraging the use of alternative modes of transportation and reducing reliance on single-occupancy vehicles, the on-demand shuttle service and shared parking program will contribute to our city's efforts to combat climate change and build a more resilient and environmentally sustainable community for future generations.

We commend the City of Redmond for its leadership and vision in advancing these forward-thinking transportation solutions and for actively engaging with stakeholders to ensure that the needs and priorities of our community are addressed. We are confident that the on-demand shuttle service and shared parking program will have a positive impact on the quality of life for residents and visitors, enhancing mobility, reducing congestion, and fostering a more vibrant and inclusive urban environment.

We stand ready to support and advocate for the implementation of these initiatives, working collaboratively with the City and other stakeholders to promote awareness, secure funding, and address challenges that may arise. Together, we can build a transportation system that meets the needs of all members of our community and helps to create a more sustainable, equitable, and prosperous future for our city.

Thank you for your dedication to improving transportation options and enhancing the quality of life in our community. We look forward to working with you to ensure the success of the on-demand shuttle service and shared parking program, and to continue advancing our shared goals of building a more inclusive and sustainable city for all.

Sincerely,

Kristina Hudson
Chief Executive Officer

June 20, 2024

To whom it may concern,

Microsoft Corporation, the largest employer within the City of Redmond, strongly supports the City of Redmond's Regional Mobility Grant application and project of an on-demand shuttle service and shared parking program aimed at serving employees of our corporation and the surrounding community.

These initiatives hold tremendous potential to enhance transportation options, alleviate parking pressures, and foster a more sustainable and inclusive urban environment. Microsoft understands the importance of addressing transportation challenges to ensure the well-being and productivity of our employees and to support the broader community.

- The proposed on-demand shuttle service and shared parking program represent proactive and innovative solutions to these challenges, offering a comprehensive approach that benefits both our employees and the surrounding community. By providing a convenient and efficient transportation option, the shuttle service will improve access to our campus, reduce commute times, and enhance overall mobility within the area.

- The shared parking program will optimize the utilization of parking resources, maximizing efficiency and reducing congestion in the vicinity of our corporate campus. By encouraging the efficient use of parking spaces and promoting alternative modes of transportation, the program will help alleviate parking pressures and enhance the quality of life for employees, residents, and visitors alike.

We commend the City of Redmond for its leadership and foresight in developing these integrated transportation solutions. We are excited to explore how such a program could be integrated into our Commute Trip Reduction programs to further accomplish the goals to reduce drive-alone rates in Washington state. We stand ready to collaborate with the City of Redmond and other stakeholders to promote the successful implementation of these programs.

Sincerely,

Barb Wilson

Barb Wilson, Microsoft
Puget Sound Government Affairs

June 25, 2024

Washington State Department of Transportation
Regional Mobility Grant Program

Via electronic mail: PTDGrants@wsdot.wa.gov

RE: City of Redmond, Regional Mobility Grant Application

To whom it may concern,

I write to express Amazon's support for the City of Redmond's application to the Washington State Department of Transportation's Regional Mobility grant program. The City of Redmond is proposing an on-demand shuttle service and shared parking program aimed at serving workers, residents, and the surrounding community. As a large employer with a significant presence in Redmond, we recognize the importance of enhancing transportation options, alleviate parking pressures, and foster a more sustainable and inclusive urban environment.

The proposed on-demand shuttle service and shared parking program represent proactive and innovative solutions to transportation challenges, offering a comprehensive approach that benefits both our employees and the surrounding community.

We ask that you give the City of Redmond's application full consideration. We commend the City of Redmond for its leadership in developing these integrated transportation solutions and for actively engaging with stakeholders to ensure that the needs and priorities of employers and the surrounding community are addressed. Please let us know if you have any questions.

Sincerely,

Pearl Leung
Senior Manager, Public Policy
Amazon

2121 7th Avenue
Seattle, WA 98121

PUGET SOUND ENERGY

June 20, 2024

Regional Mobility Grant Program
Washington State Department of Transportation

To Whom It May Concern:

On behalf of Puget Sound Energy (PSE), I am writing to express our support for the City of Redmond's application to the Washington State Department of Transportation Regional Mobility Grant Program. The on-demand electric shuttle service and shared parking project proposed in the grant application will address key transportation challenges and promote sustainable mobility in Redmond. These initiatives represent important steps toward enhancing accessibility, reducing congestion, and improving the quality of life for residents and visitors.

Puget Sound Energy is Washington State's oldest and largest privately-owned and publicly regulated electric and natural gas utility. Today, PSE delivers safe, reliable and affordable energy to approximately 1.1 million electric customers and 840,000 natural gas customers across ten counties in western and central Washington, including the City of Redmond. By 2045, PSE will have a 100% carbon free electric supply. Our goal is to partner with customers and industries to identify programs which cost-effectively reduce carbon emissions across our region. We strive to be our customers' clean energy partner of choice and we continually work with them to develop innovative ways to serve their energy needs and help meet their environmental goals.

Transportation is the largest contributor to greenhouse gas emissions in Washington and plays a critical role in shaping the livability and vitality of cities. Limited parking availability, traffic congestion, and first/last mile connections from public transit can create significant barriers to mobility, impeding access to essential services, employment opportunities, and recreational activities. The proposed on-demand electric shuttle service and shared parking program offers an innovative solution to these pressing challenges by providing convenient, efficient, and sustainable transportation options for residents, workers, and visitors. This project will enhance mobility and promote equitable access to transportation by offering on-demand shuttle services tailored to the needs of different neighborhoods and implementing a shared parking program to optimize parking resources.

Puget Sound Energy is supportive of the City of Redmond's application and their pursuit of funding to the Regional Mobility Grant Program. By encouraging the use of alternative modes of transportation and reducing reliance on single-occupancy vehicles, the on-demand electric shuttle service and shared parking program will contribute to our region's efforts to combat climate change and build a more resilient and environmentally sustainable community.

Sincerely,

Heather Mulligan

Heather Mulligan
Manager, Customer Clean Energy Solutions

Move Redmond

Washington State Department of Transportation
310 Maple Park Avenue SE
P.O. Box 47300
Olympia, WA 98504-7300

RE: City of Redmond, Regional Mobility Grant Support Letter

To whom it may concern,

Move Redmond is pleased to express our strong support for the City of Redmond's Regional Mobility Grant Application that would fund a shared parking program and an on-demand microtransit vehicle service. Move Redmond is a Transportation Management Association and advocates for making Redmond a more livable community through investments in walking, biking, and transit. Our organization recognizes the profound impact that accessible transportation has on the well-being of all community members.

Transportation barriers often pose significant challenges, especially for those experiencing financial insecurity, people with mobility challenges, and non-drivers. The introduction of an on-demand microtransit vehicle service is a critical step towards eliminating these barriers. It solves the first/last mile problem, and ensures that residents, workers, and visitors can fully benefit from the new light rail coming to Downtown Redmond.

By providing a convenient and affordable transportation option, on-demand service has the potential to significantly reduce reliance on single-occupancy vehicles, aligning with our mission to reduce vehicle miles traveled and increase access to transit. Investing in innovative solutions like the on-demand microtransit service demonstrates a commitment to fostering inclusive and sustainable communities. It enhances access for people who live in areas where adding additional fixed route transit service is not viable or the transit runs infrequently. It also supports access to essential services like healthcare, education, and employment.

As a Transportation Management Association, Move Redmond knows the importance of proper parking management. Parking Management is critical to effectively allocating public space and right of way to the highest and best use, while also meeting the demand of parking in Downtown Redmond. Currently in Redmond there is an excess of large parking lots and a perception that there is not enough parking. Parking lots must be managed and shared to more effectively use space and meet the demands of people seeking parking near light rail in Downtown Redmond. Managing parking alone is not going to solve the issue of a mis-matched expectation of free, available parking right in front of a destination. A key part of managing the parking problem is the adaptive challenge of shifting expectations around what parking is available. This is critical work in behavior change and in supporting Redmond in its shift from suburban community to growing city. A key part of the vision for this grant is not only funding, typical parking management, but doing the critical communications work and encouragement through TDM programming.

Redmond is a regional job center, employees live all over the Puget Sound Region and commute into Redmond because of its high quality paying jobs and access to economic opportunity. In

Move Redmond

Redmond 90% of people who work here do not live here. People take ferries, vanpools, multiple buses and often drive when there are no alternatives available to reach Redmond. Improving transit access to and from light rail and managing parking in this City not only benefit the residents but the many employees who commute from around the region. The more seamless we can make the trips from a transit hub to people's final destination, the more competitive transit will be compared to driving and people will change behavior to reduce vehicle miles traveled.

Move Redmond appreciates the thoughtful approach that the City of Redmond is taking in this grant application and we believe that these projects are critical to the success of the light rail and bus transit in Redmond. We know that the decisions in Redmond have a regional impact because of its prominence as an employment center and quickly growing city in the region.

Thank you for your dedication to improving the lives of our community members and for considering our input on this crucial initiative. We look forward to continuing our partnership and supporting efforts to enhance transportation equity in Redmond.

Sincerely,

Kelli Refer
Executive Director
Move Redmond

hopelink
hopelink.org
8990 154th Ave. NE
Redmond, WA 98052

To Whom it May Concern,

I am writing on behalf of Hopelink to express our enthusiastic support for the City of Redmond's Regional Mobility Grant Application and proposed project of shared parking and an on-demand microtransit vehicle. As an organization deeply committed to supporting vulnerable communities, including Redmond, we recognize the invaluable impact that accessible transportation can have on improving access and overall well-being.

Transportation barriers often pose significant challenges particularly for individuals and families experiencing financial insecurity. The introduction of an on-demand microtransit vehicle service represents a crucial step towards addressing these first/last mile barriers and ensuring all Redmond community members can fully utilize the new light rail transit coming to Redmond.

By providing a convenient and affordable transportation option, the on-demand microtransit vehicle service has the potential to provide non-single occupancy vehicle access for residents across our community. This initiative aligns closely with our vision for a coordinated transportation network that allows all people to move freely around East King County and throughout the Puget Sound region.

Moreover, we commend the City of Redmond for its proactive approach to addressing the complex interplay of transportation and social equity issues within our community. By investing in innovative solutions like the on-demand microtransit vehicle service, the City of Redmond demonstrates its commitment to fostering inclusive and sustainable communities where all residents have the opportunity to lead healthy and fulfilling lives.

In addition to facilitating access to our programs and partner agencies, we anticipate that the on-demand microtransit vehicle service will also enhance access to other essential services, such as healthcare facilities, educational institutions, and employment opportunities. This holistic approach to transportation planning underscores the City of Redmond's dedication to promoting social equity and fostering community resilience.

As a trusted partner in serving Redmond's community, Hopelink stands ready to collaborate with the City of Redmond and other stakeholders to ensure the success and sustainability of the on-demand microtransit vehicle service. Together, we can work towards building a more just and inclusive community where everyone has the opportunity to access the resources they need to thrive.

Thank you for your commitment to improving the lives of our community members and for considering our input on this important initiative. We look forward to continuing our collaboration and supporting efforts to enhance transportation equity in Redmond.

Sincerely,

Susan Carter
Susan Carter (Jun 17, 2024 07:59 PDT)

Susan Carter
VP of Transportation

Plymouth Housing
Building Hope. Transforming Lives.

June 24, 2024

To Whom It May Concern:

I am writing on behalf of Plymouth Housing to express our full support for the City of Redmond Regional Mobility Grant Application and proposed project of shared parking and an on-demand microtransit vehicle.

As an organization deeply committed to equity and community health, we recognize the invaluable impact that accessible transportation can have on community well-being. We know that transportation barriers often pose significant challenges for people experiencing financial insecurity. The introduction of an on-demand microtransit vehicle service represents a crucial step towards addressing these first/last mile barriers and ensuring all Redmond community members can fully utilize the new light rail transit coming to Redmond.

Plymouth Housing has worked for more than 40 years to solve homelessness through housing, and we are currently developing 100 units of new permanent supportive housing close to Redmond's major bus lines and new light rail station. By providing a convenient and affordable transportation option, the on-demand microtransit vehicle service will help the future residents of our building access the many resources and community amenities Redmond has to offer. We anticipate the program will connect our residents to essential services, such as healthcare facilities and educational institutions. Access and availability of transportation is critical for service utilization, and we believe our residents would greatly benefit from this potential program.

By approaching transportation and housing planning holistically, the City of Redmond has demonstrated its dedication to promoting social equity and fostering community resilience. We commend the City for its proactive approach and investments in innovative solutions like this to ensure all residents have the opportunity to lead healthy and fulfilling lives. We are ready and eager to collaborate with the City and other stakeholders to ensure the success and sustainability of the on-demand microtransit vehicle service in Redmond.

Thank you for considering our input on this important initiative.

Sincerely,

Karen Peterson

Karen Peterson
Vice President of Real Estate

2113 Third Avenue, Seattle, WA 98121-2321 | 206-374-9409

@PlymouthHousing PlymouthHousing.org

BELLWETHER
HOUSING

June 24, 2024

To whom it may concern,

I am writing on behalf of Bellwether Housing to express support for the City of Redmond Regional Mobility Grant Application and their proposed project of shared parking and an on-demand microtransit vehicle.

This initiative aligns with Bellwether's mission to provide affordable housing to residents in urban King County near public transit, jobs, schools, and community resources. We recognize the importance of accessible transportation to help individuals and families live their lives in ways that work for them.

Bellwether Housing is currently developing The Prisma, a 333-unit affordable rental housing project adjacent to the Overlake Village Station in Redmond. It is expected to open in 2027. The ground floor commercial spaces will feature a small business incubator and culturally informed local community services.

On-demand microtransit vehicle service addresses barriers to transportation, particularly first/last mile barriers, and increases social equity by providing a full spectrum of transportation options. A wide array of available transportation options is well understood to increase community resilience.

Bellwether Housing stands ready to collaborate with the city and other stakeholders to ensure the success and sustainability of the on-demand microtransit vehicle service.

Sincerely,

Jovan Ludovice
Vice President for Development

433 Minor Ave N
Seattle, WA 98109

TOGETHER CENTER

To whom it may concern,

I am writing on behalf of Together Center to express our enthusiastic support for the City of Redmond Regional Mobility Grant Application and proposed project of shared parking and an on-demand microtransit vehicle. As an organization deeply committed to supporting vulnerable communities within Redmond, we recognize the invaluable impact that accessible transportation can have on improving access and overall well-being.

Transportation barriers often pose significant challenges for individuals and families experiencing financial insecurity. The introduction of an on-demand microtransit vehicle service represents a crucial step towards addressing these first/last mile barriers and ensuring all Redmond community members can fully utilize the new light rail transit coming to Redmond.

By providing a convenient and affordable transportation option, the on-demand microtransit vehicle service has the potential to increase non-single occupancy vehicle access for residents across our community. This initiative aligns closely with our mission to create access to human services to people can find help when they need it.

Moreover, we commend the City for its proactive approach to addressing the complex interplay of transportation and social equity issues within our community. By investing in innovative solutions like the on-demand microtransit vehicle service, the City demonstrates its commitment to fostering inclusive and sustainable communities where all residents have the opportunity to lead healthy and fulfilling lives.

In addition to facilitating access to our programs and partner agencies, we anticipate that the on-demand microtransit vehicle service will also enhance access to other essential services, such as healthcare facilities, educational institutions, and employment opportunities. This holistic approach to transportation planning underscores the City's dedication to promoting social equity and fostering community resilience.

As a trusted partner in serving Redmond's community, Together Center stands ready to collaborate with the City and other stakeholders to ensure the success and sustainability of the on-demand microtransit vehicle service. Together, we can work towards building a more just and inclusive community where everyone has the opportunity to access the resources they need to thrive.

Thank you for your commitment to improving the lives of our community members and for considering our input on this important initiative. We look forward to continuing our collaboration and supporting efforts to enhance transportation equity in Redmond.

Sincerely,

Kim Sarnecki, CEO

16305 NE 87th St, Suite 110; Redmond, WA 98052 • 425-869-6699 • info@togethercenter.org • www.togethercenter.org

EASTSIDE FOR ALL

EastsideForAll.org | 425-209-0895

June 13, 2024

To Whom It May Concern:

I am writing on behalf of Eastside For All to express our enthusiastic support for the City of Redmond Regional Mobility Grant Application and proposed project of shared parking and an on-demand microtransit vehicle. As an organization deeply committed to supporting the needs of people of color, immigrant, and lower-income communities in Redmond, we recognize the invaluable impact that accessible transportation can have on improving access and overall well-being.

Transportation barriers often pose significant challenges for individuals and families experiencing financial insecurity. The introduction of an on-demand microtransit vehicle service represents a crucial step towards addressing these first/last mile barriers and ensuring all Redmond community members can fully utilize the new light rail transit coming to Redmond.

By providing a convenient and affordable transportation option, the on-demand microtransit vehicle service has the potential to increase non-single occupancy vehicle access for residents across our community.

In addition to facilitating access to our programs and partner agencies, we anticipate that the on-demand microtransit vehicle service will enhance access to other essential services, such as healthcare facilities, educational institutions, and employment opportunities.

We hear often from our community members about the need for more transportation options that are affordable, reliable, and effective. This initiative aligns closely with our mission to support systemic and structural solutions that address racial, social, and economic inequities. We're grateful to the City for its dedication to social equity and innovations that can make a meaningful difference in people's daily lives.

As a trusted partner in serving Redmond's community, Eastside For All welcomes the opportunity to work with the City and other stakeholders for the success and sustainability of the on-demand microtransit vehicle service. Together, we can work towards building a more just and inclusive community where everyone has the opportunity to access the resources they need to thrive.

Thank you for your commitment to improving the lives of our community members and for considering our input on this important initiative. We look forward to continuing our collaboration and supporting efforts to enhance transportation equity in Redmond.

Sincerely,

Debbie Lacy, Founder/Executive Director
Eastside For All