

DRAFT Transportation Facilities Plan TMP Update

October 2025

Introduction

The Transportation Facilities Plan (TFP) is a long-range financially-constrained plan for capital investments that have been identified to provide a complete and well-maintained transportation system. It is the foundation for Redmond's concurrency program which ensures that public facilities and services are adequate to support new development without decreasing locally-established levels of service.

Concurrency is a key goal of the Washington State Growth Management Act (GMA). Each project listed in the TFP has been prioritized into near-, medium-, and longer-term based on how well it supports Redmond 2050.

Revenue Sources and Forecast

Investments in Redmond's transportation system are made using a variety of revenue sources. Each revenue source has been forecasted through 2050. The forecast makes assumptions about basic considerations, such as the state of the economy, whether the City would continue to devote that revenue source to transportation, new revenue sources, and rate changes. The first five years of the TFP revenue forecast are derived from the revenue projections in the 2025-2030 Capital Investment Program (CIP) approved through the Budgeting by Priorities process in 2024. The remaining years (2031-2050) are calculated based on a flat rate (does not include inflation) to match revenue projections.

Overview of Revenue Sources and Assumptions

The City's transportation investments are supported by a variety of revenue sources (Table 1) that include:

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

Table 1: TFP Revenue Forecast (2026-2050)

Revenue Source	Forecast (\$M) 2026-2050	Percent	Description of Source
General Fund Transfer	62.7	14%	Council appropriation from City general fund
Pav. Mgt. General Fund	7.5	2%	Council appropriation from City general fund
Real Estate Excise Tax	49.2	11%	Tax on property sales in Redmond
Motor Vehicle Excise Tax	10.5	2%	State transportation funds to Redmond
Other Jurisdictions	0.0	0%	Cost participation by other agencies in Redmond projects
Federal and State Grants	81.4	18%	Cost participation grants for specific projects
Business License	100.8	22%	Employment based tax - Redmond employers
Impact Fees	49.2	11%	Transportation impact fee cash payments by developers; or construction value by developers
Developer Contributions	8.5	2%	Value of developer payments or construction for specific projects; not impact fee credited
Miscellaneous Sources	12.7	3%	Interest earnings, rent, surplus property, revenue for completed projects for concurrency
Transportation Benefit District (TBD)	62.6	14%	Council approve 1/10th of 1% sales tax earmarked for transportation projects
Bonds	17.4	4%	Issuance of debt to finance transportation projects
	462.5	100%	

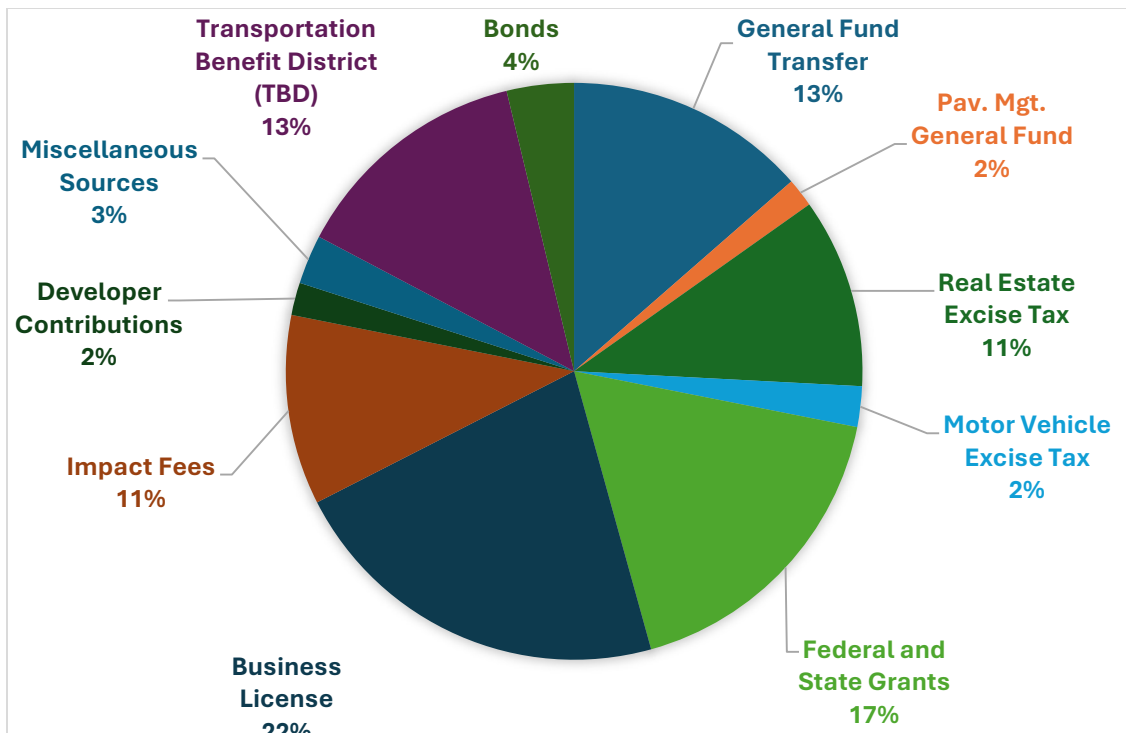


Figure 1: Forecasted TFP Revenue Sources (2026-2050)

Individual revenue sources are described in more detail below:

General Fund – This revenue source is comprised of sales tax, property tax, utility tax, and other licenses and fees. Transportation currently receives approximately 40 percent of the 5 percent General Fund revenues that are transferred to the CIP functional areas (minus development revenues and significant one-time collections). However, one-time monies can be received to support specific transportation capital projects. Forecast Assumption: assumes continuation of City Council appropriation at 40 percent of the 5 percent General Fund transfer to Transportation.

Pavement Management General Fund Transfer – By policy, \$300,000 per year is transferred from the General Fund to the Pavement Management Program for the preservation of roadway asphalt. Forecast Assumption: assumes General Fund transfer will continue at historical level of \$300,000 per year.

Real Estate Excise Tax (REET) – REET is a tax on all sales of real estate at a rate of 0.5 percent of the selling price of a property within Redmond city limits. King County collects REET funds for the City and distributes them to the City. REET is restricted to expenditures on capital projects. Transportation currently receives approximately 25 percent of the REET tax. Forecast Assumption: assumes transportation will continue to receive 25 percent of REET collected in the city.

Motor Vehicle Fuel Tax (Gas Tax) – In Washington State, cities receive a portion of the state-collected gasoline tax. Gas tax is imposed as a fixed amount per gallon of gas purchased and is dedicated to transportation capital improvements. Forecast Assumption: assumes continuation.

Transfers from Other Jurisdictions – Cost participation from other agencies in Redmond projects. Forecast Assumption: based on historical collections.

Business License Fees – Currently, a \$153 fee is assessed per employee to businesses operating in Redmond to support transportation and transportation demand management projects. Forecast based on estimated growth in employment. Business license fees are instrumental in leveraging grants. Forecast Assumption: assumes continuation at rate of \$153/FTE (full-time equivalent) and is projected to grow by approximately 1.2 percent per year, commensurate with projected employment growth in the city.

Impact Fees – The City collects impact fees from developers for their impact on the transportation system. Impact fees are dedicated to transportation capital improvements that provide new capacity. The fees cannot pay for existing deficiencies in level of service for the public facilities or normal maintenance and repairs. Impact fee revenue is subject to credits for developer-constructed improvements for capacity projects within the TFP. Impact fee revenue is a blend of developer constructed improvements (credits to impact fees) and cash payments based on land use. Impact fees are instrumental in leveraging grants. Forecast Assumption: assumes a consistent rate of collections; fees per unit could

increase over time, but the diminishing availability of land for new developments would negate any potential increases in the forecast.

Developer Contributions – Comprised of cash payments towards specific projects or the value of developer constructed improvements that exceed impact fee credits. Forecast assumption: based on existing developer agreements or known contributions to specific projects. Forecast does not speculate contributions into the future beyond known agreements.

Federal and State Grants – Contributions by a federal or state government to support a particular transportation improvement. Each grant has specific rules and guidelines about what type of projects they will fund. Grants generally require a funding match that the City must contribute towards the cost of the project. If a project uses federal funds the level of analysis, documentation, outreach, and commitment is generally more detailed or stringent. Forecast assumption: grants that have been awarded are included in the first six years. Future grant revenue forecast is conservative.

Miscellaneous Sources – Comprised of interest earnings on cash balances in the transportation fund, surplus property sales, other miscellaneous sources, and carryforward fund balances associated with projects initiated in prior years. Forecast Assumptions: assumes a consistent rate of sources. Miscellaneous sources are hard to predict and demonstrate limited growth over time.

Transportation Benefit District (TBD) – Comprised of one tenth of one percent of sale tax collections, used exclusively for funding maintenance and improvements to city streets, public transportation, strategies to maximize safety and traveling choices, parking facilities, and other transportation projects designed to reduced congestion. Forecast Assumptions: assumes a steady increase in sale tax collections over time, while factoring in the rising cost of operational costs covered by the TBD.

Bonds – Comprised of long-term debt instruments issued to raise funds for building or improving infrastructure. Forecast Assumptions: assumes use in the issuance of bonds to fund major transportation projects.

Overview of Forecast and Growth Assumptions – 2026-2050

Forecast Assumptions

- Forecasts flat to moderate growth in revenues that reflect a conservatively growing economy.
- The forecast does not include any increases to rates or new sources of revenue.
- Revenues and project costs also include the portion of CIP-funded projects that have occurred prior to 2026 and are continuing into the 2026-2050 timeframe.
- Ensures debt obligations are paid from existing revenues.

Development of the Transportation Facilities Plan

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

The prioritization of specific transportation projects includes those expected to make meaningful progress towards advancing the City vision for transportation. Individually, all capital improvements in the TFP are closely aligned with Redmond 2050’s five overarching strategies: Organize around light rail, maintain transportation infrastructure, improve travel choices and mobility, create a safe transportation system, enhance freight and service mobility.

The TFP is balanced across travel modes. Figure 2 indicates that the City of Redmond continues to focus on multimodal improvements to provide travel choices and mobility while making significant strides to complete infrastructure for pedestrians and bicyclists. Vehicular capacity improvements at critical locations are included to relieve congestion and support freight mobility. While the City does not control transit service it can enhance street design and operations to improve transit speed and reliability, which represents 2% of the TFP. The TFP is also balanced across urban centers and neighborhoods.

Approximately 13% of all TFP projects are located in neighborhoods outside of urban centers (Figure 3).

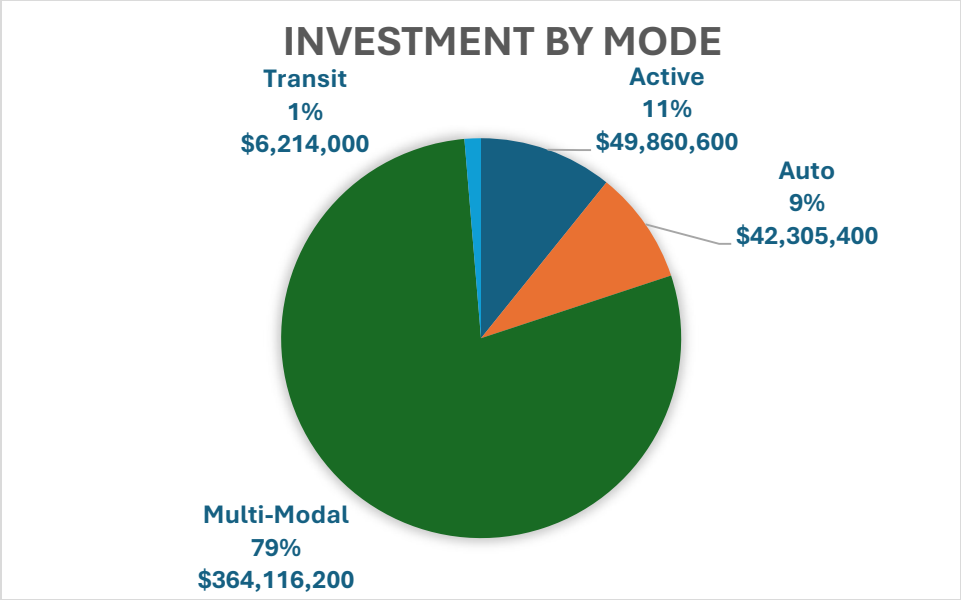


Figure 2: Investment By Mode

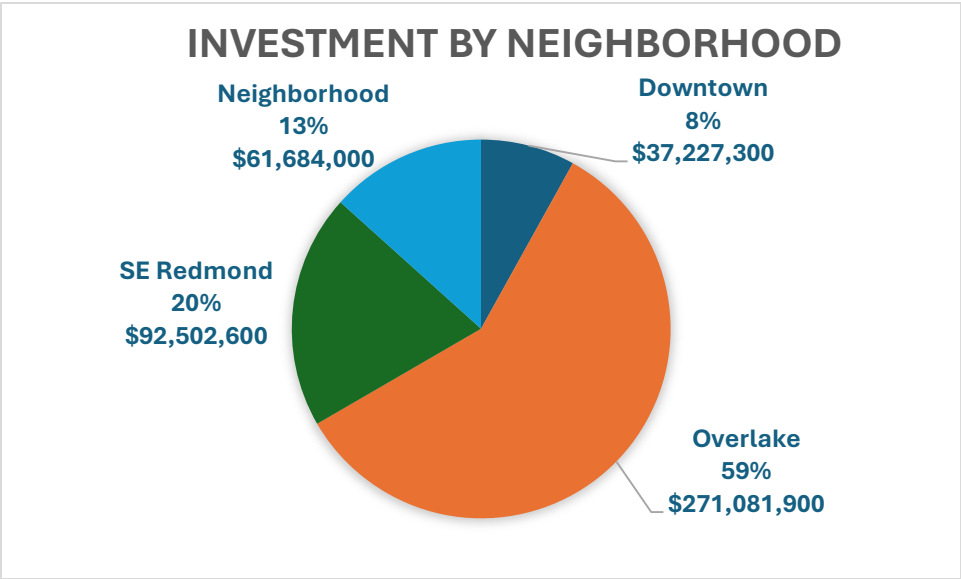


Figure 3: Investment By Neighborhood

Downtown Redmond Project List

ID	Name	From	To	Description	Estimate	Neighborhood	Expected Timeframe	Source	Significant Support for These Strategies	
119	Avondale Way Extension	Redmond Way	NE 76th St	Construct a new north/south connection between Redmond Way and NE 76th Street. Improvements include one lane in each direction, sidewalks, bicycle lanes, utilities, street lights, trees, signs, and stormwater treatments.	\$ 12,445,300	Downtown	Near Term	Transportation Master Plan	1	3
371	Redmond Way Widening	168th Ave NE	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	\$ 13,240,000	Downtown	Medium Term	Downtown East-West Corridor Study	3	5
170	158th Ave NE Extension	Redmond Way	NE 83rd St	Construct new 158th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, transit stop amenities, storm drainage, right-of-way and easements.	\$ 11,542,000	Downtown	Long Term	Transportation Master Plan	3	5

\$ 37,227,300.00

- 1 Organizing Around Light Rail
- 2 Maintain Transportation Infrastructure
- 3 Improve Travel Choices and Mobility
- 4 Building A Safer Transportation System
- 5 Enhancing Freight and Service Mobility

Near Term: 2026 - 2032
Medium Term: 2032 - 2040
Long Term: 2040 - 2050

Overlake Project List

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies			
310	Lumiere - NE 24th to NE 26th	NE 24th St	Hopper St	Construct Lumiere Access Street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	\$ 13,338,000	Medium Term	Overlake Master Plan	1	3	4	5
311	DaVinci - NE 27th to NE 28th	Hopper St	Shen St	Construct DaVinci neighborhood street from Turing Street to Shen Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail.	\$ 9,776,000	Medium Term	Overlake Master Plan	1	3	4	5
312	DaVinci - NE 24th to NE 26th	NE 24th St	Hopper St	Construct DaVinci neighborhood street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail.	\$ 22,484,000	Medium Term	Overlake Master Plan	1	3	4	5
313	Hopper Street	152nd Ave NE	DaVinci	Construct Hopper Street Access Street from DaVinci to 152nd Ave in accordance with Overlake Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	\$ 19,742,000	Near Term	Overlake Master Plan	1	3	4	5
314	Turing Street	NE 27th St	152nd Ave NE	Construct Access Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	\$ 34,830,000	Medium Term	Overlake Master Plan	1	3	4	5
315	Shen Street	Hopper St	152nd Ave NE	Construct new street: Shen Street from Hooper Street to 152nd Avenue NE.	\$ 10,750,000	Medium Term	Overlake Master Plan	1	3	4	5
502	24th St Multimodal Imp from 148 to Bel-Red	148th Ave NE	Bel-Red Rd	Add new cycle tracks and sidewalks to 24th Street between 148th Avenue and Bel-Red Road, see Overlake South Plan.	\$ 9,560,000	Medium Term	Transportation Master Plan	1	3	4	
288	151st Ave NE South-DaVinci	NE 20th St	NE 24th St	Construct new 151st Avenue NE between NE 20th Street and NE 24th Street. Refer to the Overlake Neighborhood Plan for more details. Coordinate with the Overlake Village South Study.	\$ 9,923,000	Medium Term	Overlake Village South Infrastructure Planning Report	1	3	4	5
289	NE 22nd St, West	148th Ave NE	152nd Ave NE	Construct new NE 22nd Street from 148th Avenue NE to 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan.	\$ 20,950,000	Medium Term	Overlake Village South Infrastructure Planning Report	1	3	4	5
290	NE 22nd St, East	152nd Ave NE	Bel-Red Rd	Construct new NE 22nd Street from 152nd Avenue NE to Bel-Red Road and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan.	\$ 8,270,000	Medium Term	Overlake Village South Infrastructure Planning Report	1	3	4	5

Overlake Project List

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies			
1150	Lumiere Ave	NE 20th St	NE 24th St	Lumiere Ave from NE 20th St to NE 24th St	\$ 31,425,000	Medium Term	Overlake Village South Infrastructure Planning Report	1	3	4	5
56.01	NE 40th St Shared Use Path - West	148th Ave NE	SR 520	Shared use path on the south side of 40th Street from 148th Avenue to the 520 Trail	\$ 9,483,500	Near Term	Transportation Master Plan	1	3	4	
47.01	152nd Ave NE Main Street North	2600 Crossing	NE 31st St	Implement 152nd Avenue NE main street from 2600 Crossing to Plaza Street / DaVinci to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	\$ 10,907,200	Near Term	Overlake Master Plan	1	3	4	
62.01	NE 40th St Improvements	163rd Ave NE	WLSP	Add paved trail on south side of 40th Street from 163rd Avenue to West Lake Sammamish Parkway	\$ 7,107,000	Near Term	Overlake Master Plan	1	3	4	
49	152nd Ave NE Main Street South of 24th	NE 24th	NE 20th St	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24th Street to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	\$ 11,005,300	Medium Term	Overlake Master Plan	1	3	4	
51.01	156th Ave NE Shared Use Path	NE 40th St	NE 51st St	Construct shared use path on the east side of 156th Avenue from 40th Street to 51st Street	\$ 9,306,100	Near Term	Transportation Master Plan	1	3	4	
1151	NE Koll Drive	152nd Ave NE	DaVinci	NE Koll Drive (2100 block) from Da Vinci Ave to 152nd Ave - private street but publicly accessible	\$ 3,521,000	Near Term	Overlake Village South Infrastructure Planning Report	1	3		5

Overlake Project List

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies
66.01	51st St Shared Use Path	148th Ave	SR 520	Provide multi-use trail on north side of NE 51st St between 148th Ave NE and SR 520.	\$ 3,015,000	Medium Term	Transportation Master Plan	3 4
389	West Lake Sammamish Parkway Roundabout	West Lake Sammamish Parkway		Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road	\$ 8,720,800	Near Term	Overlake Residential Area Neighborhood Plan	4
172	150th Ave NE Bicycle Lane Completion	NE 51st St	NE 40th St	Fill in gaps in bicycle facility network on 150th Avenue NE from NE 51st Street to NE 40th Street in both directions, and improve curve radius to allow for truck movements through existing chokepoint. Widen roadway to west and build retaining walls.	\$ 2,972,000	Near Term	Transportation Master Plan	3 4
10	SR 520 Trail Grade Separation at NE 51st St	520 Trail		Grade separate the 520 Trail at NE 51st Street.	\$ 8,417,000	Long Term	Overlake Residential Area Neighborhood Plan	3 4
31	148th Ave NE and NE 51st St Right Turn Lanes	520 Trail	148th Ave NE	Add a second right turn lane from westbound NE 51st Street to Northbound 148th Avenue NE.	\$ 2,883,000	Long Term	Overlake Master Plan	5
46	150th Ave NE & NE 51st St Signal	NE 51st St		Add north leg to intersection of 150th Ave and 51st St and signalize this intersection.	\$ 2,696,000	Long Term	Overlake Master Plan	
					\$ 271,081,900			

1 Organizing Around Light Rail

2 Maintain Transportation Infrastructure

3 Improve Travel Choices and Mobility

4 Building A Safer Transportation System

5 Enhancing Freight and Service Mobility

Near Term: 2026 - 2032

Medium Term: 2032 - 2040

Long Term: 2040 - 2050

Southeast Redmond Project List

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies		
378	173rd Ave NE Connection	NE 67th St	NE 70th St	Construct collector arterial (see RZC Appendix 8AA).	\$ 6,243,900	Medium Term	Marymoor Subarea Infrastructure Planning Report	1	3	4
392	NE 70th St Retrofit	173rd Ave NE	Redmond Way	Construct collector arterial street (see RZC Appendix 8A). North half of street to be completed as part of DRLE	\$ 6,580,000	Near Term	Greater SE Redmond Area Transportation Study	1	3	4
360	NE 70th Street Extension Phase 2 Construction	Redmond Way	180th Ave NE	Construct a new street connection up to City standards on NE 70th Street between 180th Avenue NE and Redmond Way, consider transit only street.	\$ 4,800,000	Medium Term	Marymoor Subarea Infrastructure Planning Report	1	3	4
382	176th Ave NE Retrofit- LW Tech Segment	6600 BLK	NE 65th St	Widen Roadway Per Appendix 8A	\$ 2,159,200	Medium Term	Marymoor Subarea Infrastructure	1	3	4
384	NE 65th St Retrofit	Marymoor Park boundary	East Lake Sammamish Parkway	Retrofit collector arterial (see RZC Appendix 8A)	\$ 18,731,700	Long Term	Marymoor Subarea Infrastructure Planning Report	1	3	4

Southeast Redmond Project List

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies		
386	NE 67th St Retrofit	173rd Ave NE	176th Ave NE	Retrofit collector arterial (see RZC Appendix 8A)	\$ 12,487,800	Medium Term	Marymoor Subarea Infrastructure Planning Report	1	3	4
404	176th Ave NE Retrofit-67th Segment	6600 BLK	NE 67th St	Widen Roadway Per Appendix 8A	\$ 1,079,600	Medium Term	Marymoor Subarea Infrastructure Planning Report	1	3	4
405	176th Ave NE Retrofit- Middle Segment	NE 67th Ct	NE 69th Ct	Widen Roadway Per Appendix 8A	\$ 3,160,400	Medium Term	Marymoor Subarea Infrastructure Planning Report	1	3	4
406	176th Ave NE Retrofit- North Segment	NE 69th Ct	NE 70th St	Widen Roadway Per Appendix 8A	\$ 2,750,700	Medium Term	Marymoor Subarea Infrastructure Planning Report	1	3	4

Southeast Redmond Project List

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies	
90	NE 76th St Widening 178th to 185th	178th PI NE	185th Ave NE	Widen roadway to include a 12' center turn lane, two 12' travel lanes and two 5.5' bike lanes and 6' sidewalks on both sides of roadway. Coordinate with 91.	\$ 3,473,000	Long Term	NE 76th St Corridor Study	4	5
88	NE 76th St Widening 520 to 178th PI	EB 520 Ramp	178th PI NE	widen roadway to include three 12' travel lanes and two bike lanes and 6' sidewalks, realign roadway to comply with COR minimum horizontal curve radius requirement. At the signalized intersection of Fred Meyer and Target, add crosswalk to west leg, use existing right run drop lane eastbound, re-aligned to account for roadway widening. At intersection of 76th and eastbound 520 ramps add a crosswalk enabling pedestrian and bicycle crossing. Improve transit amenities.	\$ 6,145,000	Long Term	NE 76th St Corridor Study	4	5
89	76th St & 178th PI Intersection Improvements	178th PI NE		Improve the intersection by accommodating WB-67 trucks for all movements, adding northbound and southbound right turn only lanes, completing bike lanes, widening sidewalks to 6' wide, and better sight lines.	\$ 7,205,000	Long Term	NE 76th St Corridor Study	1	3
	188th Multimodal Path	Union Hill Road	NE 65th St	Construct a multi-modal path way on the east side of 188th Ave from Union Hill Road to NE 65th Street	\$ 3,270,000	Near Term	Transportation Master Plan	1	3 4
	NE 77th Street	188th Ave NE		Construct new street with curb/gutter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE	\$ 4,214,000	Near Term	Transportation Master Plan	3	5

Southeast Redmond Project List

ID	Name	From	To	Description	Estimate	Expected Timeframe	Source	Significant Support for These Strategies	
	NE 72nd Street	188th Ave NE		Construct new street with curb/gutter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE	\$ 2,107,000	Near Term	Transport ation Master Plan	3	5
	188th Ave Intersection Improvements	NE 70th St	NE 77th St	Intersection improvements as necessary due to traffic volumes. May include roundabouts or signals	\$ 6,198,100	Near Term	Transport ation Master Plan	3	4 5
	187th Ave Widening	Redmond Way	East Lake Sammamish Parkway	Widen 187th Ave NE from Redmond Way to East Lake Sammamish Parkway. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, streetlights, and storm drainage.	\$ 1,897,200	Medium Term	Transport ation Master Plan	1	3 4
					\$ 92,502,600				

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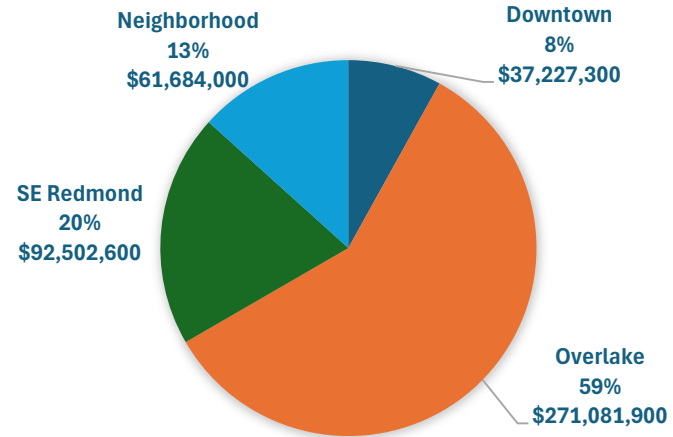
Other Neighborhoods Project List

ID	Name	From	To	Description	Estimate	Neighborhood	Expected Timeframe	Source	Significant Support for These Strategies
339	NE 95 St. Bridge Replacement	NE 95th St		NE 95th Street Bridge Replacement. Consider bridge only for walking and biking.	\$ 884,000	Bear Creek	Near Term	Bear Creek Neighborhood Plan	3
	Avondale Road and 180th Ave Reconfiguration	Avondale Road	183rd Ave	Intersection reconfiguration to add eastern fourth leg serving new subdivision and south leg crosswalk. Intersection also allows for north and south U-turns. Includes 1200' of new street connection to 183rd Court NE.	\$ 4,681,500	Bear Creek	Long Term	Transportation Master Plan	3 4
1063	RedWood Rd and NE 109th St Improvements	Red-Wood Rd		North-Souths Corridors Study: This project would reconfigure the eastbound and westbound approaches to provide a dedicated left-turn lane and a shared through/right-lane. This would be paired with removal of the split phasing at the intersection and extension of the westbound bicycle lane through the intersection.	\$ 1,456,000	Education Hill	Medium Term	North-South Corridor Study	3 4
75	NE 116th St Widening Segment II	167th PL	179th PL	Widen NE 116th St from 176th Ave to 178th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way and easement acquisition.	\$ 10,665,000	North Redmond	Long Term	North Redmond Neighborhood Plan	3 4
77	NE 116th St Segment III	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, equestrian trail, street lights, storm drainage, underground power, right-of-way and easement acquisition.	\$ 22,825,000	North Redmond	Long Term	North Redmond Neighborhood Plan	3 4

ID	Name	From	To	Description	Estimate	Neighborhood	Expected Timeframe	Source	Significant Support for These Strategies		
370	NE 116th St Widening Segment I, Phase II	Red-Wood Rd	167th Pl NE	Complete NE 116th St from Red-Wood Road to 167th Place NE. Improvements include one through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, 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. Phase I is proiect ID # 76.	\$ 6,856,000	North Redmond	Long Term	North Redmond Neighborh ood Plan	3	4	
111	124th St and 162nd Pl Intersection Improvements	162nd Pl NE		Construct a new traffic signal at 124th Ave NE and 162nd Pl NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd Pl for sight distance. Expected to meet signal warrant with pending development, Alternatively, build roundabout. Just outside City limits.	\$ 4,950,000	North Redmond	Medium Term	North-South Corridor Study	3	4	
362	172nd Ave NE Extension	NE 124th St	NE 128th St	172nd Ave NE gate opening at NE 124th St and associated improvements (#122)	\$ 1,450,000	North Redmond	Medium Term	North-South Corridor Study		4	
	Redmond Woodinville Road Widening	Powerline Trail	NE 124th St	Widen Red-Wood Road from PSE Powerline Trail to NE 124th Street. Improvements include 1 through lane in each direction, left turn lanes at specific intersections, access management, separated bike lanes, curb, gutter, sidewalks, streetlights, storm drainage, and utility undergrounding.	\$ 6,502,900	North Redmond	Long Term	North-South Corridor Study	1	3	4
1182	Willows North Bus Lane	90th Street	124th Street	Add northbound bus only or HOV only lane. Replaces one general purpose lane south of 9900 Block and replaces bike lanes from 9900 Block to 124th Street - cannot remove bike lanes until Redmond Central Connector complete providing new, more comfortable bike facility	\$ 1,414,000	Willows-Rose Hill	Near Term	North-South Corridor Study	1	3	4
1 Organizing Around Light Rail 2 Maintain Transportation Infrastructure 3 Improve Travel Choices and Mobility 4 Building A Safer Transportation System 5 Enhancing Freight and Service Mobility					\$61,684,400						
Near Term: 2026 - 2032 Medium Term: 2032 - 2040 Long Term: 2040 - 2050											

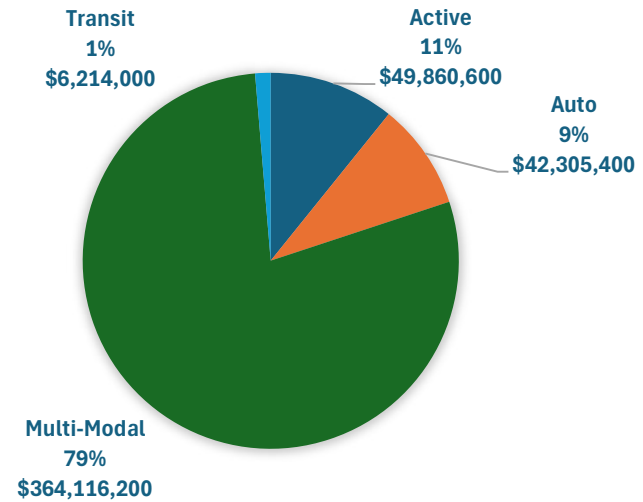
Downtown	\$	37,227,300
Overlake	\$	271,081,900
SE Redmond	\$	92,502,600
Neighborhood	\$	61,684,400
Total	\$	462,496,200

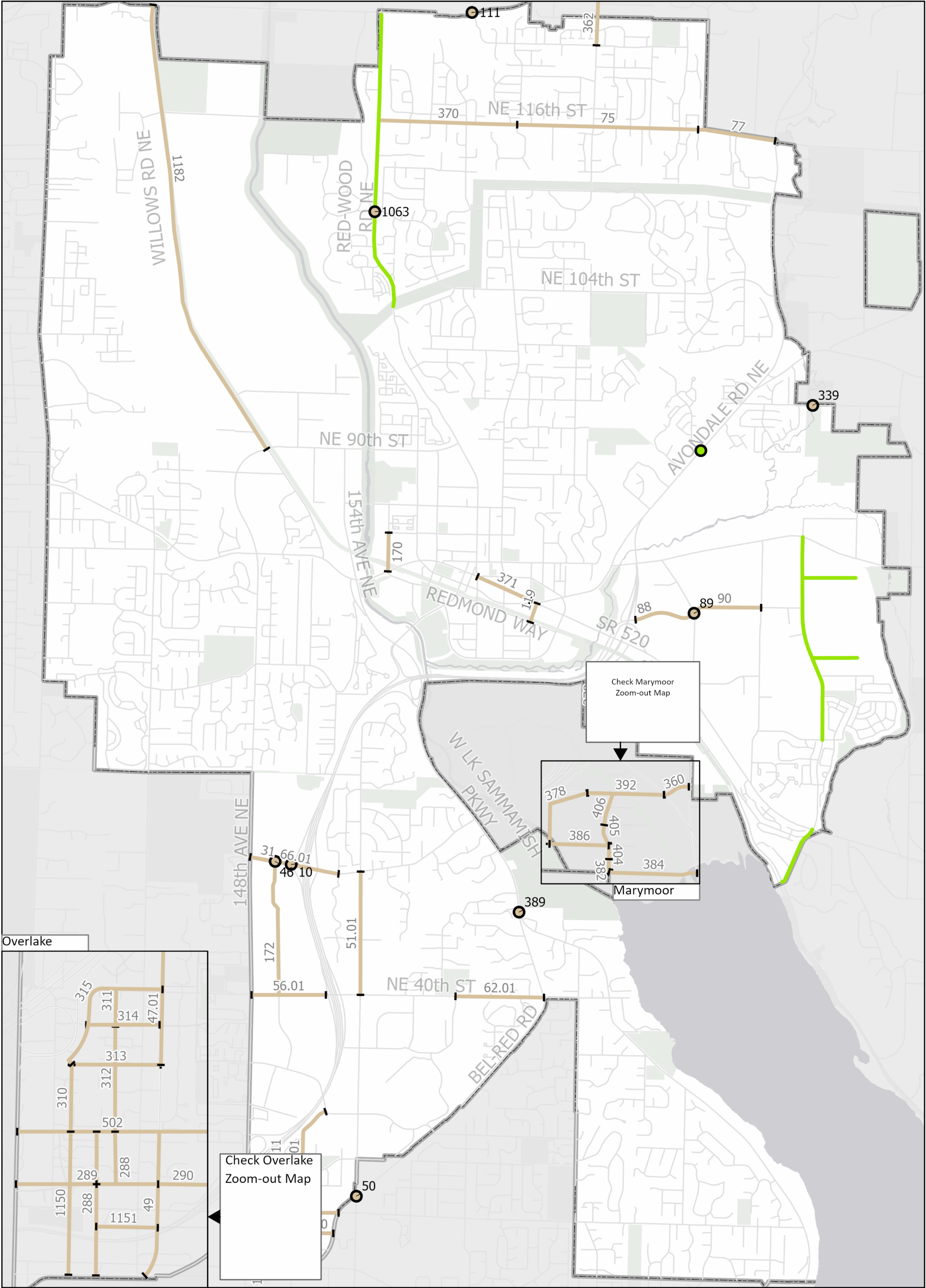
INVESTMENT BY NEIGHBORHOOD



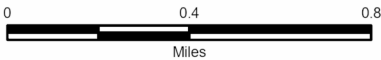
Active	\$	49,860,600
Auto	\$	42,305,400
Multi-Modal	\$	364,116,200
Transit	\$	6,214,000
Total	\$	462,496,200

INVESTMENT BY MODE





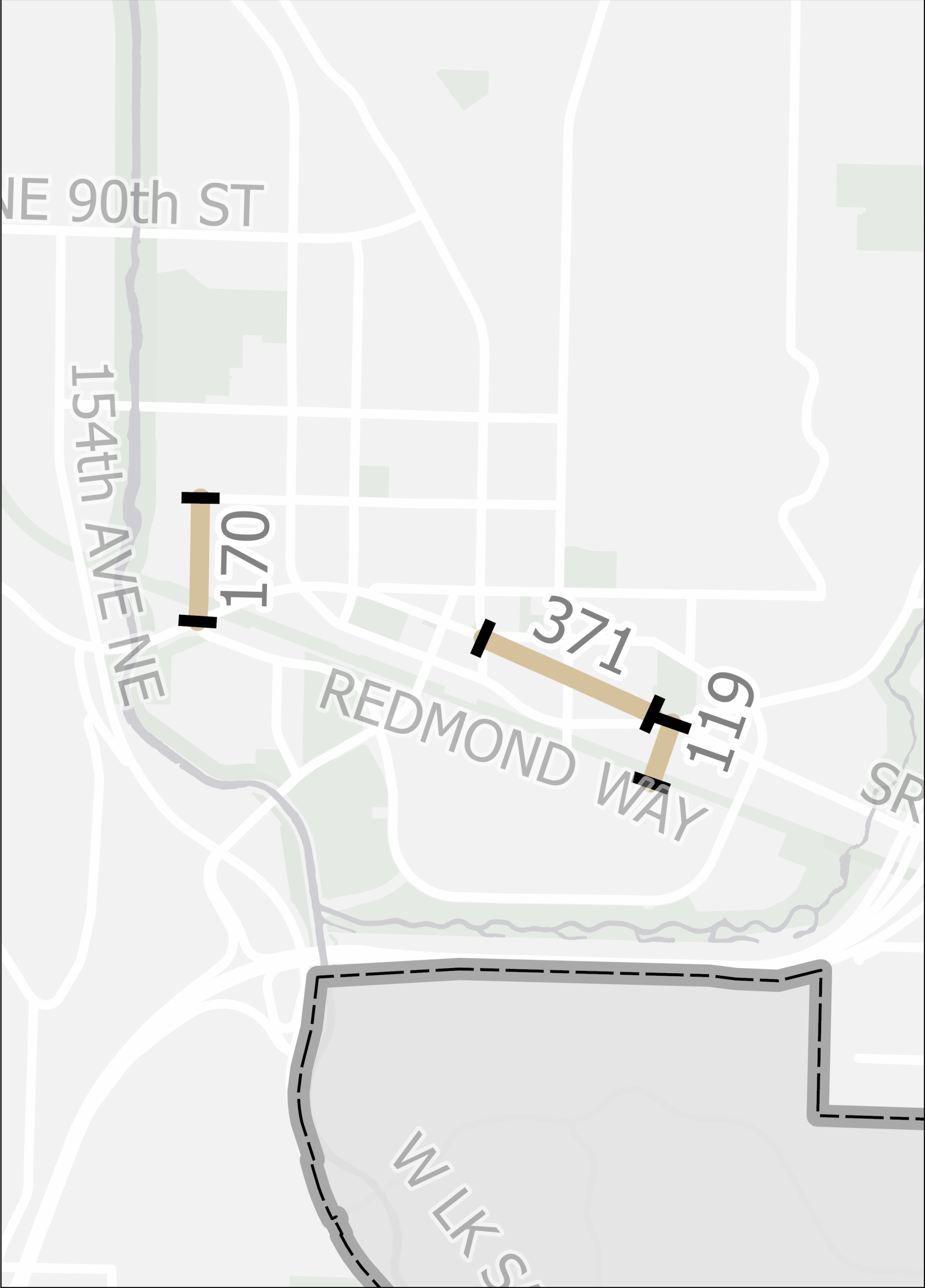
TFP Project
City of Redmond, Washington



-  New TFP projects
-  TFP projects

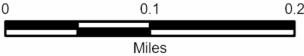
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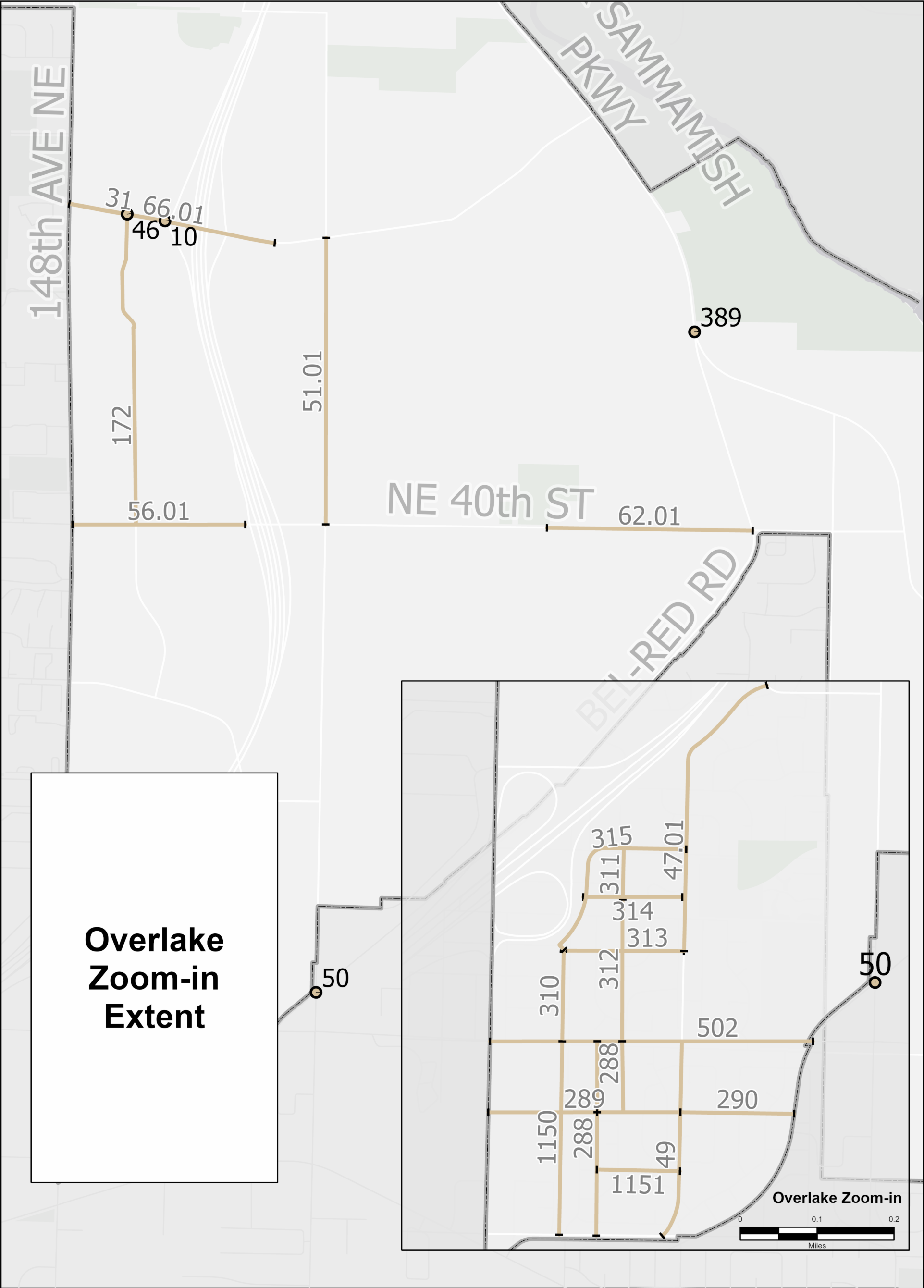
2026-2031 Transportation Facilities Plan

City of Redmond, Washington



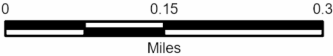
-  Transportation Facilities Plan Project
-  New Transportation Facilities Plan Project
-  City Limit

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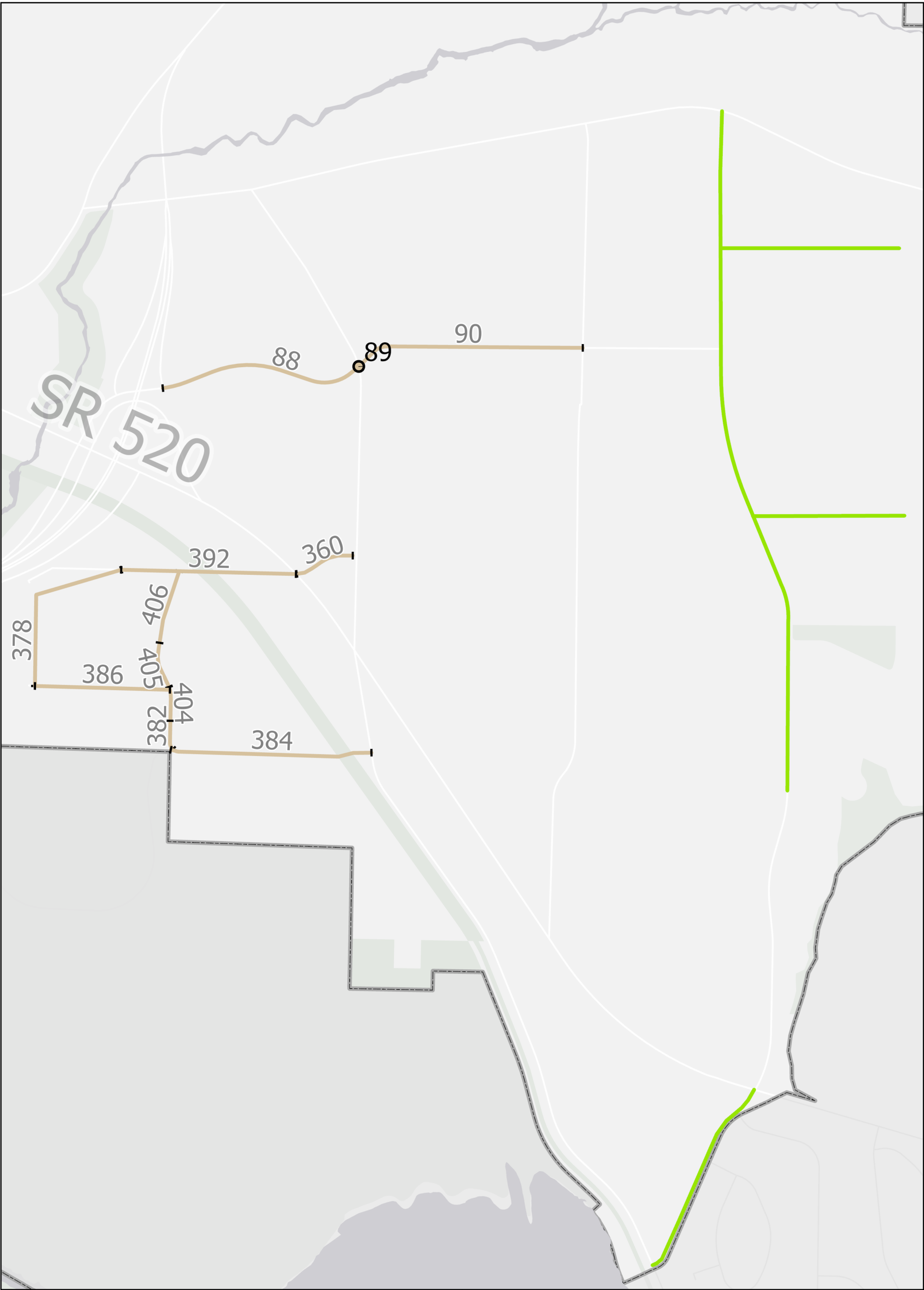
2026-2031 Transportation Facilities Plan

City of Redmond, Washington



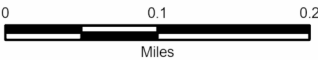
- Transportation Facilities Plan Project
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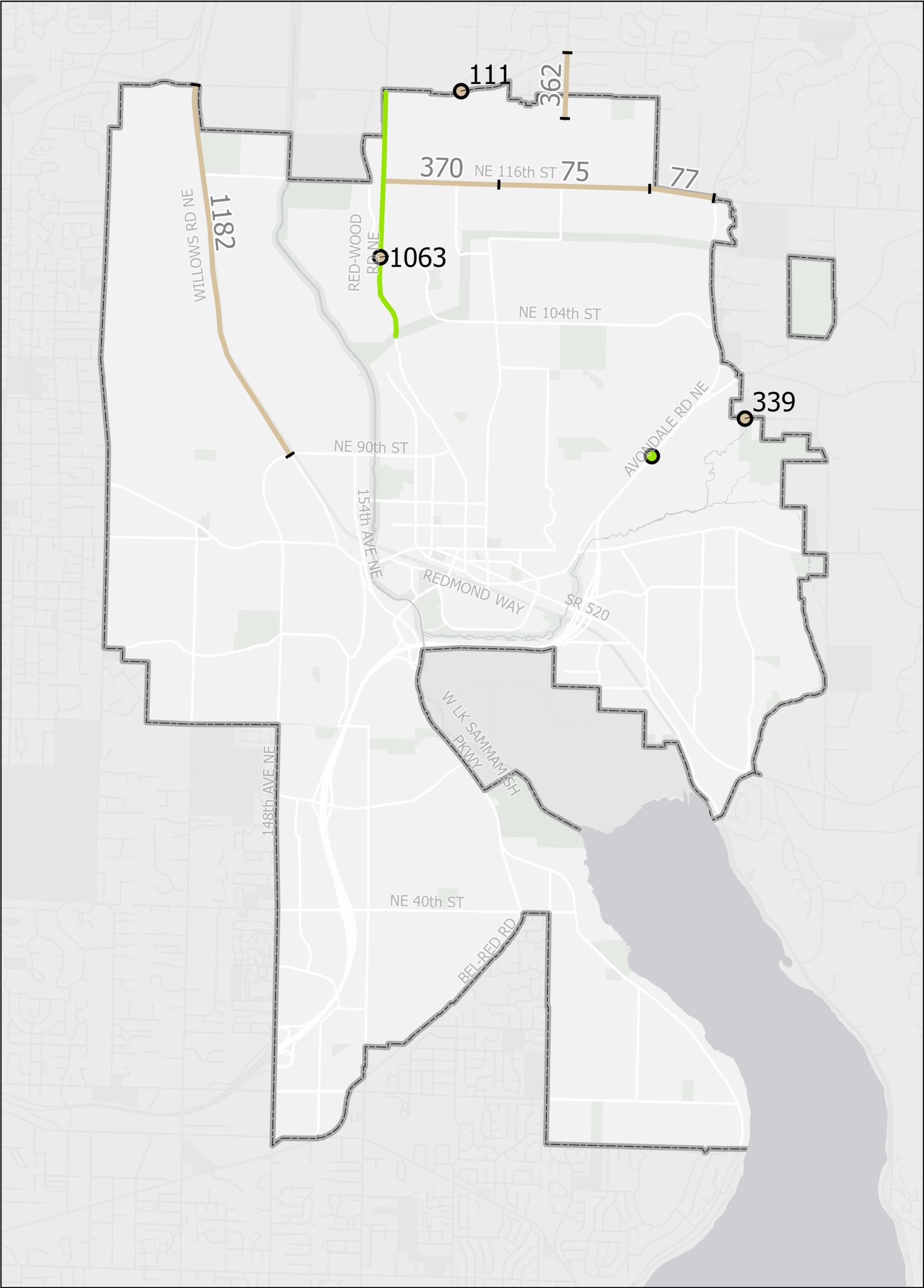
2026-2031 Transportation Facilities Plan

City of Redmond, Washington



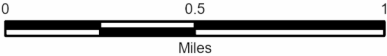
- Transportation Facilities Plan Project
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2026-2031 Transportation Facilities Plan

City of Redmond, Washington



-  Transportation Facilities Plan Project
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Completed Projects

156th Ave NE Two-Way Cycletrack	Bel-Red Road	NE 40th St.	Construct two-way cycle track on the east side of 156th Avenue from 28th Street to 40th Street
152nd Ave NE Main Street	2600 Block	NE 24th St	Implement 152nd Avenue NE main street from NE 24th Street to 2600 Crossing to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities
70th Street Cycle Track	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.

Recommended for Removal

Rationale

40th Street Shared Path, East	163rd Avenue	West Lake Sammamish Parkway	Shared path on the south side of 40th Street with segments of cycle track where appropriate	In design, fully funded through construction
Avondale Road School Bus Pull Outs			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.	Needs further evaluation as part of broader corridor study
156th Ave NE & Bel-Red Rd Turn Lane	156th Ave NE		Add southbound right-turn lane.	Technically in Bellevue, not aligned with Redmond 2050
148th Corridor from NE 20th to SR520	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	Not aligned with Redmond 2050
Willows Rd Widening	NE 116th St	NE 124th St	Widen Willows Road from NE 116th St to NE 124th St. Improvements include 2 through lanes in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, transit amenities, streetlights, storm drainage, underground power, right-of-way and easement acquisition.	Costly vehicle capacity project not aligned with Redmond 2050
140th Ave NE and Redmond Way Turn Lanes	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.	Costly vehicle capacity project, not aligned with Redmond 2050

Recommended for Removal

Rationale

192nd Ave NE Extension	NE 68th St	Union Hill Rd	Construct new 192nd Ave NE from NE 68th St to Union Hill Rd. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, streetlights, traffic control, storm drainage, right-of-way and easements.	Has been determined to be an infeasible connection that would hinder development envisioned by land use plan
NE 76th Street Extension (Segment 2)	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, streetlights, traffic control, storm drainage, right-of-way and easements. Consider roundabout at 185th Ave and 76th St.	Has been determined to be an infeasible connection that would hinder development envisioned by land use plan
176th Ave from 70th St to Red Way	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.	Not compatible with constructed Sound Transit betterments, not a needed connection, results in small remnant parcel
Sammamish River Trail Extension from 51st Street to Bel-Red Road			Extend Sammamish River Trail at east side of West Lake Sammamish Parkway from 51st Street to Bel-Red Road	Replaced by less costly solution and included in CIP

Recommended to Add

Rationale

188th Multimodal Path	Union Hill Road	NE 70th St	Construct a multi-modal pathway on the east side of 188th Ave from Union Hill Road to NE 70th Street	Part of bicycle spine network serving diversity of uses in SE Redmond
NE 77th Street	188th Ave	192nd Ave NE	Construct new street with curb/gutter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE	Access and circulation
NE 72nd Street	188th Ave NE		Construct new street with curb/gutter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE	Access and circulation
188th Ave Intersection Improvements	NE 70th St	NE 77th St	Intersection improvements as necessary due to traffic volumes. May include roundabouts or signals. Includes NE 70 th St, 72 nd St, 76 th St, and 77 th St	Mobility and safety
Avondale Road and 180th Ave Reconfiguration	Avondale Road	183rd Ave	Intersection reconfiguration to add eastern fourth leg serving new subdivision and south leg crosswalk. Intersection also allows for north and south U-turns. Includes 1200' of new street connection to 183rd Court NE.	Access and circulation
187th Ave Widening	Redmond Way	East Lake Sammamish Parkway	Widen 187th Ave NE from Redmond Way to East Lake Sammamish Parkway to add bike lanes, curb, gutter, sidewalks, streetlights, storm drainage, and left turn lanes where needed.	Part of bicycle spine network connecting SE Redmond to ELST, Link, Marymoor
Redmond Woodinville Road Widening	Powerline Trail	NE 124th St	Widen Red-Wood Road from PSE Powerline Trail to NE 124th Street to add left turn lanes where needed, access management, bike lanes, curb, gutter, sidewalks, streetlights, storm drainage, and utility undergrounding.	Addresses variety of multimodal safety and mobility needs