# City of Redmond

Redmond
WASHINGTON

## Agenda

**Study Session**

**Tuesday, May 27, 2025**
**7:00 PM**

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

## City Council

***Mayor***
***Angela Birney***

***Councilmembers***
***Vanessa Kritzer, President***
***Jessica Forsythe, Vice President***
***Jeralee Anderson***
***Steve Fields***
***Angie Nuevacamina***
***Osman Salahuddin***
***Melissa Stuart***

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## AGENDA

ROLL CALL

**1.** Transportation Master Plan Status Update
*Department: Planning and Community Development, 60 minutes*

Attachment A: Issues Matrix
Attachment B: Draft Transit Chapter
Attachment C: Draft Street Plan Chapter

***Legislative History***

| | | |
|---|---|---|
| 5/6/25 | Committee of the Whole - Planning and Public Works | referred to the City Council Study Session |

**2.** Environmental Sustainability Action Plan 2025 Refresh Update
*Department: Executive, 45 minutes*

***Legislative History***

| | | |
|---|---|---|
| 4/22/25 | Committee of the Whole - Parks and Environmental Sustainability | referred to the City Council Study Session |

**3.** Council Talk Time
*10 minutes*

ADJOURNMENT

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

15670 NE 85th Street
Redmond, WA

# City of Redmond

## Memorandum

**Date:** 5/27/2025
**Meeting of:** City Council Study Session

**File No.** SS 25-035
**Type:** Study Session

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

| | | |
|---|---|---|
| Planning and Community Development | Carol Helland | 425-556-2107 |

**DEPARTMENT STAFF:**

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

**TITLE:**
Transportation Master Plan Status Update

**OVERVIEW STATEMENT:**
Following the adoption of the Comprehensive Plan Update, Redmond 2050, the City is working on updating the Transportation Master Plan (TMP). The TMP is the functional plan that guides transportation investment and activities to support the Comprehensive Plan vision. This status update will include progress updates on the workplan for TMP completion, including a detailed review of strategies included in the Street Plan and Transit chapters. The Street Plan chapter will focus on implementing an integrated multimodal transportation system that effectively serves all travel modes while minimizing conflicts between road users to achieve the city's safety goals. The Transit chapter will establish Redmond's desired future transit network and focus on connecting people to light rail easily and safely via bus, flexible transit, and other active travel modes. Staff will include the draft Street Plan and Transit TMP chapters. Finally, staff will highlight future Council touchpoints and milestones.

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

**REQUESTED ACTION:**

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

**REQUEST RATIONALE:**

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

- **Redmond 2050, FW-TR-3**: Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.
    - **TR-**14: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle, and pedestrian system access, capacity, and safety.
    - **TR-**16: Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network
    - **TR-18** Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.
    - **TR-23** Adopt and implement a street plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. Require that all streets be complete streets, built to accommodate travel modes as defined in the Transportation Master Plan, and be no wider than necessary
- **Redmond 2050, FW-TR-4:** Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.
- **Redmond 2050, FW-TR-5:** Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.
- **Redmond 2050, FW-EV-2:** Support policies that contribute to a high quality of life in Redmond, such as career and education opportunities, housing, transportation, and recreation choices, as well as a healthy natural environment.
- **Redmond 2050, FW-**LU-2: Ensure that the land use pattern in Redmond meets the following objectives:
    - Reflects the community values of sustainability, resilience, and equity and inclusion;
    - Advances sustainable land development and best management practices and a high-quality natural environment;
    - Promotes development sufficiently away from environmentally critical areas;
    - Encourages a mix of uses that create complete neighborhoods ;
    - Maintains and enhances an extensive system of parks, trails, and open space;
    - Supports and encourages flexible places for a resilient and adaptive economy that includes a mix of research, retail, health, technology, and manufacturing uses;
    - Ensure the siting and delivery of public infrastructure and community services to support preferred land use pattern; and
    - Promotes sufficient density for development pattern and urban design that enable people to

readily use a variety of accessible and active forms of travel including but not limited to walking, rolling, bicycling, transit.

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

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

**OUTCOMES:**

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

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**
  - Capital Projects Ideas Mapping, Spring 2020
  - Routes to Rails Community Engagement Campaign, February-June 2023
  - Derby Days Questionnaire (seeking feedback about how community members would plan to access future light rail stations without a car), July 2023
  - City of Redmond Parking Questionnaire, March-April 2024
  - Sound Transit 2 Line Opening, April 2024
  - Safer Streets for All (SS4A) Action Plan Community Road Safety Assessment, May 2024
  - Redmond Pedestrian & Bicycle Advisory Committee (PBAC) Transit Open House, May 2024
  - Bike Everywhere Day, May 2024
  - Safer Streets for All (SS4A) Action Plan Staff Road Safety Assessment and Debrief Workshop, May-June 2024
  - Overlake Open Streets Festival, June 2024
  - Derby Days Festival, July 2024
  - Downtown Redmond Open Streets Festival, August 2024
  - Redmond PBAC Meeting, October 2024
  - Redmond PBAC Meeting, December 2024
  - Redmond PBAC Meeting, January 2025
  - Redmond PBAC Meeting, February 2025
  - City of Redmond Transit Questionnaire, February 2025
  - Redmond PBAC Meeting, March 2025
  - Redmond PBAC Meeting, April 2025
  - CBO focus groups, April-May 2025
- **Outreach Methods and Results:**
  Surveys, Questionnaires, Listening Sessions, Community Discussions

- **Feedback Summary:**
  While the community engagement process is still ongoing, some preliminary results are as follows:
  - Overall community interest in first/last mile connections to the existing and future transit network
  - Interest and desire for more multimodal connections to the existing and future transit network, specifically via pedestrian and bicycle modes
  - Desire for more bicycle infrastructure connecting Redmond to neighboring communities, including Kirkland and Bellevue
  - Desire for more education about and awareness of public transit programs, especially King County Metro programs such as Community Van and Metro Flex
  - Desire for safety measures to reduce pedestrian-bicycle conflicts on shared-use trails
  - Interest in using future light rail stations in Redmond, especially to access the airport when possible

**BUDGET IMPACT:**

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

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

**Budget Offer Number:**
0000310 - Mobility of People and Goods

**Budget Priority**:
Vibrant and Connected

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

**Funding source(s):**
General Fund, Grant Funding

**Budget/Funding Constraints:**
N/A

☐ **Additional budget details attached**

**COUNCIL REVIEW:**

**Previous Contact(s)**

| Date | Meeting | Requested Action |
|---|---|---|
| 3/7/2023 | Committee of the Whole - Planning and Public Works | Provide Direction |
| 3/28/2023 | Study Session | Receive Information |
| 6/6/2023 | Committee of the Whole - Planning and Public Works | Provide Direction |
| 6/13/2023 | Study Session | Receive Information |
| 11/3/2023 | Committee of the Whole - Planning and Public Works | Receive Information |
| 11/14/2023 | Study Session | Receive Information |
| 6/18/2024 | Committee of the Whole - Planning and Public Works | Receive Information |
| 8/5/2024 | Special Meeting | Receive Information |
| 11/4/2024 | Committee of the Whole - Planning and Public Works | Receive Information |
| 11/19/2024 | Business Meeting | Receive Information |
| 1/7/2025 | Business Meeting | Receive Information |
| 1/28/2025 | Study Session | Receive Information |
| 4/1/2025 | Committee of the Whole - Planning and Public Works | Receive Information |
| 4/8/2025 | Study Session | Receive Information |
| 5/6/2025 | Committee of the Whole - Planning and Public Works | Receive Information |

**Proposed Upcoming Contact(s)**

| Date | Meeting | Requested Action |
|---|---|---|
| 7/1/2025 | Committee of the Whole - Planning and Public Works | Receive Information |
| 7/8/2025 | Study Session | Receive Information |
| 9/2/2025 | Committee of the Whole - Planning and Public Works | Receive Information |
| 10/28/2025 | Study Session | Receive Information |

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

**ANTICIPATED RESULT IF NOT APPROVED:**
The upcoming Staff Report and Study Session is for informational purposes and no direction is required at this time.

**ATTACHMENTS:**
Attachment A - Issues Matrix
Attachment B - Draft Transit Chapter
Attachment C - Draft Street Plan Chapter

# Transportation Master Plan Update

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

# Transportation Master Plan Update

| Date | Issue | Notes & Recommendations | Next Steps |
|---|---|---|---|
| **8/5/24** | Will the curbspace chapter include geofencing for Lime scooters and bikes to have proper zones to park vehicles? *(CM Forsythe)* | The TMP curbspace chapter will include strategies for managing on-street parking and will provide guidance for prioritizing active modes on Redmond's roadway corridors. This could also include interfacing with Lime and promoting first-last mile solutions such as the Shared Micromobility program. | Finalize Curbspace chapter. |
| **8/5/24** | Will pick up and drop off zones for rideshare programs be included in the curbspace management plan? *(CM Forsythe)* | Policies around curb space priorities, including passenger loading will be included int the curbspace chapter. Specific areas where passenger loading will occur will be identified in the Citywide Right-of-Way Management Plan that will be developed by Public Works in 2025 and will support the strategies outlined in the TMP Curbspace chapter. | Finalize policies and strategies in the curbspace chapter, develop Citywide Right-of-Way Management Plan |
| **8/5/24** | Will the TMP provide opportunities to expand flexible transit access with King County Metro programs? Would like to hear more about this at the study session, if possible. *(CM Salahuddin)* | The upcoming August 13, 2024 Study Session will be focused on the development of the Safer Streets Action Plan; however, this topic will be included in the next TMP Staff Report.<br><br>Promoting transit access and flexible transit options will be included in the transit chapter of the TMP. | Staff will continue to prepare materials for upcoming staff reports and will work with the consultant team assisting on the future transit network included in the TMP. |
| **8/5/24** | What parts of the plan will think more comprehensively about parking management (off street in addition to curbspace)? *(CM Kritzer)* | Parking management strategies will be included in the Curbspace chapter of the TMP.<br><br>In addition, a more detailed parking management analysis will be included in the Urban Centers Parking Management Plans that will be developed for Overlake, Downtown Redmond, and Southeast Redmond/Marymoor. | Staff will integrate updated parking data into the curbspace chapter of the TMPr. |
| **8/5/24** | It is part of our obligation as a jurisdiction to have a responsible transportation plan. I would like to see strengthening of incentives and education of the public to work hand in hand with sustainability and tell the story of why we are encouraging people not just to drive everywhere. We want to tie the strategies in the TMP to GHG reductions. *(CM Fields)* | The TMP will include strategies and analysis that supports Redmond's goals for reduction of vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). As sustainability is a Guiding Principle of the 2050 Transportation Vision, these concepts will be incorporated into all aspects of the TMP. | Staff will continue with development of the TMP. |

# Transportation Master Plan Update

| Date | Issue | Notes & Recommendations | Next Steps |
|---|---|---|---|
| **11/19/24** | If community members want to get in touch with the TMP team, what is the best way they can do that? Do we have any open surveys or questionnaires? *(CM Stuart)* | Community members can go to the open Let's Connect page to give feedback, as questions, and take available questionnaires.<br><br>Additionally, the Redmond Pedestrian and Bicycle Advisory Committee (PBAC) will discuss various chapters of the TMP and other related topics at ongoing monthly meetings. PBAC meets on the 2nd Monday of every month at 6:30 p.m., both in City Hall and via Microsoft Teams. For more details, email pedbikecommittee@redmond.gov or visit https://www.redmond.gov/pbac | The next Redmond PBAC meeting will be held Monday, January 13, 2025. |
| **1/28/25** | How do we continue to see a high turnover of on-street parking for local businesses while still promoting the park once and walk concept? *(CM Nuevacamina)* | Management of parking will be key. Setting right-sized timeframes of on-street parking and looking into the possibility of metered parking to allow for longer parking timeframes in the future will help maintain the turnover needed allow people to find parking. Implementing useful wayfinding and signage will also help people find parking easily and quickly, especially in our urban centers. | The Urban Centers Parking Management Plan will include specific strategies for achieving desired parking turnover and encouraging the park once and walk concept. |
| **1/28/25** | Having incoming light rail infrastructure alongside our curbspace management strategies will help bring more solutions on board to manage parking turnover.<br><br>What is the Parking Benefit District mentioned in the curbspace strategies and what are the ways that this could be explored in Redmond? *(CM Stuart)* | The TMP puts forth strategies for curbspace management, and the forthcoming Urban Centers Parking Management Plan will explore the details of how these strategies will be implemented.<br><br>A Parking Benefit District is typically created to cover the costs associated with the parking program at a minimum and can be used to for other public improvement projects within the same geographic area. More details on feasibility and how this would be structured will be developed as part of the Urban Centers Parking Management Plan. | The Urban Centers Parking Management Plan will explore this concept further. |
| **1/28/25** | What do we think is the right mix of publicly owned EV chargers and privately owned but publicly available chargers? Do we have a sense of the ratio that would be useful for a city of our size? *(CM Stuart)* | Transportation Planning & Engineering staff are working on our EV strategy as part of the E-Mobility chapter of the TMP and collaborating with Jenny Lybeck on sustainability programs as part of this effort. | More information will be shared as part of the E-Mobility chapter of the TMP. |

# Transportation Master Plan Update

| Date | Issue | Notes & Recommendations | Next Steps |
|---|---|---|---|
| **1/28/25** | It's great to see all the ADA efforts in this chapter and how we're adding more accessible parking. Can you expand on how we are going to phase out the monthly parking permit and what the anticipated timeline on this would be? *(CM Forsythe)* | The specific timeline on phasing out this program would be defined in the Urban Centers Parking Management Plan. We want to be sure to phase this out in a measured approach to give permit holders plenty of advanced warning. | The Urban Centers Parking Management Plan will have a recommendation for phasing out monthly parking permits. |
| **1/28/25** | Would we consider implementing a residential parking permit zone as part of phasing out the monthly permit program? *(CM Forsythe)* | More information on this will be shared in the forthcoming Urban Centers Parking Management Plan. A separate presentation will be brought to Council to focus solely on this report. | The Urban Centers Parking Management Plan will have a recommendation for phasing out monthly parking permits. |
| **1/28/25** | Have we considered implementing dedicated rideshare pickup and drop off locations as part of our curbspace management strategies? *(CM Forsythe)* | Rideshare would fall under the access category for loading/unloading that is included in the curbspace prioritization categories. The forthcoming Curbspace Management Plan led by the Public Works department will expand on this work in more detail. | The Curbspace Management Plan led by Public Works will determine the appropriate quantity and location of loading zones. |
| **1/28/25** | How do we think about the level of detail of strategies that are included in the TMP Curbspace chapter vs. what will be included in future parking plans? I.e. does the strategy that mentions changing the time-limited parking near Anderson Park fit in the TMP? Also, how will we manage parking in spaces with community parks that may not have a dedicated parking lot? *(CM Kritzer)* | The strategy near Anderson Park was cited as an example of an area on the periphery of Downtown that would experience potential additional parking pressure if metered parking is implemented Downtown. Because of this, we would want to look at this area and others on the periphery of Downton as an opportunity to implement time-limited parking to alleviate that additional pressure. | The Urban Centers Parking Management Plan will provide recommendations for parking management within Urban Centers and consider impacts to adjacent areas. |
| **1/28/25** | Can you clarify the parking rule about moving your car to a new street in Downtown regarding the 2-hour time limited parking? *(CM Kritzer)* | We want our businesses to feel that these curbspace strategies are supporting their work. This is why we are recommending potentially having paid parking in our time-limited areas. We will also continue to look into the 2-hour limit and if it is appropriate for our time-limited parking areas. More information will be included in the Urban Centers Parking Management Plan.<br><br>Regarding the current regulations, a vehicle can be parked on the same named street for 2 hours at a time. You cannot move to another part of that same named street later in the day due to the nature of the parking monitoring program. More information can be | Staff will identify code changes and other information that should be shared with public to explain parking regulations as part of the implementation of the Urban Center Parking Implementation Plan. |

# Transportation Master Plan Update

| Date | Issue | Notes & Recommendations | Next Steps |
|---|---|---|---|
| | | found at: https://www.redmond.gov/636/Downtown-Parking | |
| **1/28/25** | To what extent does paid parking influence the burden on current parking enforcement? *(CM Stuart)* | Paid parking allows for better compliance overall which also allows for fewer resources to be spent on parking enforcement. This is a benefit of implementing a paid parking system. | Parking enforcement is one factor to be evaluated as part of the decision to implement metered parking. |
| **1/28/25** | Can we look into the equity considerations of towing fees and the city's approach to towing in the parking or curbspace management plans? *(CM Kritzer)* | Generally, the City does not tow cars for parking violations. | Staff will look into whether or not there are criteria for when vehicles are subject to towing well-defined in city code and recommend criteria if there are currently none. |
| **3/13/25** | Why is TMP delivery now pushed out to April/May 2026? What are the impacts/benefits of that delay? *(CM Stuart via email)* | The TMP timeline has extended to allow for additional staff and leadership review of content. A benefit of this adjusted timeline is more time to develop content and finesse strategies that will work for Redmond. Impacts include the potential need to collect new data to reflect more accurate existing conditions to when the TMP will be adopted. | Staff will continue to progress on TMP development |
| **3/13/25** | What is the emission profile of the light rail's electricity? Does light rail run on energy fueled by coal? If yes, what is the transition plan/target for that energy source? *(CM Stuart via email)* | Sound Transit participates in Puget Sound Energy (PSE)'s Green Direct program, sourcing 100% of their electricity from dedicated, renewable sources. This is the same program the City of Redmond leverages for City operations electricity. | We can continue this discussion topic during an upcoming Study Session when the E-Mobility chapter of the TMP will be discussed. |
| **3/13/25** | Some modes are more seasonal than others. In what season will the bike strategy outcomes be measured? Will there be standardization to ensure the same season is measure annually? *(CM Stuart via email)* | We typically conduct traffic counts in Fall and Spring and would continue using data from these time periods regardless of the data source. | Staff will continue to collect and analyze data from standard Fall and Spring time periods. |
| **3/13/25** | When using the RMI calculator to understand potential CO2 emissions reductions, are those reductions measured in tailpipe emissions or do they also account for the source of the electricity's emissions? *(CM Stuart via email)* | The RMI calculator estimates air quality impacts based on PM2.5, NOx, and CO pollutants. The emissions reductions are calculated based on the estimated reductions of these three pollutants.<br><br>The calculator does leverage regional emissions factors, integrating NREL data from the PNW overall. It's been the city's experience that PSE's energy is contains higher GHGs than the regional roll ups. | - |

# Transportation Master Plan Update

| Date | Issue | Notes & Recommendations | Next Steps |
|---|---|---|---|
| | | Assuming the trends we've seen in the past hold for 2023, the GHG assumptions in the calculator would be conservative/lower GHGs compared to PSE-specific data. | |
| **3/13/25** | Bike chapter, recommended action 3B. Is the phrase "at the time of purchase" needed in this? I'm not understanding if the action is trying to make a very specific point, or if it is redundant. *(CM Stuart via email)* | This is making a specific point. Many earlier programs offered reimbursable rebates which presents some challenges to low-income population that would most benefit. | - |

DRAFT

# Transit Chapter

*TMP Update*

# TRANSIT SYSTEM PLAN

## 1. Introduction

This chapter establishes a transit vision and strategies for achieving this vision. This chapter describes how Redmond will work to:

1. Influence regional transit investments in the community;
2. Make investments in street system infrastructure to optimize transit service and projects in Redmond; and finally,
3. Make investments in first/last mile solutions.

Redmond's transit network serves all Redmond community members, including residents, commuters, and visitors. In this chapter, references to the transit network include fixed-route bus and light rail routes provided by King County Metro and Sound Transit. With the recent growth and opening of the Sound Transit Link Light Rail 2 Line, the vision for Redmond's future builds on better regional connectivity and calls for more connections to neighboring jurisdictions and more frequent service. The transit network also includes flexible options that deviate from a fixed route.

Transit trips have steadily increased since the precipitous decline in transit ridership during and following the COVID-19 pandemic. At the same time, travel demand and patterns have changed with more people working from home. The times of day when people use transit are more distributed rather than being primarily focused during peak commute travel times. As the Puget Sound Region grows, the destinations people want to connect to are changing. Redmond's transportation planning accommodates for a level of uncertainty, as the city acknowledges that travel patters continue to be in a state of flux. A reevaluation of transit routes and service to accommodate new travel behaviors is needed and the City of Redmond will be an active participant in these conversations with regional transit agencies.

Transit is an essential element of the transportation system in Redmond which serves several important functions:

- Primary method of travel for Redmond community members who rely on transit for their daily travel needs
- Affordable travel option
- Provides freedom to live in, work in, and visit vibrant urban areas without the hassle of finding and paying for vehicle parking
- Essential to supporting the Redmond 2050 land use vision
- Key to supporting City goals for reducing greenhouse gas emissions and vehicle miles traveled

## 2. Advancing Redmond 2050 Guiding Principles

Redmond 2050 establishes three Guiding Principles: Equity and Inclusion, Sustainability, and Resilience. The Transit Chapter identifies strategies that support these principles, as shown below.

| | |
|---|---|
| Resilience | •**Increased transit ridership decreases single-occupant vehicle trips, which in turn allows for less wear and tear on Redmond roadways and allows for reduced vehicle congestion. (See Redmond 2050 FW-TR-2)**<br>•Strategies supporting the Guiding Principle of Resilience include: Strategy 1, Strategy 4,and Strategy 7 |
| Equity & Inclusion | •**Transit access provides an equitable and affordable non-auto transportation mode available to every Redmond community member. (See Redmond 2050 TR-10)**<br>•Strategies supporting the Guiding Principle of Equity include: Strategy 2, Strategy 5,and Strategy 6 |
| Sustainabiltiy | •**Increasing transit access and ridership enables more people to enjoy low-carbon mobility. (See Redmond 2050 FW-TR-4)**<br>•Strategies supporting the Guiding Principle of Sustainability include: Strategy 3, Strategy 8, and Strategy 9 |

## 3. Overview of Redmond's Transit System

### Transit Service in Redmond

Transit service in Redmond is provided by King County Metro (Metro) and Sound Transit, with 11 Metro routes and 4 Sound Transit routes serving stops in Redmond. Metro, established in 1973, serves approximately 260,000 passengers per day[1]. Sound Transit is an independent transit authority that was created by the King, Pierce, and Snohomish County Councils with the purpose of establishing a network of light rail, bus, and commuter heavy rail services. Both agencies offer targeted transit options for populations with specific mobility needs.

King County Metro fixed-route bus service includes a variety of service levels, as defined in Table 1. Based on Metro's 2021 Service Guidelines, routes are classified into six service levels defined by the frequency and span of service provided.

**TABLE 1 – SUMMARY OF TYPICAL SERVICE TYPES**

[1] Source: Average weekday daily boardings, 2024, Metro ridership performance report

| Service Level | Service Level Frequency (Minutes between trips) | | | | Days of Service | Daily Hours of Service |
|---|---|---|---|---|---|---|
| | Peak Period | Off-peak Period | Night | Weekend | | |
| **Very frequent or RapidRide** | ≤10 minutes | ≤15 minutes | ≤15 minutes | ≤15 minutes | 7 days | 16-24 hours |
| **Peak frequent** | ≤15 minutes | ≤30 minutes | ≤30 minutes | ≤30 minutes | 7 days | 16-24 hours |
| **Local** | ≤30 minutes | ≤30 minutes | ≤60 minutes | ≤60 minutes | 5-7 days | 12-18 hours |
| **Hourly** | ≤60 minutes | ≤60 minutes | - | - | 5 days | 8-12 hours |
| **Peak only** | 8 trips per day minimum | - | - | - | 5 days | Peak |

Source: Metro Connects 2021 Service Guidelines

**TABLE 2– KING COUNTY METRO ROUTES SERVING REDMOND**

| Route | Service Area | Service Type | Approximate Weekday Hours of Service |
|---|---|---|---|
| B | Redmond, Overlake Crossroads, Bellevue | RapidRide | 4:00 a.m. – 1:00 a.m. |
| 222 | Cottage Lake, Redmond Technology Station | Local* | 5:30 a.m. – 12:00 a.m. |
| 223 | Eastgate P&R, Downtown Redmond Station | Frequent* | 5:00 a.m. – 12:00 a.m. |
| 224 | Redmond, Duvall | Hourly | 5:00 a.m. – 8:00 p.m. |
| 225 | Kenmore, Kingsgate, Totem Lake, Redmond, Overlake | Local | 6:00 a.m. – 10:30 p.m. |
| 226 | Bellevue, Overlake, Crossroads, Lake Hills, Bellevue College, Eastgate P&R | Local | 5:30 a.m. – 12:00 a.m. |
| 245 | Kirkland, Houghton, Overlake, Crossroads, Bellevue College, Eastgate, Factoria | Frequent | 6:00 a.m. – 11:30 p.m. |
| 249 | Redmond Technology Station, Overlake, South Kirkland, Bellevue, Beaux Arts, South Bellevue Station | Local | 6:00 a.m. – 7:00 p.m. |
| 250 | Avondale, Bear Creek P&R, Redmond, Kirkland, Bellevue | Frequent | 5:00 a.m. – 11:30 p.m. |
| 251 | Woodinville P&R, Marymoor Village Station | Local | 6:00 a.m. – 9:00 p.m. |
| 269 | Issaquah, Pine Lake, Sahalee, Bear Creek P&R, Overlake | Local | 6:45 a.m. – 7:00 p.m. |

Source: King County Metro East Link Connections Network, as of adoption in March 2025
*Route will be implemented with the East Link Connections Network, anticipated in fall 2025

Sound Transit began serving customers in 1999 and now carries approximately 127,000 passengers per weekday across all Link Light Rail, ST Express Bus, Sounder Train, and T Line Light Rail modes[2].

**TABLE 3– SOUND TRANSIT ROUTES SERVING REDMOND**

| Route | Service Area | Service Type | Hours of Service |
|---|---|---|---|
| 2 Line | Redmond, South Bellevue, Seattle, Lynnwood* | Link Light Rail | 6:00 a.m. – 10:00 p.m. |
| 542 | Redmond, University District | Local | 5:30 a.m. – 11:15 p.m. |
| 544 | Overlake, South Lake Union | Peak Only** | 6:30 a.m. – 9:30 a.m.<br>3:30 p.m. – 6:30 p.m. |
| 545 | Redmond, Downtown Seattle | Frequent | 4:30 a.m. – 12:35 a.m. |

Source: King County Metro East Link Connections Network, as of adoption in March 2025
*2 Line will connect to Seattle and Lynnwood with the completion of the Eastlink Extension I-90 segment, anticipated in late 2025
**Route will be implemented with the East Link Connections Network, anticipated in fall 2025

Figure 1 illustrates Redmond's existing transit network. This map incorporates Metro's East Link Connections Network, adopted in March 2025.

Figure 1 includes King County Metro's **East Link Connections Network** as the existing transit network as it is anticipated new routes and revisions will be in place by the time of TMP adoption. ELC will be implemented in phases, with the first changes occurring alongside the Downtown Redmond Link Extension opening on May 10, 2025. Additional route changes are anticipated with Metro's Fall 2025 and Spring 2026 Service in August 2025 and March 2026, respectively.

[2] Source: Average weekday boardings, 2024, Sound Transit Ridership System Performance Tracker

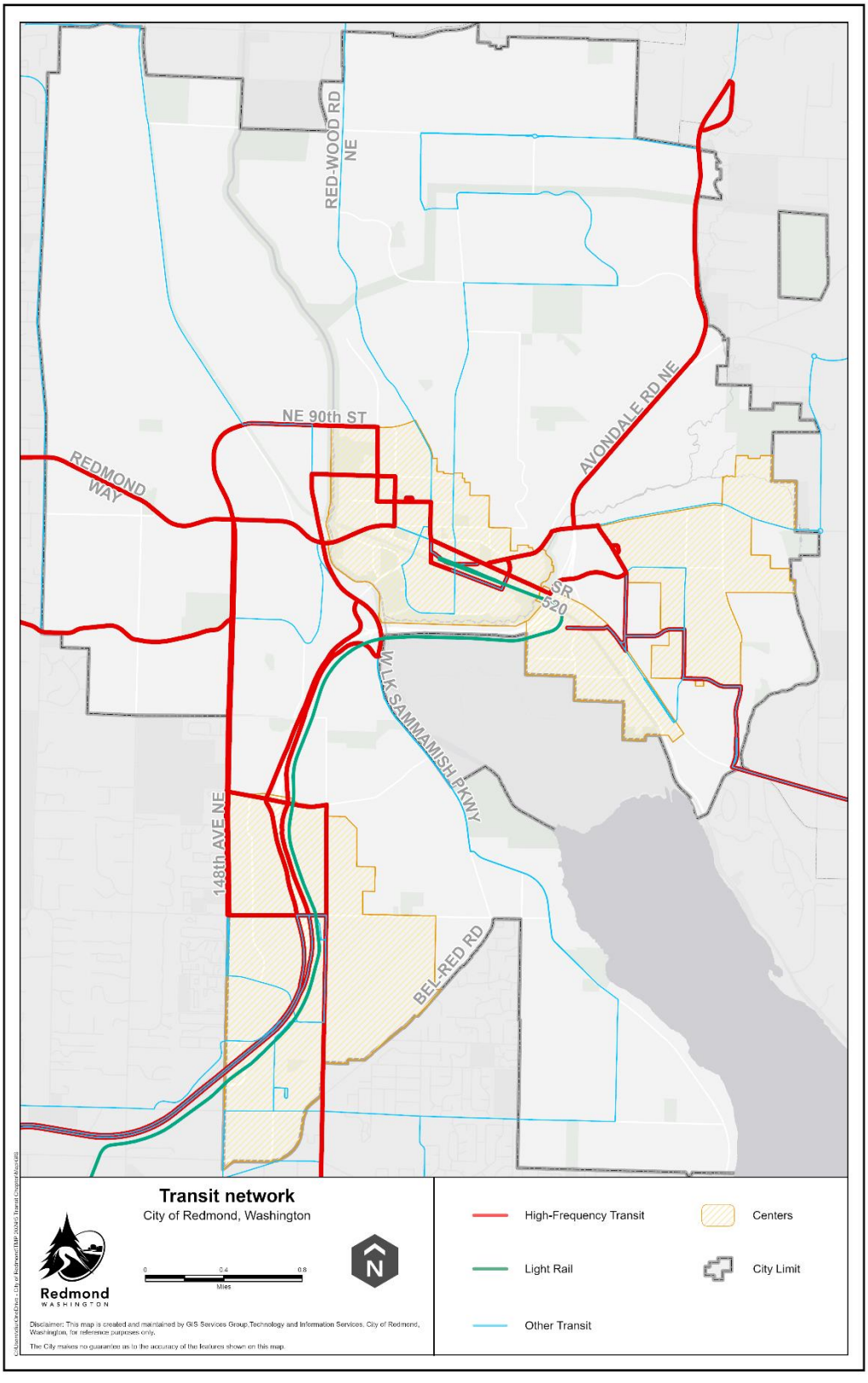


**FIGURE 1 - EXISTING TRANSIT NETWORK**

As shown in Table 4 below, the 2 Line and B Line lead Redmond's fixed transit routes for route-wide average daily ridership. Other commonly utilized transit routes in Redmond include the 545 to Seattle and the 245 to Kirkland and Bellevue. It should be noted that transit service routes and scheduling are determined by King County Metro and Sound Transit, respectively, and are outside of the City of Redmond's control and subject to change.

**TABLE 4– REDMOND TRANSIT ROUTES WITH HIGHEST WEEKDAY RIDERSHIP**

| Route | Service Provider | Service Type | Average Weekday Daily Boardings for the entire route |
|---|---|---|---|
| 2 Line | Sound Transit Link Light Rail | Link Light Rail | 5,650 |
| B Line | King County Metro RapidRide | RapidRide | 4,790 |
| 545 | Sound Transit Express | Frequent | 4,740 |
| 245 | King County Metro | Frequent | 3,000 |
| 554 | Sound Transit Express | Local | 2,670 |
| 250 | King County Metro | Frequent | 2,380 |
| 542 | Sound Transit Express | Local | 1,330 |
| 221 | King County Metro | Local | 1,030 |
| 269 | King County Metro | Local | 870 |
| 225 | King County Metro | Local | 570 |

Source: King County Metro, 2024

**TABLE 5– REDMOND TRANSIT STOPS WITH HIGHEST DAILY BOARDINGS**

| Stop ID Number | Stop Name | Routes Serviced | Average Daily Boardings |
|---|---|---|---|
| 71335 | SR 520 Ramp & NE 40th St | 542E, 545E, 566E | 834 |
| 71961 | NE 83rd St & 161st Ave NE | 221, 250, 672 | 592 |
| 81755 | Bear Creek P&R Access Rd & 178th Pl NE | 250, 269, 545E, 982E | 399 |
| 71954 | NE 83rd St & 161st Ave NE | 545E | 393 |
| 68398 | 156th Ave NE & NE 40th St | 245, 672 | 287 |
| 71341 | SR 520 Ramp & NE 51st St | 542E, 545E | 268 |
| 71960 | Redmond Transit Center Access Rd & NE 83rd St | 221, 542E | 240 |
| 73758 | NE 85th St & 160th Ave NE | 542E, 545E | 200 |
| 72487 | Redmond Way & 166th Ave NE | 250, 545E | 167 |
| 71346 | Redmond Tech Station Access Rd & 156th Ave NE | 245, 672 | 157 |
| 71331 | 152nd Ave NE & Overlake P&R Access Rd | 221, 249, 672 | 142 |
| 71326 | 152nd Ave NE & Overlake P&R Access Rd | 221, 249, 269, 672 | 140 |
| 72456 | West Lake Sammamish Pkwy NE & Leary Way NE | 542E, 545E | 135 |
| 72305 | NE 76th St & 177th Pl NE | 269, 545E | 122 |
| 68498 | 156th Ave NE & Redmond Technology Station Access Rd | 245, 672 | 116 |
| 98750 | NE 83rd St & 161st Ave NE | 250 | 110 |
| 71345 | Redmond Technology Station Access Rd & 156th Ave NE | 225, 249, 566E | 108 |
| 71322 | NE 24th St & Bel-Red Rd | 249, 672 | 99 |
| 73407 | NE 40th St & 148th Ave NE | 225, 269, 672 | 84 |
| 71336 | SR 520 Ramp & NE 40th St | 542E, 545E, 566E, 982E | 82 |

Source: King County Metro, 2024

**TABLE 6– REDMOND LIGHT RAIL STATION DAILY BOARDINGS**

| Station ID Number | Station Name | Routes Serviced | Average Daily Boardings |
|---|---|---|---|
| 2-62 | Overlake Village Station | 2 Line | 362 |
| 2-63 | Redmond Technology Station | 2 Line | 1,366 |
| 2-64 | Marymoor Village Station | 2 Line | TBD |
| 2-65 | Downtown Redmond Station | 2 Line | TBD |

Source: Sound Transit, May 2024 through February 2025

## The Connection between Transit and Land Use

Redmond will accommodate most of its future growth in the Downtown, Overlake Village, and Marymoor Village centers. With increased density in these areas comes changes to the transportation context, and therefore the transit network. Redmond will bring a multimodal approach to its centers, prioritizing transit, walking, and biking over auto capacity.

Transit vehicles are highly space-efficient and allow Redmond to accommodate growth while meeting increases in travel demand. Shifting drive-alone trips to transit will support and accommodate Redmond's growth throughout the city and especially within centers. Transit is necessary to support the vibrant, dense, walkable Downtown that is emerging in Redmond, and will be critical to the success of Overlake Village and Marymoor Village as they grow. Increased transit use also supports Redmond's Environmental Sustainability Action Plan (ESAP) goals and desired outcomes.

Demand for transit is linked to the land uses near transit service. More homes, jobs, schools, and other activities (origins and destinations) with safe and convenient access to transit increases the number of potential transit riders. As a result, the number of transit trips increases. Aligning transit service levels with land use has many benefits for local communities and helps Redmond realize its economic, environmental, and equity goals. Four characteristics that support transit demand include:

- **Density**: More people and activities in an area increase the number of potential riders.
- **Mix of uses**: More types of uses in an area increase the number of potential origins and destinations, such as home, work, school, shopping, medical, and transit connections, at all times of day.
- **Connections**: More compact development with good multimodal connections for walking and biking increases access to nearby transit service.
- **Transit supportive policies and programs**: These might include zoning changes, affordable housing incentives, and removal of parking requirements. Policies and programs in a corridor or subarea can support the development of equitable transit-oriented communities, improve access for all people—particularly historically disadvantaged communities and people of color—and increase the number of potential riders. These would be consistent with Metro's Equitable Transit-oriented Communities policy.

Aligning service levels with land use helps ensure transit service is productive and supports the demand for service. Local jurisdictions can improve transit service levels and increase demand by implementing the four land use characteristics above. Examples of supporting actions include:

- Rezoning land within walking distance of transit routes to allow for higher densities and more types of uses. Redmond implemented rezones in Overlake (November 2024), Downtown (June 2025), and Marymoor Village (June 2025) to accommodate additional growth. In addition, Redmond implemented transit-oriented development (TOD) focus areas in each of these three centers where additional height and density are possible.
- Establishing policies and programs to increase the amount of affordable housing and reduce the displacement of existing residents near transit service (e.g. affordable housing incentives). Redmond 2050 has prioritized the expansion of affordable housing as a key pillar of the Housing Element.
- Removing or reducing parking minimums for new development near transit service. With the adoption of Redmond 2050 in November 2024, Redmond removed parking minimums for multifamily development within the city's centers.
- Improving street and sidewalk connections around bus stops and corridors.

As shown in the Figure 2 and Figure 3 below, under existing conditions, 43% of Redmond's total housing units were within a 0.5-mile walkshed of a frequent transit stop; however, using Redmond 2050 land use and population growth projections, Redmond is projected to have 54% of total housing units within a 0.5-mile walkshed of frequent transit in 2050. Considering this growth, it is important to acknowledge the need for more frequent transit in Redmond as well as the need for safe and accessible walking and biking connections to frequent transit stops.

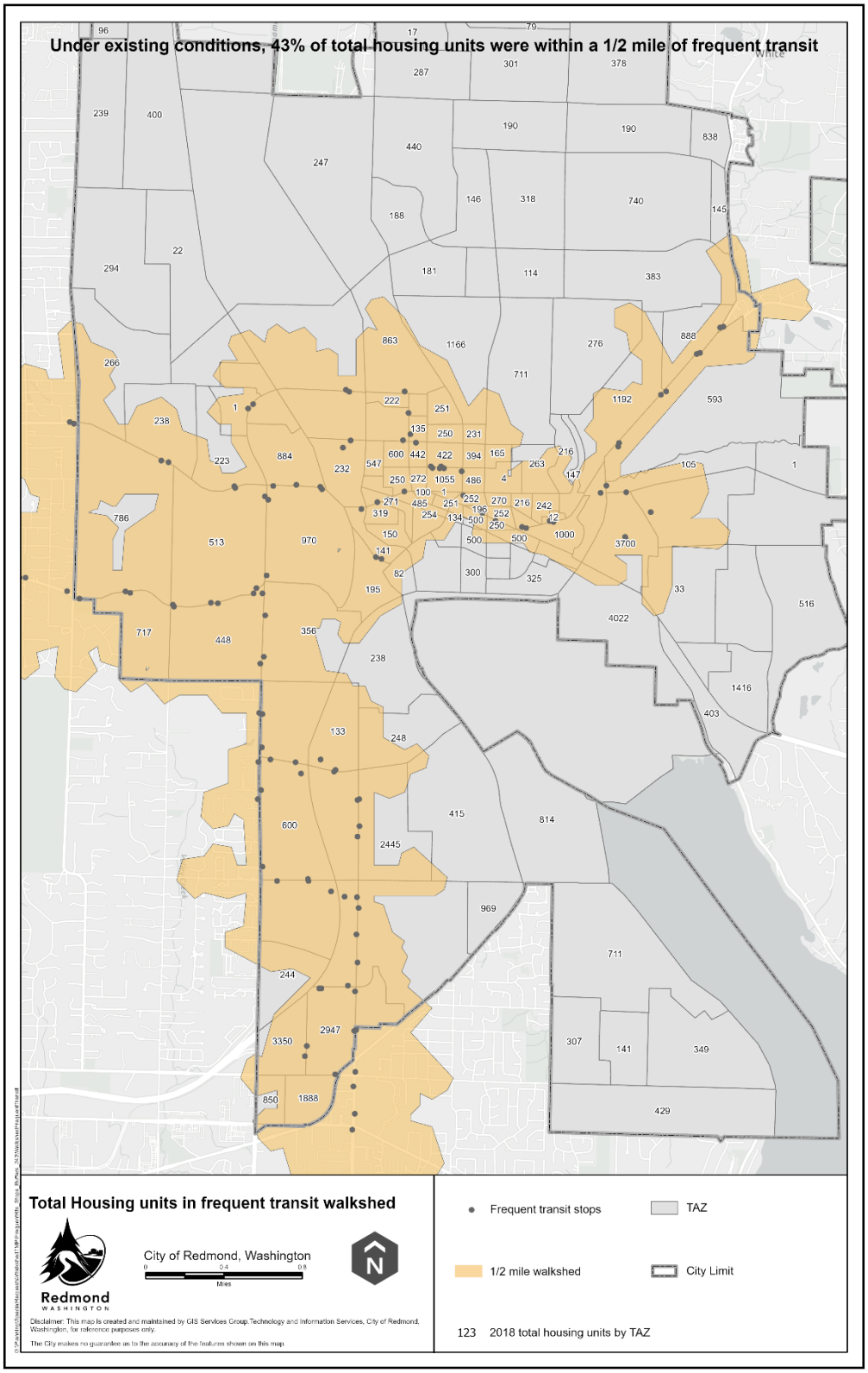


**FIGURE 2 - EXISTING CONDITIONS HOUSING UNITS WITHIN 0.5-MILE WALKSHED OF FREQUENT TRANSIT**

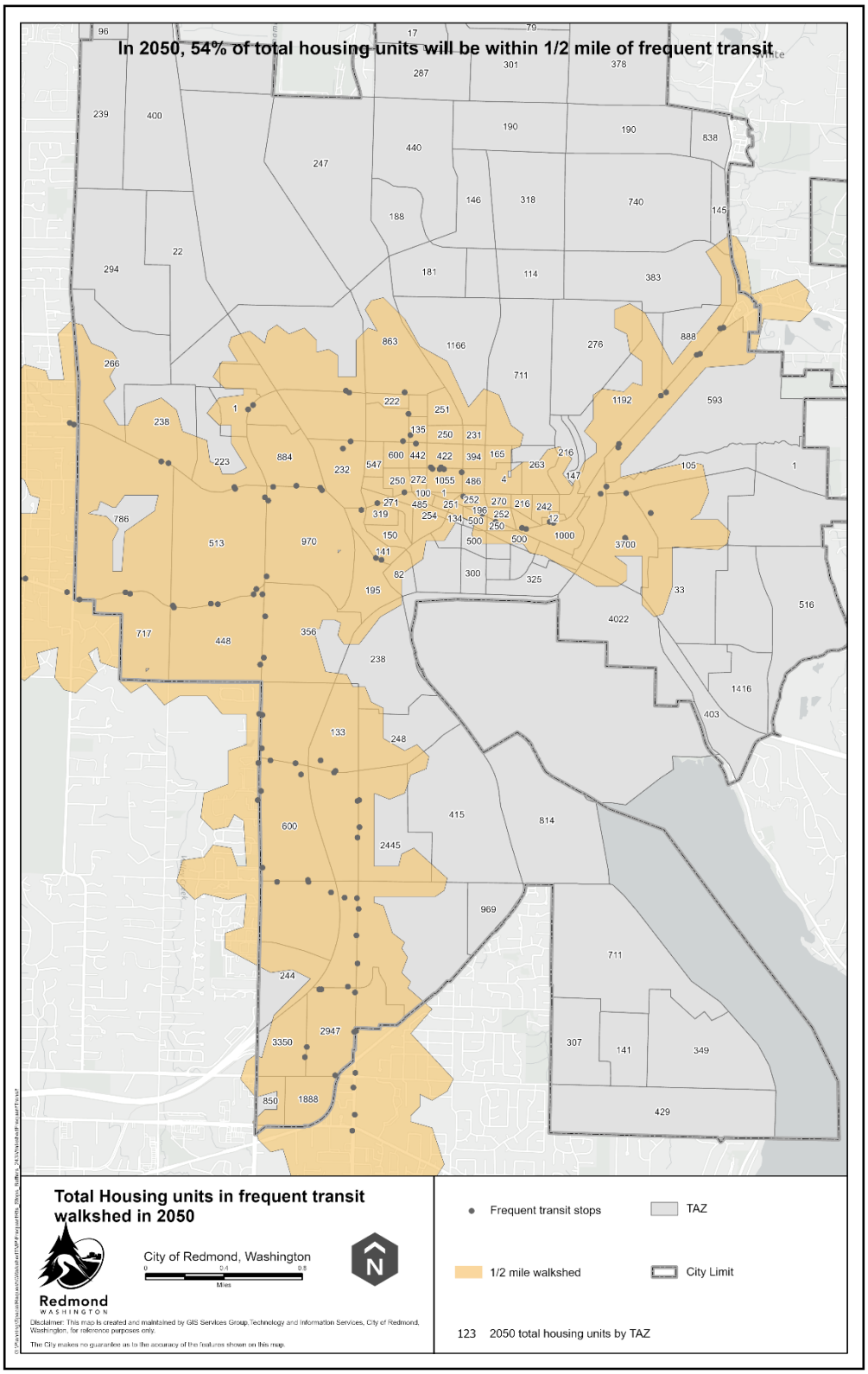


**FIGURE 3 - PROJECTED 2050 HOUSING UNITS WITHIN 0.5-MILE WALKSHED OF FREQUENT TRANSIT**

## Park & Ride Facilities

**TABLE 7– REDMOND PARK & RIDE FACILITY UTILIZATION**

| Park & Ride Facility | Available Parking Spaces | Occupied Parking Spaces | Average Daily Utilization |
|---|---|---|---|
| Redmond Transit Center | 377 | 330 | 88% |
| Bear Creek Park & Ride | 283 | 112 | 40% |
| Redmond Technology Center Garage | 314 | TBD* | TBD* |
| Overlake Park & Ride | 203 | 77 | 38% |
| Marymoor Village Garage | TBD* | TBD* | TBD* |

Source: King County Metro, 2024
*Note: Complete occupancy and utilization data not yet available. Data to be updated when Downtown Redmond Link Extension is operational.

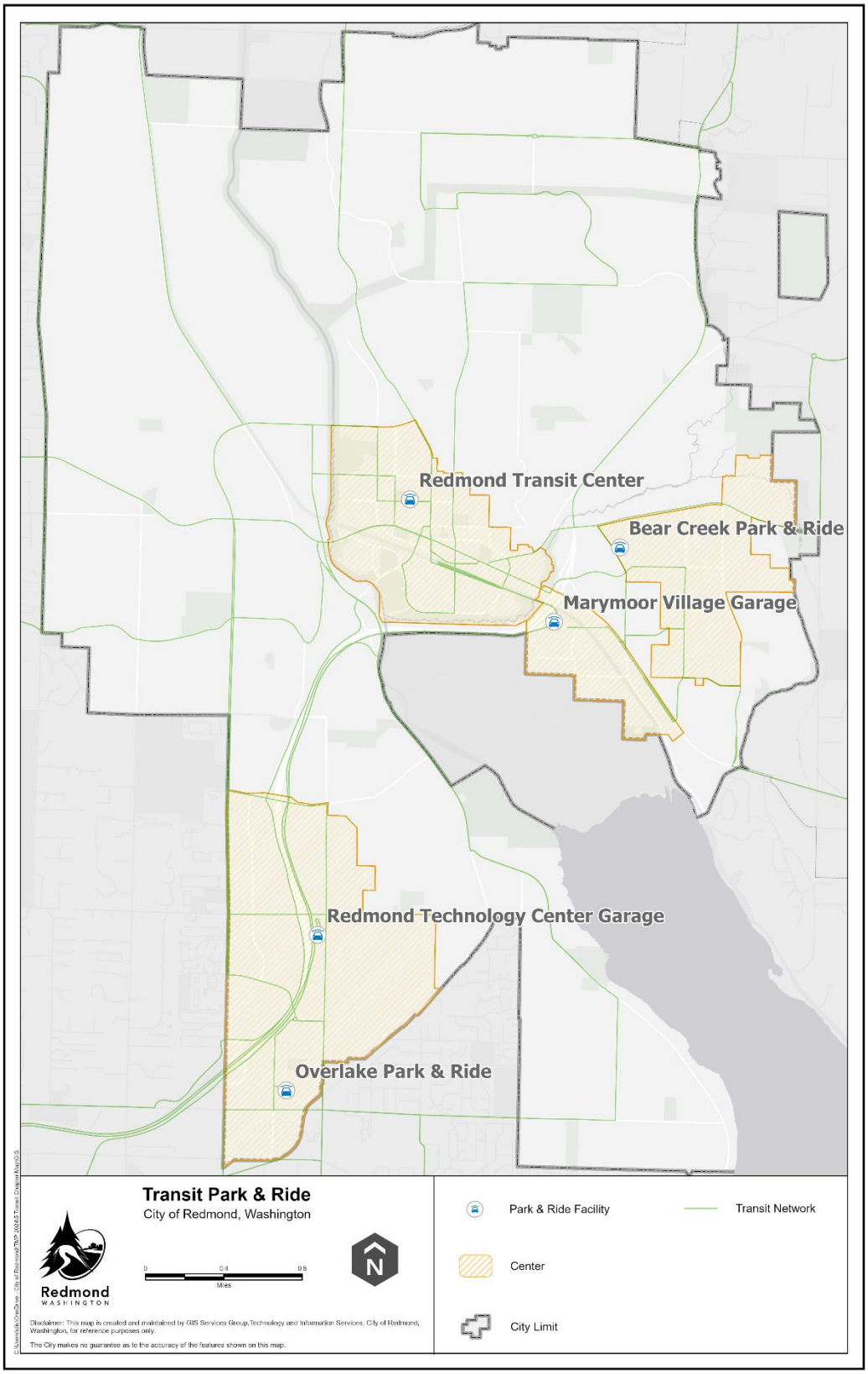


**FIGURE 4 - EXISTING PARK & RIDE LOCATIONS**

# 4. Future Transit Ridership Projections

## Ridership Growth Trends

Throughout the Puget Sound region, transit ridership is expected to grow in the coming years. Based on the Puget Sound Regional Council (PSRC) Regional Transportation Plan (RTP) for 2022-2050, continued growth to the regional transit system and to boardings is expected. By 2050, PSRC anticipates that approximately 36% of all households will live within 0.25 mile of the region's anticipated 2050 high-capacity transit system (up from 9% in 2018) and 59% of households will live within 0.5 mile of high-capacity transit in the region (up from 25% in 2018). Based on a sensitivity test of PSRC's regional travel demand model, implementation of multimodal access improvements (such as improving walk/bike access to transit stations) could result in an approximate 40% increase in transit boardings.

Based on housing and employment growth projections in Redmond 2050, Redmond's growth is anticipated primarily within the city's centers of Downtown, Overlake, and Marymoor. Given the expansion of light rail to Overlake in April 2024 and to Marymoor and Downtown Redmond in May 2025, the city anticipates these centers will draw increased transit, walking, and biking trips.

Significant transit changes are coming to the Eastside in 2025 and 2026 as Sound Transit's 2 Line extends across Lake Washington to Seattle and into downtown Redmond. To prepare for this expansion, Sound Transit and King County Metro developed East Link Connections, a coordinated effort to redesign transit service across the Eastside. This process aims to integrate Metro's updated bus network with the new 2 Line, and improve connections between Seattle, Mercer Island, downtown Bellevue, the Spring District, Overlake, and downtown Redmond. Because these service changes take effect late 2025/early 2026, East Link Connections serves as the foundation for Redmond's Strategic Transit Plan Network described in Strategy 1 below.

East Link Connections introduces two additional frequent service routes[3] to the current transit service in Redmond, enhancing both regional and local connections. Route 269, which currently operates between Redmond and Issaquah, will see increased frequency and be extended to Mercer Island instead of terminating in Issaquah. Route 542, which currently connects Redmond to the University of Washington, will also operate more frequently. Additionally, a new Route 544 (which replaces the existing Route 545) will provide a high-frequency connection between Overlake and South Lake Union.

In addition to these service changes, the existing frequent routes serving Redmond today—including the 245, 250, and RapidRide B-Line—will remain in place.

While these service changes will improve regional and local transit access, the project team's analysis of East Link Connections revealed gaps in service for Redmond's existing population, including:

- Limited route options and less frequent service along Willows Road NE than along other key Redmond modal corridors
- Service gap for residents north of downtown due to limited transit access along Redmond-Woodinville Road NE and infrequent service
- Lack of transit connections to Downtown for residents in Southeast Redmond

[3] Frequent service routes are defined as routes with a headway of 15 minutes or less during peak hours.

- Limited service for areas of Overlake and Idylwood

In the interim time period before King County Metro updates their Long Range Transit Plan, Metro Connects, the City of Redmond can continue to identify transit enhancements that will improve multimodal connectivity. Strategy 3 and Strategy 6 below discuss Mobility Hubs and flexible transit options that can bring transit connectivity outside of traditional fixed-route transit. Additionally, the Bicycle Strategy presented in Chapter 5 of this plan outlines methods for promoting nonmotorized mobility in Redmond.

## 5. Strategies and Actions

### Strategy 1: Establish a Strategic Transit Plan Network that Complements Redmond's Growth Vision in Redmond 2050.

- Supports Redmond 2050 FW-TR-3: Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system
- Supports Redmond 2050 TR-18: Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.

The Strategic Transit Plan Network builds on the East Link Connections to establish priorities for future transit improvements, ensuring alignment with other modal networks and Redmond's long-term growth vision. The East Link Connections network was analyzed to determine how well it serves Redmond's current population and how it will accommodate future growth. With transit propensity mapping, census data, and Redmond 2050 land use projections, key service gaps were highlighted that could limit access to frequent and reliable transit.

Additionally, the project team reviewed King County Metro's Long Range Transit Plan, Metro Connects, to identify additional bus routes, service areas, and connections that could further enhance transit access. While Metro Connects is the current vision for transit service over the next 30 years, the plan will be updated in 2026. This Strategic Transit Plan identifies Redmond's vision for future transit service, which the City will use to communicate their priorities during the forthcoming Metro Connects update.

In addition to evaluating how the East Link Connections network will serve Redmond's existing population, analysis of projected household and job growth in Redmond was used to assess future transit access. While most of the projected growth is expected to occur within 0.25 miles of a bus stop or 0.5 miles of a Link station in the East Link Connections network, key service gaps remain:

- Service gap for expected residential and job growth adjacent to Bel-Red Road and NE 40th Street[4]
- Limited transit connections to Link stations for growth along Willows Road NE

The Strategic Transit Plan network shown below identifies the need for the following priorities, detailed in the remaining Strategies of this chapter:

- **Increased service frequency** – Aiming for all routes to operate at least every 15-20 minutes.
- **Stronger connections** – Enhancing transit links between Education Hill, Willows Road NE/NE 90th Street, downtown Redmond, and regional destinations like Woodinville and Totem Lake.

[4] The Microsoft Campus is primarily served by an internal shuttle program rather than public transit.

- **Metro Flex service** – Continuing to prioritize on-demand service in areas where fixed-route transit is not feasible or practical.

In addition to the proposed expansion of the Metro Flex service area, the Strategic Transit Plan builds upon the East Link Connections network by adding two new frequent routes. The first, Route 2518 from Metro Connects, would enhance regional connectivity between downtown Redmond and Edmonds, serving Totem Lake, Woodinville, Bothell, Lake Forest Park, and Mountlake Terrace while also improving transit access along the Willows Road NE corridor to support anticipated job growth. This route would replace the relatively infrequent Route 930. The second proposed route would connect downtown Redmond to Kenmore via Education Hill. Expanding transit options to this neighborhood.

Beyond adding these routes, the city advocates for more frequent service to advance the city's goal of 15-20-minute frequency on all routes serving Redmond. The remaining East Link Connections routes align with the city's identified transit needs and are therefore incorporated into the Strategic Transit Plan Network. The Strategic Plan Network is shown in Figure 5 below.

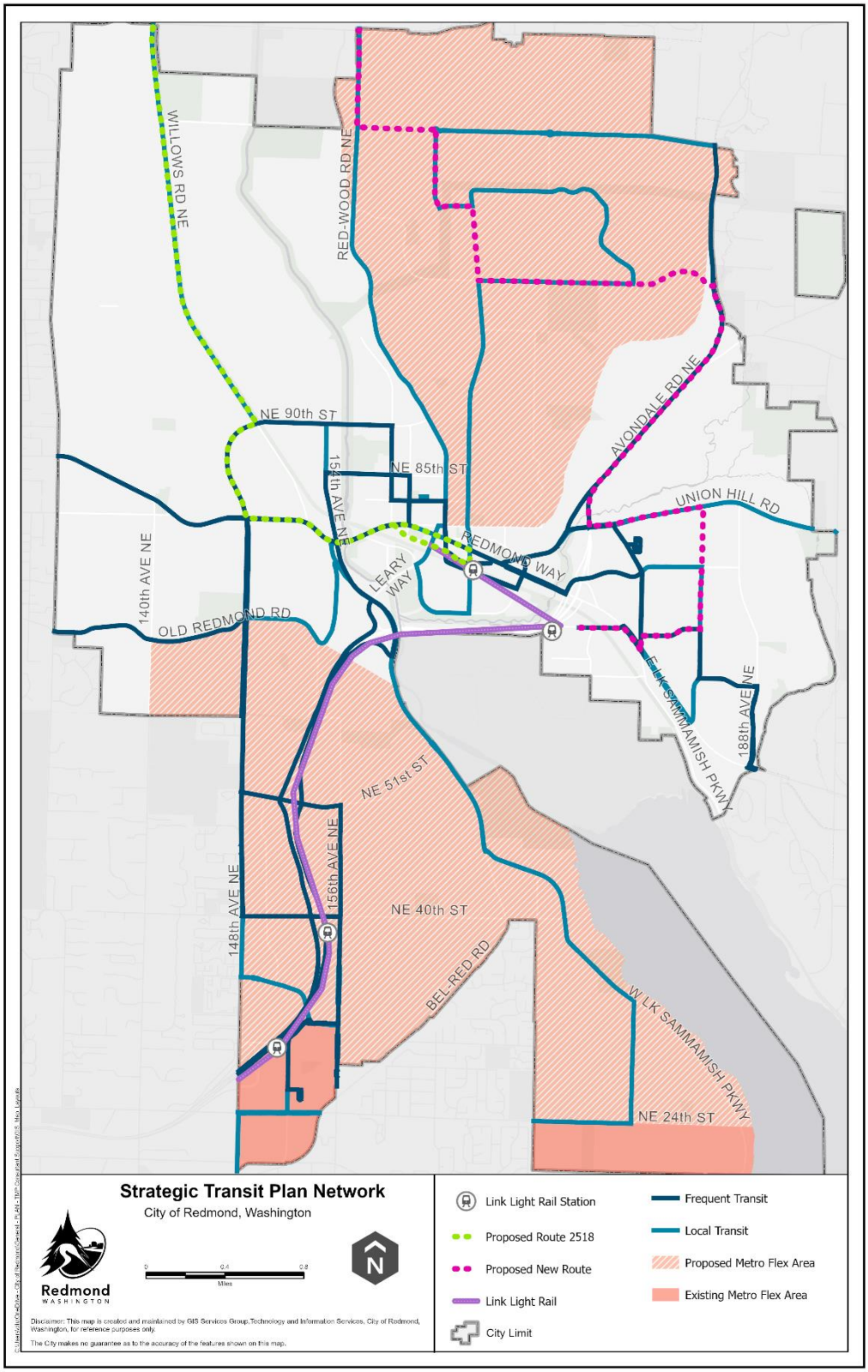


**FIGURE 5 - STRATEGIC TRANSIT PLAN NETWORK**

**Recommended Actions**

- Action 1A: Advocate to King County Metro for better service frequency on Redmond transit routes, especially focusing on local routes.
- Action 1B: Collaborate with neighboring jurisdictions (such as Bellevue, Kirkland, Woodinville, and Sammamish) to align transit priorities and communicate these priorities to King County Metro in a unified manner.

### Strategy 2: Promote seamless connections to light rail and bus networks

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

Redmond 2050 includes the goal to create a citywide transportation system that is designed for people. This includes enabling affordable and sustainable mobility options. By organizing around light rail and promoting transit accessibility, Redmond's transit network aspires to seamlessly connect community members from all Redmond neighborhoods to light rail.

**Recommended Actions**

- Action 2A: Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bikeshed of frequent transit stops.
- Action 2B: Establish regular coordination meetings between agency staff from Sound Transit, King County Metro, and the City of Redmond to discuss mobility needs
- Action 2C: Work with Sound Transit to establish designated micromobility parking zones at all light rail stations in Redmond

### Strategy 3: Establish Mobility Hubs that promote multimodal first/last mile connections and enhance micromobility usage

- Supports Redmond 2050 TR-19: Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.
- Supports Redmond 2050 TR-21: Use transit to support equitable, inclusive, sustainable, and resilient transit-oriented communities, especially in Downtown, Overlake, and Marymoor Village.

Mobility Hubs are established and designated locations that bring together many types of transportation modes or services to promote alternative modes to driving alone. For example, a Mobility Hub could include any of the following:

- **Bicycle options**: Long-term and short-term bicycle parking and storage; connection to separated bicycle lanes or multiuse trails
- **Transit options**: Fixed route or flexible transit service.
- **Shared mobility options**: Micromobility designated parking; shared e-bikes or e-scooters available; carshare parking; or designated rideshare pick-up and drop-off zones
- **Vehicle options:** Passenger pick-up/drop-off; Community Van parking

- **Amenities:** Benches or street furniture; restrooms; water fountains; options for buying a snack or beverage; free Wi-Fi. The level of amenity would depend on scale and level of service of available transportation options.

Mobility Hubs can have a regional transportation focus, or can focus on neighborhood connections, as shown in the Figure 6 below:

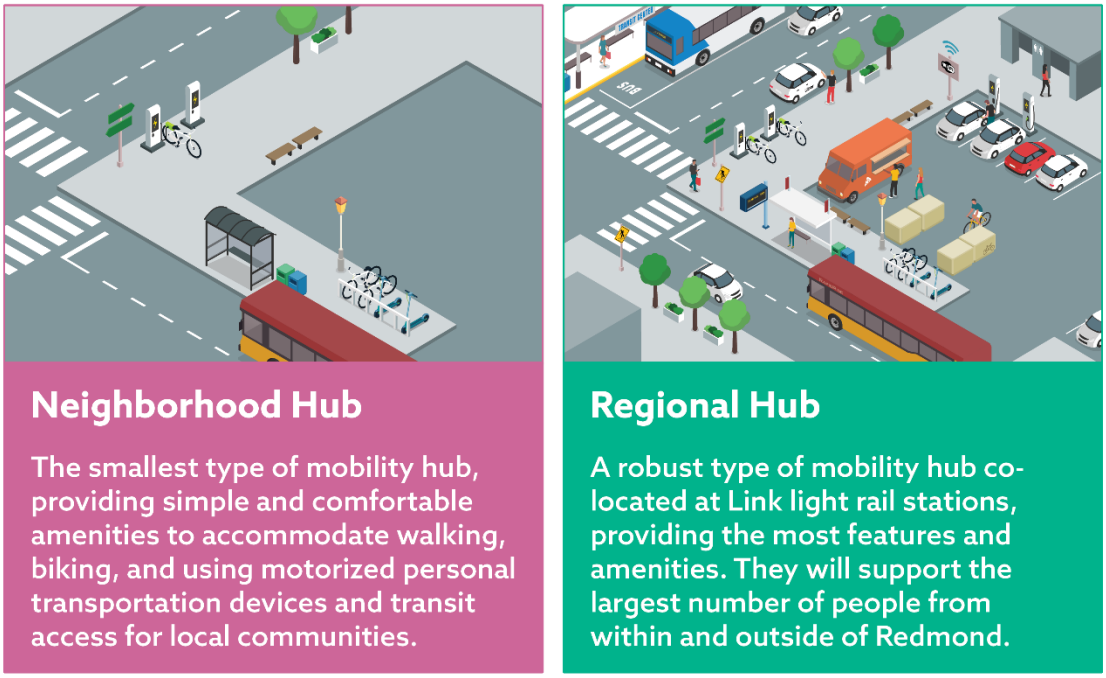


**FIGURE 6 - MOBILITY HUB TYPES**

Table 8 includes a comparison of mobility hub attributes.

**TABLE 8– REDMOND MOBILITY HUB COMPARISON**

| Mobility Hub Element | Regional Mobility Hub | Neighborhood Mobility Hub |
|---|---|---|
| **Primary Objective** | Facilitate connections to employment and recreation within Redmond and in surrounding cities for those living in, working in, and visiting Redmond | Facilitate residential connections to surrounding Redmond neighborhoods and to centers |
| **Potential Location Type** | Light rail stations, transit centers, and park & rides within Redmond's centers | Residential neighborhoods, shopping centers, schools, or other neighborhood destinations outside of Redmond's centers |
| **Example Locations to Consider** | Overlake Village Station, Redmond Technology Station, Downtown Redmond Station, Marymoor Village Station | Redmond Transit Center, Bear Creek Park & Ride, Avondale Road PCC shopping center, Hartman Park, NE 76th Street Fred Meyer or Target shopping centers, Grass Lawn Park |
| **Target Trip Types** | Regional and Local Trips | Local Trips |

Establishing designated Regional and Neighborhood Mobility Hubs in Redmond will provide connections between Redmond's transportation networks and facilitate pedestrian and bicycle connections, in addition to encouraging transit use. Redmond's light rail stations currently serve as Regional Mobility Hubs in practice, and undertaking the following strategies will establish the title of Regional Mobility Hub and continue to prioritize these locations for multimodal connectivity.

### Recommended Actions

- Action 3A: Establish at least one Regional Transit Mobility Hub in each of Redmond's centers, including every light rail station
- Action 3B: Develop a process for identifying and prioritizing Neighborhood Mobility Hub locations
- Action 3C: Establish Neighborhood Mobility Hubs in every Redmond neighborhood that does not include a light rail station

### Strategy 4: Promote transit stop facility comfort and safety

- Supports Redmond 2050 TR-20: Work with transit providers and community members to address:
  - Placement of shelters and lighting at bus stops, including accessibility for people using mobility assistance devices; and
  - Student access to and from school and school-related activities.

The safety and comfort of transit users are critical for a successful transit network. Transit riders should feel that a transit system is an easy and intuitive transportation option. If the transit system offers convenient, safe, clean, and comfortable facilities at bus stops and onboard transit vehicles, then community members are more likely to use it. Dignity should be at the core of the transit experience in Redmond, meaning transit users should feel like their safety, comfort, and convenience matters and has been considered in the way that transit stops are designed and the amenities they provide.

Many of Redmond's bus stops are not ADA-compliant, and do not include a shelter, bench, or other street furniture. The City will work with Metro to bring more comfortable and accessible bus stop facilities to Redmond to create a more dignified transit experience and encourage more transit use.

Redmond requested community feedback on transit access via an online questionnaire in early 2025, ahead of the Downtown Redmond Link Extension opening on May 10, 2025. The questionnaire focused on how community members choose to access transit and what current barriers to transit ridership exist in Redmond. The questionnaire received 261 responses.

**Community Feedback**

Redmond community members weighed in on how they feel about the city's current transit network:

- "I'm thrilled with all of the transit options available from Redmond Transit Center, would appreciate more frequent buses and safety checks at night so I can go to events downtown."
- "Metro Flex, please! Education Hill is a tough area for us in terms of transit. The one-way loop makes getting to downtown difficult. Ed Hill to RSCC is a 7-minute drive, a 33-minute walk, and a 33-minute bus ride. Why would I choose the bus?"
- "I would ride transit/bus to Seattle more frequently if my local bus stop was more frequent instead of 30-minute gaps. AND ran later in the night after events. Currently I drive a mile and park at the transit [Park & Ride]."
- "Cannot wait for the light rail to begin"

Of the 261 respondents, 63% ride bus transit and 79% ride light rail transit in Redmond, with the majority riding transit between a few times per week and a few times per month. Of those taking transit, work, social events, and errands are popular destinations. In addition, approximately 30% indicated that they utilize bus service to access regional transit networks such as Link Light Rail service.

The questionnaire responses indicated that the most impactful barriers to transit ridership in Redmond are frequency of bus service, prevalence of bus stops within walking distance to riders' origins and destinations, and improved lighting or weather protection at bus stop facilities.

#### Recommended Actions

- Action 4A: Establish a city capital program that allows the city to easily partner with King County Metro on bus stop facility improvements

## Strategy 5: Encourage education of transit options and ease of information on transit use

- Supports Redmond 2050 TR-22: Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments. Consider opportunities for public arts and culture amenities in these areas.
- Supports Redmond 2050 TR 11: Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

Encouraging transit ridership also involves improving access to information and awareness about Redmond's transit system. If community members can easily access resources that clearly explain their transit travel options, then transit ridership will become more readily available and accessible. The Transportation Demand Management (TDM) chapter (Chapter 10) of the Transportation Master Plan expands upon this concept with strategies that will reduce drive-alone trips in Redmond and encourage transit use. These TDM strategies will improve awareness of transit in Redmond and improve accessibility to transit.

### Recommended Actions

- Action 5A: Manage and update GoRedmond resources to ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers.
- Action 5B: Educate and emphasize the options and benefits of existing and planned public transit service through the City of Redmond transportation demand management program and partnerships with local organizations.

## Strategy 6: Bring more flexible transit service to Redmond

- Supports Redmond 2050 TR-19: Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

Flexible transit programs offer additional sustainable mobility options to access transit for those living in areas that are not as well-served by frequent or local bus and light rail routes. King County Metro has four flexible transit programs, including:

**DART (Dial-A-Ride Transit):** Fixed-route service operated under contract with Hopelink; can go off-route to pick up and drop off passengers within a defined service area. Uses a smaller transit vehicle that is equipped for wheelchairs and bicycles. Requests for rides taken on first-come first-serve basis via online form up to 30 days in advance, at least 2-hours before pick-up time.

**Community Van:** Program providing a van for pre-scheduled trips. Rides must have at least 2 riders and must be matched with a volunteer driver. Rides must be scheduled at least 2 days in advance. Redmond's Community Van program in partnership with Hopelink includes 2 vans stationed in the city and is looking to expand to 3 vans total.

**Vanpool and Vanshare:** Vanpool joins 5 or more commuters who share a similar route and schedule and provides a van for a *direct route* commute in areas where fixed-route options are not available. Vanshare connects commuters with similar routes and schedules to split driving and connects to *another mode* of public transportation.

**Metro Flex:** An on-demand transit service providing rides within multiple King County neighborhoods. Service is currently limited to service areas in Juanita, Kent, Othello, Rainier Beach/Skyway, Renton Highlands, Tukwila, Issaquah, and Sammamish. Rides must start and end within the service area. This service provides another option for people to connect to transit and other points of interest in areas that are difficult to serve with traditional fixed route bus service.

As a part of the East Link Connections network, King County Metro is proposing a two-year pilot Metro Flex service area that covers the southeast area of Overlake and northeast Bellevue.
Based on the expected future growth along Bel-Red Road and NE 40th Street east of SR 520, and 148th Avenue NE west of SR 520, this plan proposes expanding the Metro Flex service area (as shown in the Redmond Strategic Plan Network – see Strategy 1) to provide transit access to these growing communities. Note also that these areas are identified as "Highest Equity Priority Areas" by King County Metro as part of the East Link Connections project.

Education Hill is another area of the city with high demand for better transit service; the East Link Connections includes just one non-frequent fixed bus route to serve the neighborhood. This area is expected to grow quickly with new middle housing and mixed-use developments. Redmond has applied for a Regional Mobility Grant to provide on-demand shuttle service to a portion of this neighborhood, and if the program is successful, it could be a candidate area for Metro Flex operations in the future. The Redmond Strategic Transit Plan Network (see Strategy 1) shows the proposed service area for future Metro Flex service, covering Education Hill and parts of the North Redmond neighborhood.

**Recommended Actions**

- Action 6A: Promote participation in Redmond's existing flexible transit programs, including Community Van, Vanpool, Paratransit, and Metro Flex. Continue to work with Metro and Hopelink to spread Community Van program awareness and encourage participation in the volunteer driver program.
- Action 6B: Advocate for expansion of Metro Flex to Redmond neighborhoods outside of the Overlake service area with fewer connections to frequent transit routes. Prioritized neighborhoods for future Metro Flex include Education Hill, Rose Hill/Willows, and Idylwood (as shown on the Strategic Transit Plan Network in Strategy 1)

## Strategy 7: Identify and prioritize transit-supportive capital projects

- Supports Redmond 2050 TR 14: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.
- Supports Redmond 2050 TR-51: Ensure that all transportation planning and investment decisions:
  - Support the preferred land use pattern contained in the Land Use Element
  - Advance equity and inclusion, sustainability, resiliency, and safety
  - Advance the strategies of organizing around light rail, maintaining transportation infrastructure, improving travel choices and mobility, and enhancing freight and service mobility; and
  - Leverage funding

Although Metro and Sound Transit determine the ultimate transit service networks in Redmond, the City of Redmond can influence bus operations through the design of local streets and transit access through the design of the transportation network around bus stops, especially pedestrian and bicycle connections. A

transit-supportive local transportation network holds equal importance to transit service in determining the quality of transit mobility. The purpose of this strategy is to identify capital projects with the potential to benefit the speed, reliability, and accessibility of Redmond's transit system.

**Transit speed**, meaning the average travel time between two given points, determines whether a route is time-competitive with other modes of travel including driving. A transit route that offers time savings over driving has obvious benefits, especially for riders who have the option of selecting other modes.

**Reliability** is another important factor that includes the consistency of trip lengths on a given route. A common symptom of low reliability is bus bunching, in which some of the buses fall behind in their schedule (usually due to congestion), to the point of overlapping with later trips. This can leave passengers waiting for extended periods of time for a bus. Chronic unreliability forces riders to build extra time into their trip to compensate, decreasing the attractiveness of transit. Eventually riders may shift to other, more reliable forms of transportation. It also consumes more financial resources from the transit agency by forcing them to run additional trips in response. Service that is unreliable is more expensive to operate and provides a lower quality of service to the customer. Nationally as congestion increases and there is more demand on our roadways, communities that do not invest in speed and reliability fall behind. To achieve Redmond's transportation vision, it is important to get ahead of this trend and make the prudent, forward-thinking investments to ensure that our transit service gets better, faster, and more reliable over time.

Congestion analysis was conducted to identify where frequent transit routes may encounter significant vehicle congestion and assessed how all routes access light rail stations, a key component of Redmond's future transit network. The analysis revealed likely candidates for transit speed and reliability improvements.

Table 9 summarizes planned and potential transit supportive capital projects in Redmond. The potential projects listed that are not currently included in a Redmond planning document will be evaluated for inclusion in the Transportation Facilities Plan (TFP) or existing Capital Improvement Program project. In addition to these recommended projects, Redmond should continue to collaborate with King County Metro and Sound Transit to monitor transit speed and reliability and identify additional improvements as needed after the East Link Connections network is implemented.

**TABLE 9– POTENTIAL REDMOND TRANSIT-SUPPORTIVE PROJECTS**

| Project ID | Project | Description | Transit-Supportive Component | Already identified on City planning effort? |
|---|---|---|---|---|
| 1 | Willows Road Widening | Widen Willows Road from NE 116th St to NE 124th St. Improvements include 2 through lanes in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, transit amenities, streetlights, storm drainage, underground power, right-of-way and easement acquisition. | Transit amenities, possible queue jump or transit-only lane | 2024-2050 TFP #156 |

| Project ID | Project | Description | Transit-Supportive Component | Already identified on City planning effort? |
|---|---|---|---|---|
| 2 | 150th Ave NE/NE 51st Street Traffic Signal | Add north leg (on private property) to intersection of 150th Avenue NE and NE 51st Street and signalize this intersection. North leg improvements include two southbound left-turn lanes, one through lane in each direction, bike lanes, sidewalks, transit amenities, streetlights, utilities, and stormwater drainage. Relocate eastbound transit stop to far side of new intersection. | Transit stop amenities, possible transit signal phasing | 2025-2030 TIP #S47 |
| 3 | Adaptive Signal System – Overlake | Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals throughout Overlake. | Transit signal phasing | 2025-2030 TIP #S62 |
| 4 | Adaptive Signal System – Southeast Redmond | Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals in Southeast Redmond and on Avondale Road. | Transit signal phasing | 2025-2030 TIP #S63 |
| 5 | Adaptive Signal System – Neighborhood Arterials | Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. | Transit signal phasing | 2025-2030 TIP #S65 |
| 6 | NE 70th Street/Redmond Way intersection | Consider building out the westbound approach of the NE 70th Street/Redmond Way intersection for general purpose traffic with turn restrictions that would limit left turns, or for transit traffic only. Building out this intersection approach provides a more reliable and less circuitous route for buses to access Marymoor Village station instead of navigating through the Redmond Way/180th Avenue NE intersection | Transit-only lane and transit signal phasing | - |
| 7 | 156th Avenue NE between NE 36th Street and NE 40th Street | Evaluate if the B Line is delayed trying to merge from the northbound curb lane on 156th Avenue NE to the northbound left turn lanes at NE 40th Street/156th Avenue NE. Consider a queue jump or transit only left turn lane at the NE 40th Street/156th Avenue NE intersection if congestion is an issue. This lane could also be utilized by private shuttles, if there is adequate capacity. | Transit only-lane and transit signal phasing | - |
| 8 | SR 520 Restriping | Restripe SR 520 in the northbound/eastbound direction at the NE 40th Street exist to add a peak-only hard shoulder for northbound transit. Would require coordination and partnership with WSDOT. | Transit-only lane | - |

| Project ID | Project | Description | Transit-Supportive Component | Already identified on City planning effort? |
|---|---|---|---|---|
| 9 | Redmond Way between 168th Avenue NE and 164th Avenue NE | Consider implementing additional transit Intelligent Transportation System (ITS) strategies for the section of 164th Avenue NE between Cleveland Street and Redmond Way, such as transit green time extension. To accommodate the heavy southbound left bus turning movement at 164th Avenue NE/Cleveland Street, consider extending the southbound left turn pocket for additional storage, or extending the turn pocket by removing the northbound left turn at 164th Avenue NE/Redmond Way. Eliminating the northbound left turn may help to eliminate some general-purpose vehicle conflict with buses traveling northbound through. | Transit signal phasing | Some components included in East Link Connections Network efforts |
| 10 | 164th Avenue NE/NE 83rd Street intersection | After the East Link Restructure is implemented, evaluate if any improvements are needed for transit speed and reliability at the intersection of NE 83rd Street/164th Avenue NE. This intersection serves multiple high frequency bus routes traveling northbound left/through, and westbound right. | Transit only lane and/or transit signal phasing | - |
| 11 | 148th Avenue NE between Old Redmond Road and NE 40th Street | After the East Link Restructure is implemented, evaluate transit speed and reliability along the corridor and consider bus queue jumps at intersections. | Transit signal phasing | - |
| 12 | Avondale Road between Avondale Way and NE Novelty Hill Road | If the street is reconstructed or modified, consider adding queue jump lanes at signalized intersections. | Transit only lane and/or transit signal phasing | - |
| 13 | Willows Road between NE 90th Street and NE 124th Street | In conjunction with the Willows Road Widening project (see line 4), add northbound bus only or HOV only lane, replacing one general purpose lane south of 9900 Block and replacing bike lanes from 9900 Block to 124th Street following completion of the Redmond Central Connector trail. | Transit only lane | Expands upon 2024-2050 TFP #156 |

### Recommended Actions

- Action 7A: Partner with Metro and Sound Transit to identify transit-supportive capital projects that can be incorporated into Redmond's capital planning processes
- Action 7B: Consider transit improvements when planning capital projects with roadway repaving or redesign
- Action 7C: Prioritize implementation of transit signal phasing and/or queue jumps within Redmond's centers

## Strategy 8: Create regular coordination between private transit operators and agencies in Redmond

- Supports Redmond 2050 TR-19: Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

In addition to the public transit agencies operating in Redmond (Sound Transit and King County Metro), some of Redmond's major employers also operate their own private transit shuttles. These private transit operators offer shuttles for employees commuting to and from large technology industry campuses in Redmond. With more knowledge about private employer shuttle ridership, the City of Redmond can better understand the full scope of transit usage in the city.

### Recommended Actions

- Action 8A: Track private employer shuttle ridership data via Commute Trip Reduction program participation to better understand private transit shuttle operations and tailor the City's transportation demand management efforts.
- Action 8B: Establish metrics such as origin-destination data to track private transit shuttle usage on a regular basis

## Strategy 9: Maintain consistency with King County Metro and Sound Transit policies to align Redmond's vision with the regional transit landscape

- Supports Redmond 2050 FW-TR-5: Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.

Continuity in policy and planning efforts across agencies will help bring Redmond's transit goals to reality in a more efficient manner. Redmond's efforts should align with King County Metro's and Sound Transit's long range planning efforts including Metro Connects, the Metro Service Guidelines, the Metro Strategic Plan, the Sound Transit Regional Transit Long-Range Plan, and the Sound Transit Development Plan 2024-2029. Redmond should also have a strategic approach to influencing Metro's and Sound Transit's long-range plans so that they align with the city's objectives. Redmond already incorporates many of Metro's policies for transit planning, including:

- Prioritizing improvements for people to walk/bike/roll safely to connect to transit service within half-mile walkshed and 3-mile bikeshed of frequent transit
- Including Transportation Demand Management strategies that support transit use (see Chapter 10 for TDM strategies)
- Planning for increased density within a quarter mile of frequent transit service, such as RapidRide or Link light rail
- Including a mix of residential, commercial, and institutional land uses within a quarter mile of transit service
- Including housing policies for reductions in parking requirements and zoning flexibility to increase density within one-quarter mile of RapidRide and frequent transit
- Including housing policies for anti-displacement including incentives for affordable housing development near transit

Metro recommends additional transit planning policies that the City of Redmond does not yet actively incorporate into the city's processes, as shown in the Recommended Actions below.

**Recommended Actions**

- Action 9A: Prioritize transit speed & reliability in project prioritization process (see Strategy 7)
- Action 9B: Consider curb management and parking strategies that remove or reduce parking near transit stops to facilitate bus operations in future parking management implementation work and as part of the Curbspace Management Plan
- Action 9C: Accommodate bus layover to support growth in fixed route transit service
- Action 9D: Consider implementing electric charging infrastructure that could be utilized by an electrified bus fleet (see Chapter 11 for E-Mobility strategies)

# Street System Plan Chapter DRAFT – April 29, 2025

*TMP Update*

# STREET SYSTEM PLAN

## 1. Introduction

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

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

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

### Advancing Redmond 2050 Guiding Principles

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

| | |
|---|---|
| Resilience | •**Maintain the street network in a state of good repair to support the mobility and access needs of all modes. Use advanced technology to improve the operations and efficiency of the multimodal transportation system.** (TR-5, TR-9 and TR-26)<br>•Strategies supporting the Guiding Principle of Resilience include: Strategy 5, Strategy 6, Strategy 7 |
| Equity & Inclusion | •**Prioritize investments that enhance the safety and access of pedestrians, bicyclists, and transit users.** 4 (TR-2, TR-15, TR-16, and TR-17)<br>•Strategies supporting the Guiding Principle of Equity and Inclusion include: Strategy 1, Strategy 2,and Strategy |
| Sustainabiltiy | •**Implement modal corridors to help the city achieve a greenhouse gas emissions reduction of 71 percent by 2050 and strategies that improve surface and groundwater runoff and provide other environmental benefits.** (TR-25, TR-38, and TR-39)<br>•Strategies supporting the Guiding Principle of Sustainability include: Strategy 3, Strategy 8, and Strategy 9 |

## 2. An Integrated "Complete Streets" Approach

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

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

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

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

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

## 3. Overview of Redmond's Street System and Assets

Elements of the street system are classified by the character of service they provide for planning, design, construction, and operational purposes. The system recognizes that most travel involves movement through a network of streets and each piece of the network exists to provide a combination of mobility and

land use access. For example, a principal arterial is more focused on providing through movement mobility than it is direct access to adjacent land uses. On the other end of the spectrum, a local access street provides direct access to many individual land uses.

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

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

### Freeway

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

### Principal Arterial

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

### Minor Arterial

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

### Collector Arterial

A collector arterial receives traffic from connector streets and local streets and provides access to principal and minor arterials. Collector arterials are generally not intended to serve regional trips and generally do not provide route continuity for more than a mile or two. These roadways are generally contained entirely within the city and connect neighborhoods with each other, terminating only at principal arterials, minor arterials, or other collector arterials. Like minor arterials, adjacent land uses may include residential property, schools, public parks, retail and commercial uses, or public institutions.

## Connector Streets

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

## Local Access Streets

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

## Shared Streets

Shared streets are slow-speed streets shared by pedestrians, cyclists, and vehicles. In a shared street, every user yields to any more vulnerable user. Pedestrians may use the full width of the street within an area defined as a shared street. Drivers within a shared street may not drive faster than a walking pace, making allowance for the possible presence of pedestrians, including children at play, unmarked objects, and an irregular roadway alignment.

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

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

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

**TABLE 1 – SUMMARY OF STREET FUNCTIONAL CLASSIFICATIONS ATTRIBUTES**

| Transportation Mode | Typical Trip Type Served |
|---|---|

| Functional Classification | **Vehicle** | **Transit** | **Bicycle** | **Pedestrian** | Traffic Calming/ Speed Mgmt | On-Street Parking | **Regional** | **Citywide/ Local** | **Neighbor-hood** |
|---|---|---|---|---|---|---|---|---|---|
| **Freeway** | ✓ | ✓ | | | | | ✓ | ✓ | |
| **Principal Arterial** | ✓ | ✓ | ◐ | ✓ | ◐ | | ✓ | ✓ | |
| **Minor Arterial** | ✓ | ◐ | ◐ | ✓ | ◐ | ◐ | | ✓ | ✓ |
| **Collector Street** | ✓ | ◐ | ◐ | ✓ | ✓ | ◐ | | ✓ | ✓ |
| **Connector Street** | ✓ | ◐ | ◐ | ✓ | ✓ | ◐ | | ✓ | ✓ |
| **Local Access Street** | ✓ | | ◐ | ✓ | ✓ | ✓ | | | ✓ |
| **Shared Street** | ✓ | | ◐ | ✓ | ✓ | ✓ | | | ✓ |

Key: ✓ Prevalent; ◐ Common/Possible

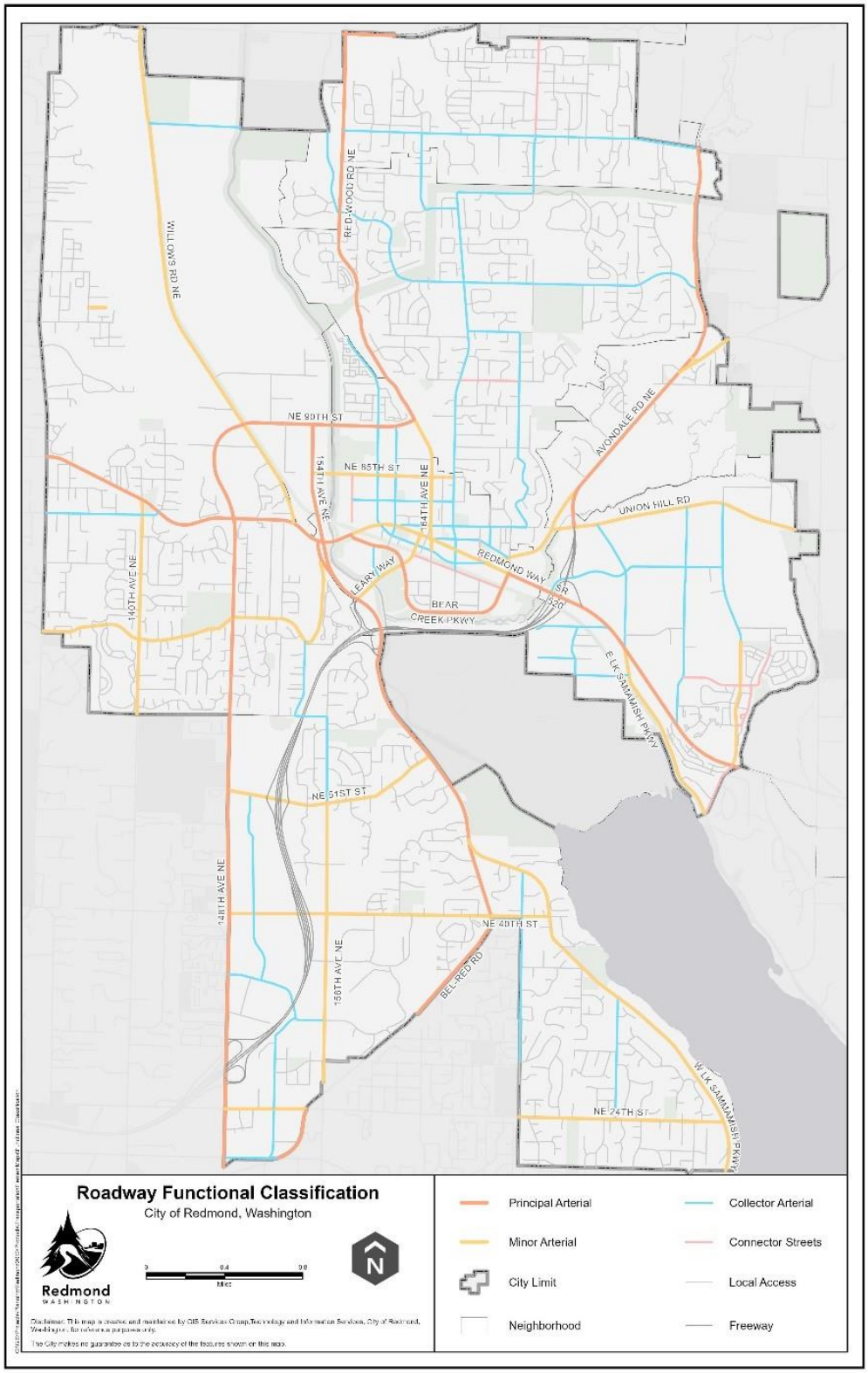


**FIGURE 1: REDMOND ROADWAY FUNCTIONAL CLASSIFICATION**

## Redmond's Transportation Assets

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

**TABLE 2 – REDMOND TRANSPORTATION ASSETS – EXISTING CONDITIONS**

| Transportation Asset | Quantity |
|---|---|
| **Lane Miles of Roadway** | 366 |
| **Sidewalk Miles** | 230 |
| **Bridges** | 20 |
| **Traffic Signals** | 112 |
| **City-owned Streetlights** | 2,049 |
| **Street Signs** | 9,275 |

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

## Multimodal Level of Service

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

[insert people-moving capacity by travel mode graphic here]

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

Redmond's MMLOS standard for transportation concurrency is rooted in the City's multimodal Transportation Facilities Plan (TFP) (see Appendix X). The TFP is prepared in conjunction with the

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

### System Performance

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

## Safety

Everyone traveling in Redmond should be able to get to their destination safely regardless of where they live or how they chose to travel. As shown in Figure 2 , the number of vehicle crashes, including serious and fatal crashes, involving bicyclists and pedestrians have generally declined over the past 10 years. Figure 3 also shows a similar downward trend for vehicle-only crashes.

As Redmond develops and creates a transportation system that invites more people to walk, bike, roll, and take transit it must also take proactive steps to ensure that conflicts between all road users are minimized and the city meets its goal for eliminating all serious injury and fatal crashes by 2050. Redmond's *Safer Streets Action Plan* is framed around the Safe System approach and identifies specific actions centered on safe street design, safe speeds, safe vehicles, safe road users, land use, and post-crash care. Strategies and actions in the Transportation Master Plan are also aligned with the Safe System approach.

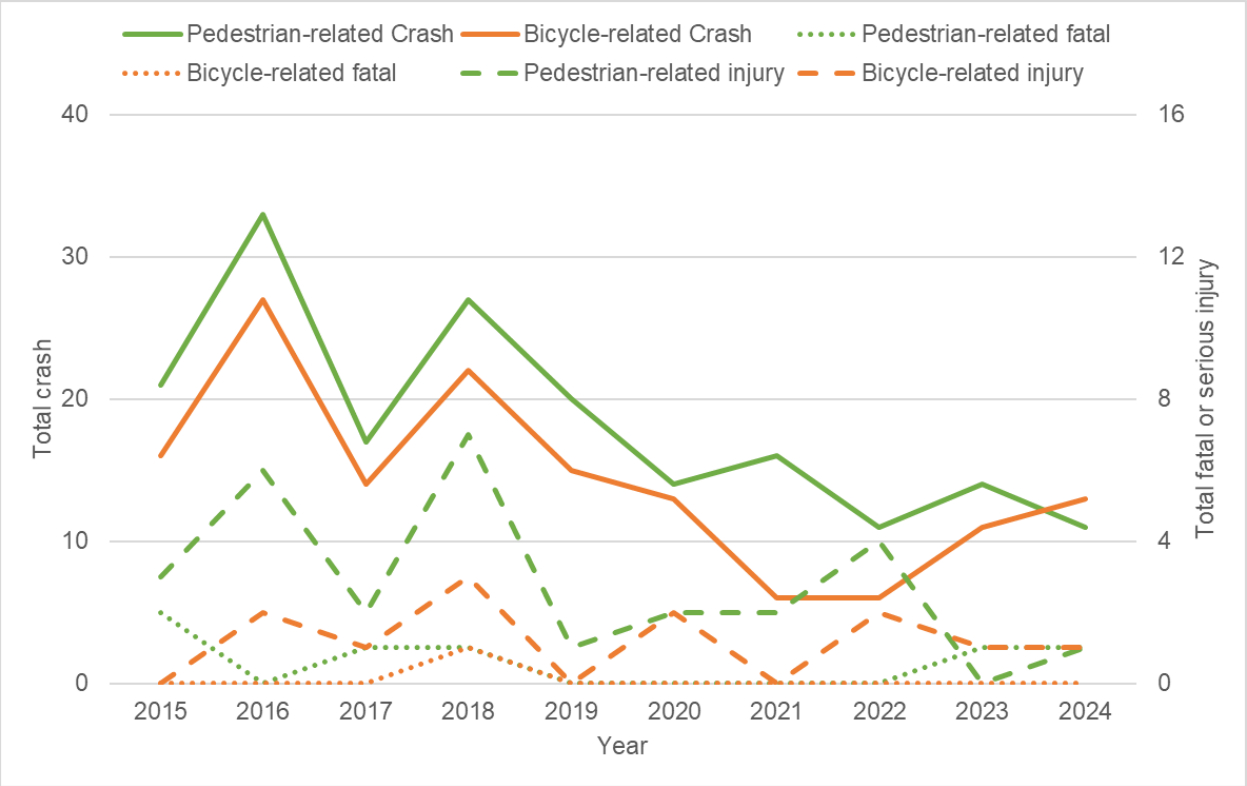


**FIGURE 2: BICYCLE AND PEDESTRIAN SERIOUS AND FATAL CRASHES (2015-2024)**

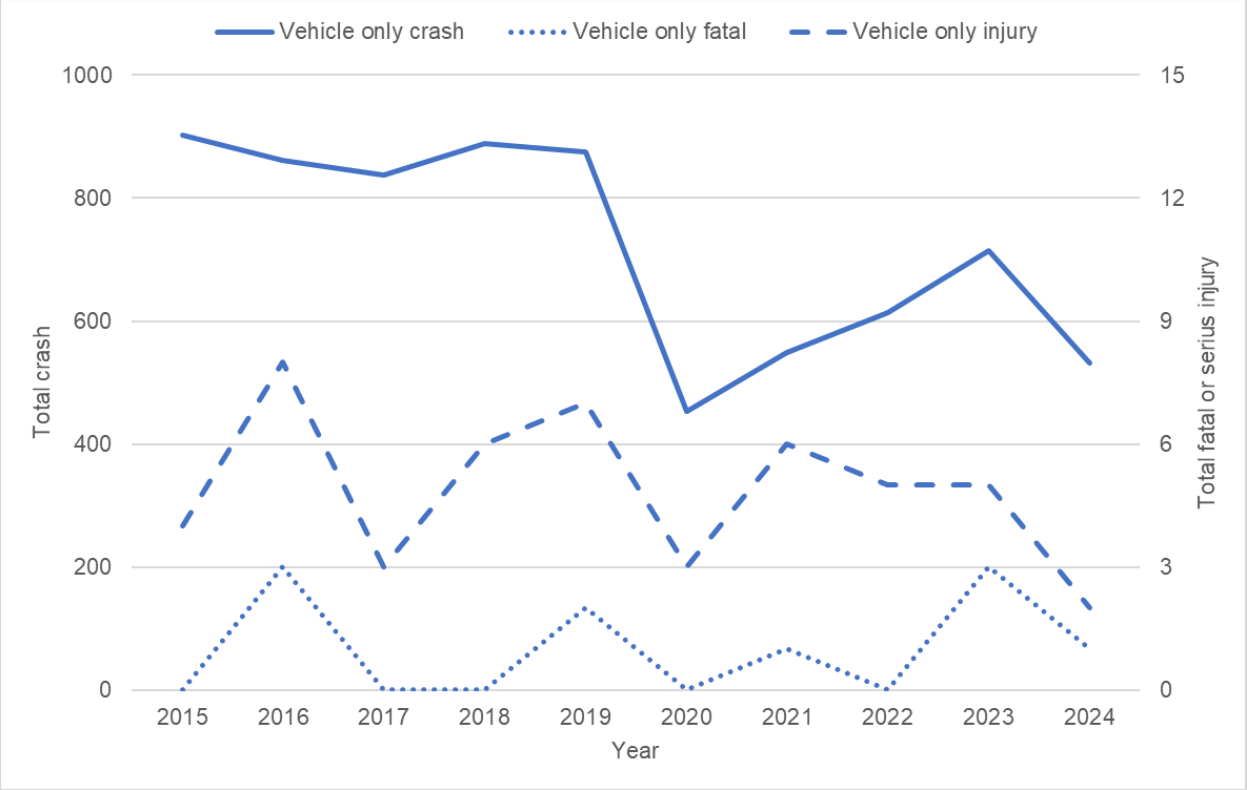


**FIGURE 3: VEHICLE ONLY CRASHES (2015-2024)**

## 4. Strategies and Actions

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

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

An integrated multimodal transportation system ensures that the mobility and access needs of all people and modes are met while also recognizing that every mode of travel or function can't be prioritized on every street due to both spatial and operational constraints. Therefore, a layered network approach (Figure 4) is necessary to appropriately respond to land use contexts and help balance the diverse and competing needs of pedestrians, bicyclists, drivers, transit, and freight within constrained rights-of-way. Redmond's multimodal transportation system is based on this layered network approach.

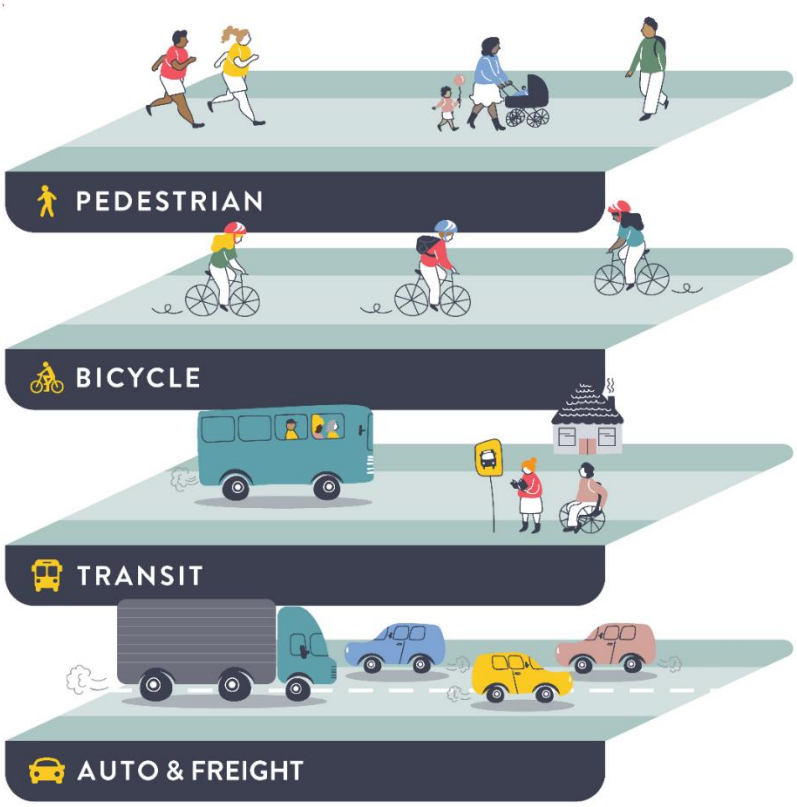


**FIGURE 4: LAYERED NETWORK APPROACH (CREDIT: FEHR & PEERS)**

**Modal Integration**

A modal integration analysis was conducted on the modal networks that comprise Redmond's transportation system – bicycle, pedestrian, freight, transit, auto – to identify where right-of-way, operational or other constraints create conflicts in terms of accommodating priority modes. This analysis revealed that some corridors are already serving priority corridors well while in other cases infrastructure or operational improvements are needed to make the corridor (or segments within corridors) function better for the priority mode(s). Figure 5 shows the planned integrated modal corridors network and Figure 6 shows segments where improvements are needed to achieve modal network integration. Though not shown as a modal corridor type, the pedestrian network, and the infrastructure that supports safe and convenient travel by foot or mobility assistance device, are a priority throughout the Redmond transportation system. Pedestrian Priority Zones correspond with Redmond's Urban Centers where pedestrian infrastructure needs to support the highest levels of pedestrian activity. See Chapter 4 for more information on the pedestrian network. Table 2 lists the modal corridors and describes the improvements that are needed to achieve the modal network objectives.

**Redmond 2050 Policies that Support Strategy 1:**

- **TR-5:** Design and build a transportation system that can be efficiently operated and maintained.
- **TR-9:** Manage public right-of-way to maintain multimodal mobility while recognizing the need for occasional closures for maintenance, construction, or special events. Discourage interruptions to comfortable and convenient walking, bicycling, and transit use.
- **TR-13**: Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.
- **TR-23:** Adopt and implement a street plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. Require that all streets be complete streets, built to accommodate travel modes as defined in the Transportation Master Plan, and be no wider than necessary.
- **TR-24:** Maintain a street classification system in the street plan that is designed to move people by a variety of modes and support Redmond's preferred land use pattern. Classify streets according to function so that system capacity may be properly allocated by mode and planned street improvements will be consistent with those functions.
- **TR-47:** Consider a broad spectrum of revenue sources, including but not limited to general fund contributions, impact fees, local improvement districts, transportation benefit districts, street maintenance utility, grants, right-of-way lease fees, developer and other contributions, business taxes, and debt financing.
- **TR-50:** Include a long-range, funding-constrained Transportation Facilities Plan (TFP) in the TMP that identifies programs, projects, and services to be funded over the life of the TFP.

**Recommended Actions**

**Action 1A:** Update the Transportation Facilities Plan (TFP) and the Transportation Improvement Plan to reflect identified improvements within modal corridors to ensure that corridors are implemented through the Capital Investment Program or by new development.

**Action 1B:** Conduct further study and analysis on modal corridors as needed to develop preliminary designs and cost estimates to advance Capital Improvement Program integration and securing grants and other external funding as appropriate.

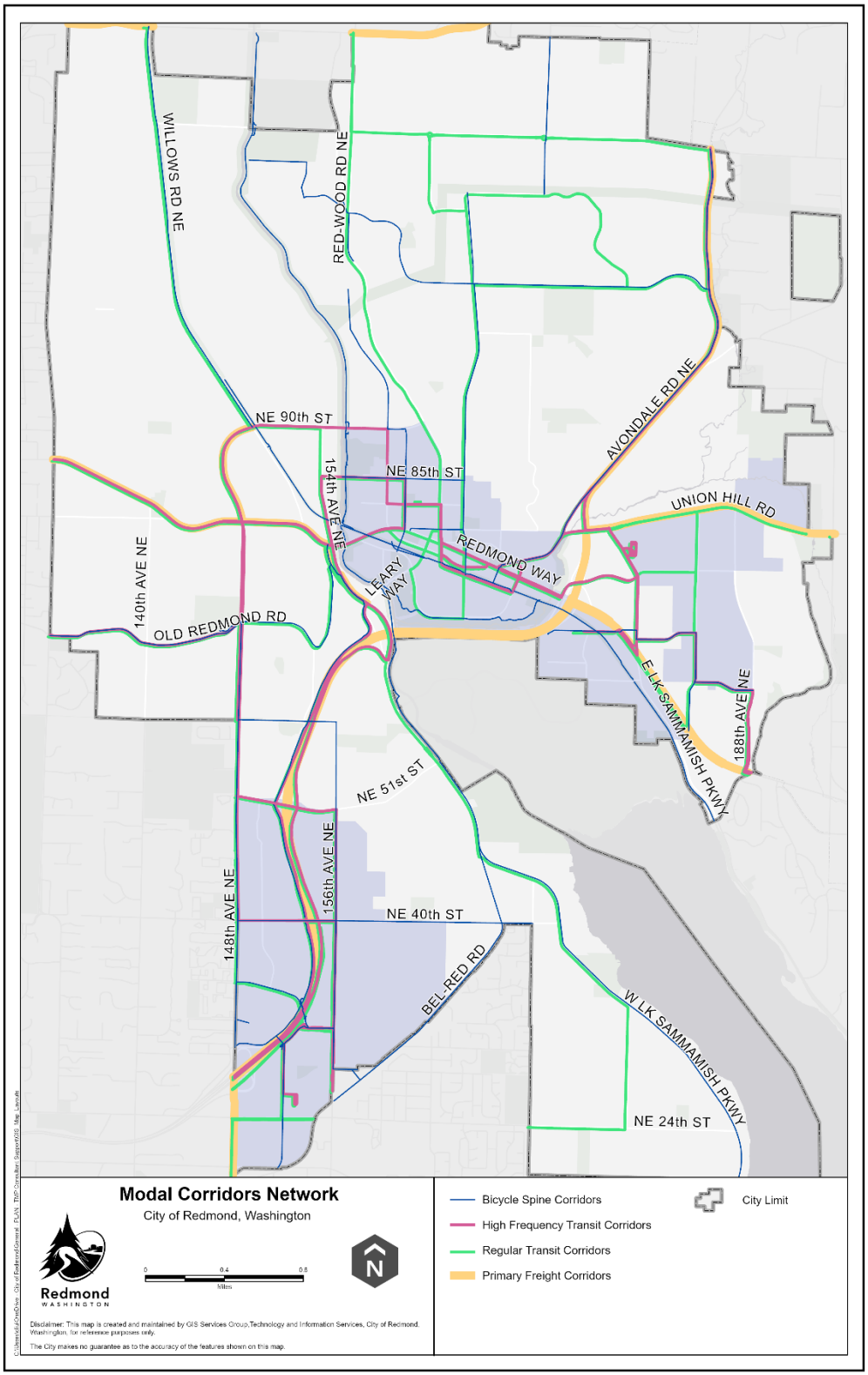


**FIGURE 5: MODAL CORRIDORS NETWORK**

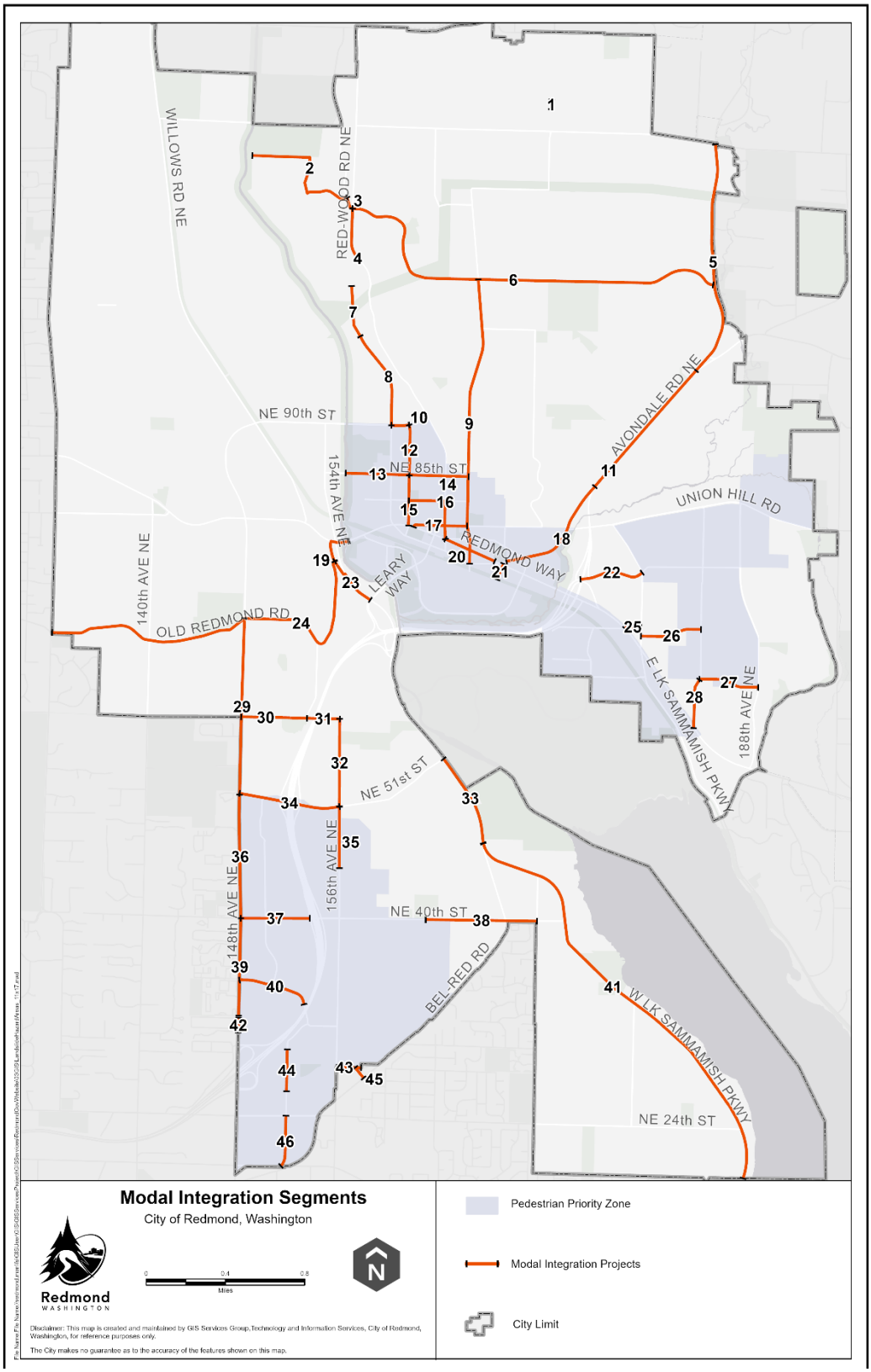


**FIGURE 6 MODAL INTEGRATION SEGMENTS**

**TABLE 3– MODAL CORRIDORS PLANNED IMPROVEMENTS**

| Modal Corridor ID | Corridor | Functional Classification | Planned Future Bikeway (Spine Network) | High Frequency Transit Corridor | Primary Freight Route Corridor | Priority Low Stress Crossing | TFP Project | **Modal Corridor with Planned Improvements (Bike, Transit, then TFP Projects)** |
|---|---|---|---|---|---|---|---|---|
| **1** | 172nd Ave NE from NE 117th St to 172nd Ct NE | Connector Street | x | | | | | Construct a shared use pathway. |
| **2** | 151st Ave NE/NE 110th Pl/NE 114th St from 154th Pl NE to End of Road | Local Street | x | | | | | Evaluate low-cost improvements to implement a bike boulevard, such as traffic calming, alternative sidewalks, other strategies. |
| **3** | 154th Pl NE from NE 110th Pl to Redmond-Woodinville Rd NE | Local Street | x | | | | x | Construct a bike lane by narrowing the travel lanes. |
| **4** | Redmond-Woodinville Rd NE from NE 106th St to NE 109th St | Principal Arterial | x | | | | | Construct a separated bike lane. Evaluate whether ROW should be acquired, or existing turn lanes repurposed. |
| **5** | Avondale Rd NE from NE Novelty Hill Rd to NE 116th St | Principal Arterial | x | x | x | x | | Further study required to determine feasibility of a shared use path or other separated bikeway. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability. |
| **6** | NE 109th St/160th Ave NE/NE 104th St from Red-Wood Rd NE to Avondale Rd NE | Collector Arterial | x | | | x | | Remove the existing on-street parking to construct either a two-way separated bike lane on the north side of the street, or one-way separated bike lanes in each direction. |
| **7** | 160th Ave NE from Road End to NE 102nd Way | Collector Arterial | x | | | | | Construct a shared-use pathway. This project will provide an off-road alternative to Redmond-Woodinville |

| Modal Corridor ID | Corridor | Functional Classification | Planned Future Bikeway (Spine Network) | High Frequency Transit Corridor | Primary Freight Route Corridor | Priority Low Stress Crossing | TFP Project | **Modal Corridor with Planned Improvements (Bike, Transit, then TFP Projects)** |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Rd NE, and connect multiple housing developments.<br>Watermain project opportunity |
| **8** | 160th Ave NE from NE 90th St to Road End | Collector Arterial | x | | | | | Construct parking-separated bike lanes. |
| **9** | 166th Ave NE from Cleveland St to NE 104th St | Collector Arterial | x | | | | | Construct separated bike lanes in each direction by removing the existing TWLTL, or provide a two-way separated bike lane on one side of the street. Evaluate the safety of uphill versus downhill cyclists to determine appropriate design. |
| **10** | NE 90th ST from 160th Ave NE to 161st Ave NE | Principal Arterial | x | | | | | Upgrade existing bike lanes to provide vertical separation. |
| **11** | Avondale Rd NE from Avondale Way NE to NE Novelty Hill Rd | Principal Arterial | x | x | x | x | x | Further study required to determine feasibility of a shared use path or other separated bikeway. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability. |
| **12** | 161st Ave NE from NE 90th St to NE 85th St | Collector Arterial | x | | | | | Constuct a separated bike lane by removing the existing TWLTL or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity |
| **13** | NE 85th St from 161st Ave NE to Sammamish River Trail | Minor Arterial | x | x | | | | Near-term, pilot a demonstration project of parking-protected separated bike lanes on one-side of street, removal of parking and separated bike lane on opposite side. During the pilot program, monitor modal conflicts at existing driveways |

| Modal Corridor ID | Corridor | Functional Classification | Planned Future Bikeway (Spine Network) | High Frequency Transit Corridor | Primary Freight Route Corridor | Priority Low Stress Crossing | TFP Project | **Modal Corridor with Planned Improvements (Bike, Transit, then TFP Projects)** |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | and crossings, and develop safety improvements to be implemented during construction of the long-term project. |
| **14** | NE 85th St from 166th Ave NE to 161st Ave NE | Minor Arterial | x | | | | | Near-term, pilot a demonstration project of parking-protected separated bike lanes on one-side of street, removal of parking and separated bike lane on opposite side. During the pilot program, monitor modal conflicts at existing driveways and crossings, and develop safety improvements to be implemented during construction of the long-term project. |
| **15** | 161st Ave NE from NE 85th St to Redmond Way | Collector Arterial | x | x | | | | Constuct a separated bike lane by removing the existing TWLTL or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity |
| **16** | NE 83rd St/164th Ave NE from 161st Ave NE to Redmond Way | Minor Arterial | | x | | | | Heavy bus movements NBL/NBT and WBR at NE 83rd St/164 Ave NE. After East Link Restructure is implemented, evaluate if any improvements are needed for transit speed and reliability. The driveways on the south side of NE 83rd St may conflict with westbound buses. |
| **17** | NE 80th St from Redmond Way to 166th Ave NE | Collector Arterial | x | | | | | Construct a separated bike lane by replacing parking, narrowing lanes, and widening the road at spot locations. Waterline replacement opportunity |

| Modal Corridor ID | Corridor | Functional Classification | Planned Future Bikeway (Spine Network) | High Frequency Transit Corridor | Primary Freight Route Corridor | Priority Low Stress Crossing | TFP Project | **Modal Corridor with Planned Improvements (Bike, Transit, then TFP Projects)** |
|---|---|---|---|---|---|---|---|---|
| **18** | Avondale Way NE from Redmond Way to Avondale Rd NE | Principal Arterial | x | x | | x | | Further study required to determine feasibility of a shared use path on north side. Challenges on this segment include vehicle congestion and high-frequency transit routes. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability. |
| **19** | W Lake Sammamish Pkwy/Redmond Way from Sammamish River Trail to Old Redmond Rd | Principal Arterial | x | x | x | | | Construct a shared-use pathway. |
| **20** | Redmond Way from 168th Ave NE to 164th Ave NE | Minor Arterial | | x | | | x | Consider implementing transit Intelligent Transportation System (ITS) strategies for the section of 164th between Cleveland and Redmond Way, such as extending green time for buses. Consider extending the southbound left turn pocket at 164th Ave NE/Cleveland St to accommodate bus turning movements, or extending this turn pocket and removing the NBL at 164th Ave NE/Redmond Way to eliminate some general-purpose vehicle conflict with buses traveling northbound through. Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 166th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape |

| Modal Corridor ID | Corridor | Functional Classification | Planned Future Bikeway (Spine Network) | High Frequency Transit Corridor | Primary Freight Route Corridor | Priority Low Stress Crossing | TFP Project | **Modal Corridor with Planned Improvements (Bike, Transit, then TFP Projects)** |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | improvements. Waterline replacement opportunity |
| **21** | Amli Development Trail from NE 76th St to Redmond Way | N/A | x | | | | | Construct a shared use pathway as a part of development. |
| **22** | NE 76th St from SR 520 to 180th Ave NE | Collector Arterial | | x | | | x | Widen roadway to include three 12' travel lanes and two bike lanes and 6' sidewalks, realign roadway to comply with COR minimum horizontal curve radius requirement. At the signalized intersection of Fred Meyer and Target, add crosswalk to west leg, use existing right run drop lane eastbound, re-aligned to account for roadway widening. At intersection of 76th and eastbound 520 ramps add a crosswalk enabling pedestrian and bicycle crossing. Improve transit amenities. |
| **23** | W Lake Sammamish Pkwy from Old Redmond Rd to 520 Bike Trail | Principal Arterial | x | x | x | | | Construct a shared-use pathway. |
| **24** | Old Redmond Rd from W Lake Sammamish Pkwy NE to 132nd Ave NE | Minor Arterial | x | x | | x | | Construct separated bike lanes and evaluate transit access along the corridor to minimize conflicts with buses. Waterline replacement opportunity |
| **25** | NE 70th St to 180th Ave NE Connector from Redmond Way to 180th Ave NE | Connector Street | x | x | | | x | Construct a shared-use pathway as a part of new arterial street construction.<br><br>Construct a new transit-only street connection on NE 70th Street |

| Modal Corridor ID | Corridor | Functional Classification | Planned Future Bikeway (Spine Network) | High Frequency Transit Corridor | Primary Freight Route Corridor | Priority Low Stress Crossing | TFP Project | **Modal Corridor with Planned Improvements (Bike, Transit, then TFP Projects)** |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | between 180th Avenue NE and Redmond Way |
| **26** | NE 68th St from 180th Ave NE to 185th Ave NE | Connector Street | x | x | | | | Construct a separated bike lane by replacing the existing on-street parking, and consider future connection through development to the east to connect with 188th Ave NE. |
| **27** | NE 65th St from 185th Ave NE to 188th Ave NE | Connector Street | x | x | | x | | Construct a separated bike lane by replacing the existing on-street parking. |
| **28** | 185th Ave NE from NE 65th St to Redmond Way | Collector Arterial | x | | | | | Construct a separated bike lane by replacing narrowing vehicle travel lanes. Some segments may require repurposing existing travel lanes. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity |
| **29** | 148th Ave NE from Old Redmond Rd to NE 51st St | Principal Arterial | x | x | | x | | Construct a shared use pathway that extends from NE 51st St to Bridle Crest Trail, then to Old Redmond Rd. Regional trail, minimum 12' wide with 2' graded area.<br>Consider bus queue jumps along 148th Ave where appropriate for bus volumes.<br>Waterline replacement opportunity |
| **30** | NE 60th St from 154th Ave NE to 148th Ave NE | Collector Arterial | x | | | | | Construct a shared-use pathway. Waterline replacement opportunity |
| **31** | NE 60th St from 154th AVE NE to 156th AVE NE | Collector Arterial | x | | | | | Construct a separated bike lane. |

| Modal Corridor ID | Corridor | Functional Classification | Planned Future Bikeway (Spine Network) | High Frequency Transit Corridor | Primary Freight Route Corridor | Priority Low Stress Crossing | TFP Project | **Modal Corridor with Planned Improvements (Bike, Transit, then TFP Projects)** |
|---|---|---|---|---|---|---|---|---|
| **32** | 156th Ave NE from NE 51st St to NE 60th St | Minor Arterial | x | | | | | Construct a separated bike lane by reconfiguring the cross section to include a southbound parking-protected bike lane, two travel lanes, and a buffered northbound bike lane. |
| **33** | W Lake Sammamish Pkwy from Bel-Red Rd to NE 51st St | Principal Arterial | x | | | | x | Construct a shared-use pathway. Implement "quick-build" two-way path on east side of corridor. Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road. Stormwater replacement opportunity |
| **34** | NE 51st St from 520 Trail to 520 Trail | Minor Arterial | | x | | x | x | Grade separate the 520 Trail at NE 51st Street. |
| **35** | 156th Ave NE from 4300 Block to NE 51st St | Minor Arterial | x | x | | | | Extend the current shared use pathway from its terminus on the 4300 block of 156th Ave NE to NE 51st St. Evaluate if the B Line is getting stuck in congestion trying to merge from the NB curb lane to the NBL turning lanes at NE 40th St/156th Ave NE to identify potential speed and reliability improvements. |
| **36** | 148th Ave NE from NE 51st St to NE 40th St | Principal Arterial | x | | | x | | Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street, or expanding the existing sidewalk. Regional trail, minimum 12' wide with 2' graded area. Consider bus queue jumps along 148th Ave where appropriate for bus volumes. Waterline and stormwater replacement opportunity |

| Modal Corridor ID | Corridor | Functional Classification | Planned Future Bikeway (Spine Network) | High Frequency Transit Corridor | Primary Freight Route Corridor | Priority Low Stress Crossing | TFP Project | **Modal Corridor with Planned Improvements (Bike, Transit, then TFP Projects)** |
|---|---|---|---|---|---|---|---|---|
| **37** | NE 40th St from 148th Ave NE to SR 520 | Minor Arterial | x | | | | | Construct a shared-use pathway. Regional trail minimum 12' wide with 2' graded area |
| **38** | NE 40th St from 163rd Ave NE to 172nd Ave | Minor Arterial | x | | | | x | Construct a shared-use pathway. Shared path on the south side of 40th Street with segments of cycle track where appropriate. Waterline replacement opportunity |
| **39** | 148th Ave NE from NE 40th St to NE 31st St | Principal Arterial | x | | | | | Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street, or expanding the existing sidewalk. Regional trail minimum 12' wide with 2' graded area. Waterline replacement opportunity. |
| **40** | NE 36th St from 148th Ave NE to SR 520 | Collector Arterial | x | | | | | Construct separated bike lanes. |
| **41** | W Lake Sammamish Pkwy from Southern City Limit to Bel-Red Rd | Minor Arterial | x | | | | | Construct a separated bikeway using combination of bike lane and shared-use pathway. Waterline replacement opportunity |
| **42** | 148th Ave NE from NE 31st St to NE 31st Way | Principal Arterial | x | | | | | Construct a shared use pathway. |
| **43** | NE 28th Ave NE from 156th Ave NE to Shared-Use Path between Bel-Red Road and NE 28th St | Collector Arterial | x | | | | | Remove TWCTL install 2-way separated bike lane on south side. |
| **44** | 152nd Ave NE from NE Hopper Wy to Da Vinci Ave NE | Collector Arterial | x | x | | | x | Construct a separated bike lane. Consider transit access along the corridor to improve safety between |

| Modal Corridor ID | Corridor | Functional Classification | Planned Future Bikeway (Spine Network) | High Frequency Transit Corridor | Primary Freight Route Corridor | Priority Low Stress Crossing | TFP Project | **Modal Corridor with Planned Improvements (Bike, Transit, then TFP Projects)** |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | bikes and buses. Implement 152nd Avenue NE main street from 2600 Crossing to Plaza Street / DaVinci to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. Regional trail minimum 12' wide with 2' graded area |
| **45** | SUP between Bel-Red Road and NE 28th St from Bel-Red Rd to NE 28th St | N/A | x | | | | | Construct a shared-use pathway by repurposing public ROW right on the COB/COR border. Or, consider widening the existing, narrow, soft surface trail to the west of the Capgeni North America building to provide a connection between the two adjacent bikeways. |
| **46** | 152nd Ave NE from NE 20th St to NE 24th St | Collector Arterial | x | | | | x | Construct a separated bike lane by removing the landscaped buffer or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24st Street to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. Regional trail minimum 12' wide with 2' graded area |

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

The City of Redmond is committed to and invested in the improvement of transportation safety on its streets, sidewalks, trails, and other transportation facilities. Redmond's 2024 Safer Streets Action Plan[1] was developed using the Safe System Approach to identify policies, programs, and projects that will improve safety on Redmond's transportation network. Applying the guiding principles of the Safe System Approach, the City's goal is to eliminate fatal and serious injury crashes. With the adoption of the Safer Streets Action Plan, Redmond is committing to a 50 percent reduction in fatal and serious injury crashes by the end of the year 2030 and is committed to eliminating all fatal and serious injury crashes by the end of the year 2035.

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

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

**Redmond 2050 Policies that Support Strategy 2:**

- **TR-2:** Develop a Vision Zero Action Plan that incorporates a whole-City and whole-community approach to achieving zero deaths and serious injuries.
- **TR-16:** Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

[1] City of Redmond, Safer Streets Action Plan—Draft 2025

**Recommended Actions**

**Action 2A**: Design roadway environments using proven safety countermeasures to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

**Action 2B**: Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement (See Strategy 4)

**Action 2C**: Wherever possible, separate travel modes moving at different speeds (i.e. pedestrians, bicyclists, and vehicles) or in different directions to minimize conflicts. These separations can occur in space (i.e. sidewalks, separated bike lanes, or dedicated vehicle turn lanes) or in time (i.e. protected pedestrian or bicycle phases at intersections).

**Action 2D**: Increase the visibility of road users through infrastructure changes such as high-visibility pedestrian crossings, leading pedestrian intervals, and street lighting.

**Action 2E**: Increase the attentiveness of road users through infrastructure changes such as rumble strips, roundabouts (see Strategy 5) or Rectangular Rapid Flashing Beacons (RRFBs).

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

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

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

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

**Redmond 2050 Policies that Support Strategy 3:**

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

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

**Recommended Actions**

**Action 3A**: Use context-appropriate, street-scale compatible emergency response apparatus to meet emergency response time targets using a transportation system that prioritizes the safety and accessibility of people walking, rolling, bicycling, and using transit.

**Action 3B:** Employ street design and operational strategies to minimize impacts to emergency response times, including:

- Bikeways of sufficient width to accommodate street-scale compatible emergency response apparatus. Use mountable curbs and other strategies at intervals to allow emergency vehicles to easily enter/exit bikeway.
- Setback stop bars at intersections to accommodate lane encroachment of large right-turning vehicles such as fire apparatus, buses, and trucks.
- Parking restrictions and other measures to ensure sufficient space for equipment deployment.
- Avoid certain traffic calming treatments on priority emergency routes or use designs that accommodate the wider axle width and larger turning radius of emergency response apparatus.

## Strategy 4: Reduce vehicle operating speeds

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

**Redmond 2050 Policies that Support Strategy 4:**

- **TR-2:** Develop a Vision Zero Action Plan that incorporates a whole-City and whole-community approach to achieving zero deaths and serious injuries.
- **TR-16**: Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.
- **TR-27**: Maintain a traffic control program based on the fundamentals of education, enforcement, and engineering for evaluating and responding to traffic safety and operational concerns. Maintain

standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

**Recommended Actions**

**Action 4A:** Establish target speeds of 25 to 30 mph for individual arterial and collector streets. A maximum target speed of 35 mph should typically only be applied where there are no land uses or transit services generating walking or biking activity.

**Action 4B:** Employ a variety of strategies to create self-enforcing streets that lower the speed at which motorists drive (i.e. operating speed). The operating speed can be lowered using a range of interventions including physical traffic calming, channelization, automated and officer enforcement, education, and awareness (e.g., speed feedback signs), and in certain cases, signal timing.

**Action 4C:** Lower the posted speed on Local Access (neighborhood streets) from 25 mph to 20 mph.

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

A roundabout is a circular intersection with traffic flowing one-way, counterclockwise, around a central island. Roundabouts are an alternative to a traffic signal or stop-controlled intersection. Roundabouts are a proven safety countermeasure because they substantially reduce crashes that result in serious injury or death.[3] Roundabouts promote lower speeds, reduce conflicts, lead to improved operational performance, continue to provide safe traffic operations during power outages, and can be designed to meet a wide range of traffic conditions due to their versatility in size, shape, and design.

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

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

**Redmond 2050 Policies that Support Strategy 5:**

- **TR-3**: Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption.
- **TR-27**: Maintain a traffic control program based on the fundamentals of education, enforcement, and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

**Recommended Actions**

**Action 5A:** Update the Roundabout Design Manual to incorporate current best practice, approved Public Right of Way Accessibility Guidelines, and a prescribed process for evaluating the feasibility and cost-benefit of roundabout versus other traffic control.

**Action 5B:** Develop a roundabout plan. A first step would be to identify existing signal locations where equipment or geometric upgrades are needed, there are a high number of crashes or other factors that could be mitigated with a roundabout.

**Action 5C:** For all new development for which a traffic impact analysis would trigger a new signalized or stop-controlled intersection, first evaluate roundabout implementation as the preferred option.

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

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

**Redmond 2050 Policies that Support Strategy 6:**

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-26:** Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.

**Recommended Actions**

**Action 6A:** Continue to invest in intelligent transportation systems and asset management systems to improve traffic safety and operations.

**Action 6B:** Evaluate emerging technologies such as V2X to determine how and when the city should promote deployment.

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

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

**Redmond 2050 Policies that Support Strategy 7:**

- **TR-46**: Develop and maintain a detailed revenue forecast that funds the ongoing maintenance, operation, and delivery of the transportation system at an adequate level of service.
- **TR-47:** Consider a broad spectrum of revenue sources, including but not limited to general fund contributions, impact fees, local improvement districts, transportation benefit districts, street maintenance utility, grants, right-of-way lease fees, developer and other contributions, business taxes, and debt financing.

**Recommended Actions**

**Action 7A:** Use outputs from the new Citywide asset management systems to help plan for future capital investments and maintenance activities.

**Action 7B:** Use the asset management plan and associated data management systems to identify opportunities to bundle street and utility projects to reduce costs and minimize disruption to the transportation system.

**Action 7C:** Build resilient transportation infrastructure to withstand the effects of climate change.

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

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

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

**Redmond 2050 Policies that Support Strategy 8:**

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

**Recommended Actions**

**Action 8A:** Coordinate street improvements with the *Stormwater and Surface Water System Plan* to identify opportunities for green infrastructure and transportation project integration.

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

Over 20 percent of Redmond's land area is public rights-of-way, most of which are developed with street infrastructure. Streets often have trees planted adjacent to sidewalks and it is within the City's development code to ensure that this is the case for all new street construction. Street trees offer many

benefits from a transportation perspective, including encouraging motorists to drive slower, providing shade for people walking, and can even reduce maintenance costs by keeping street surfaces cooler and reducing temperature fluctuations. They also provide environmental benefits such as stormwater intercept and uptake, carbon sequestration, and reducing urban heat island effect. Lastly, there are numerous other community benefits that trees offer from increased property values to lower energy bills to noise abatement.

Many mature trees in Redmond that were planted decades ago would now be considered the "wrong" species for the street environment due to their growth characteristics and structural integrity. Furthermore, many trees were planted in native soils not conducive to healthy tree growth in the constrained conditions typical of the street environment. As a result, these trees have caused sidewalk upheavals that contribute to inaccessible sidewalks, as well as damaged street and utility infrastructure. In some cases, large tree species were planted too close to intersections causing visual obstructions and requiring a high level of maintenance to maintain safety.

**Redmond 2050 Policies that Support Strategy 9:**

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

**Recommended Actions**

**Action 9A:** Assess the full value of street trees within the public right-of-way using available valuation tools such as i-Tree.

**Action 9B:** Adopt a street tree preservation policy and formal evaluation process for all capital projects and development projects where there are mature street trees that requires an evaluation of the full street tree value versus the cost of preserving the tree in place or potentially relocating the tree.

**Action 9C:** Evaluate purchase of tree moving equipment and training or hiring of staff to facilitate tree relocation as an option when preserving trees in place significantly increases the cost of an infrastructure project.

**Action 9D:** Evaluate the use of rubber pavers or other adaptable surfaces around trees as a flexible solution for maintaining accessibility while promoting mature tree health.

**Action 9E:** Bring street trees into the asset management system.

# Memorandum

**Date:** 5/27/2025
**Meeting of:** City Council Study Session

**File No.** SS 25-037
**Type:** Study Session

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

| | | |
|---|---|---|
| Executive | Lisa Maher | 425-556-2427 |

**DEPARTMENT STAFF:**

| | | |
|---|---|---|
| Executive | Jenny Lybeck | Sustainability Manager |
| Executive | Micah Bonkowski | Sustainability Program Administrator |

**TITLE:**
Environmental Sustainability Action Plan 2025 Refresh Update

**OVERVIEW STATEMENT:**
The City of Redmond recently embarked on an update of the 2020 Environmental Sustainability Action Plan (ESAP). The goal of the update process is to prioritize actional strategies for the next five years, recalibrate the ESAP in alignment with Redmond 2050, and conduct inclusive engagement to catalyze community action. During the study session, staff will review the proposed ESAP Refresh engagement approach, discuss community partnerships, and provide an update on the climate analysis work that is underway.

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

**REQUESTED ACTION:**

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

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**
  Environmental Sustainability Action Plan (ESAP), Climate Vulnerability Assessment, Climate Emergency Declaration, Redmond 2050 Climate Resiliency and Sustainability Element
- **Required:**
  N/A
- **Council Request:**
  N/A
- **Other Key Facts:**
  - The 2020 ESAP commits Redmond to refresh the plan every five years. This allows the City to evaluate

new strategies and reprioritize efforts based on key performance indicator progress.
- The City is working with the consulting firm Kim Lundgren Associates (KLA) to complete the update.
- Key objectives for the Plan update include:
  - Align with Redmond 2050 and the Climate Resilience and Sustainability Element.
  - Co-create a prioritized, actionable 5-year workplan in partnership with community.
  - Establish a long-term plan to meet 2040 and 2050 sustainability goals.
  - Strengthen partnerships with stakeholders across the community to accelerate progress.
  - Improve transparency and community understanding of the ESAP in implementation.

**OUTCOMES:**
Staff anticipates the update process will conclude in Q4 2025, and include an updated plan document, a dashboard or visualization of the plan, and tools to effectively community the plan. Community engagement and activation throughout the plan update process will support ongoing implementation efforts.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**
  N/A
- **Outreach Methods and Results:**
  Digital, office hours, Environmental Sustainability Advisory Committee meetings
- **Feedback Summary:**
  N/A

**BUDGET IMPACT:**

**Total Cost:**
2025/2026 budget: $175,000

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

**Budget Offer Number:**
2025/2026 Environmental Sustainability

**Budget Priority**:
Healthy and Sustainable

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

**Funding source(s):**
Grant funds
General Fund

**Budget/Funding Constraints:**
N/A

☐ **Additional budget details attached**

**COUNCIL REVIEW:**

**Previous Contact(s)**

| Date | Meeting | Requested Action |
|---|---|---|
| 1/28/2025 | Committee of the Whole - Parks and Environmental Sustainability | Provide Direction |
| 3/4/2025 | Business Meeting | Approve |

**Proposed Upcoming Contact(s)**

| Date | Meeting | Requested Action |
|---|---|---|
| 7/22/2025 | Committee of the Whole - Parks and Environmental Sustainability | Provide Direction |
| 9/23/2025 | Study Session | Provide Direction |
| 10/14/2025 | Study Session | Provide Direction |

**Time Constraints:**
N/A

**ANTICIPATED RESULT IF NOT APPROVED:**
N/A

**ATTACHMENTS:**
N/A

# Memorandum

**Date:** 5/27/2025
**Meeting of:** City Council Study Session

**File No.** SS 25-036
**Type:** Study Session

Council Talk Time