

# City of Redmond



## Agenda Study Session

**Tuesday, July 8, 2025  
7:00 PM**

**City Hall: 15670 NE 85th St; Remote: Comcast Ch. 21/321, Ziplify 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*

**Redmond City Council Agendas, Meeting Notices, and Minutes are available on the City's Web  
Site: <http://www.redmond.gov/CouncilMeetings>**

**FOR ASSISTANCE AT COUNCIL MEETINGS FOR THE HEARING OR VISUALLY IMPAIRED:  
Please contact the City Clerk's office at (425) 556-2194 one week in advance of the meeting.**

*Meetings can be attended in person, viewed live on RCTV (redmond.gov/rctlive), Comcast Channel 21/321, Ziply Channel 34, Facebook/YouTube (@CityofRedmond), or listen live at 510-335-7371*

## **AGENDA**

### ROLL CALL

**1. 2025 Annual Community Survey Results**

*Department: Executive, 40 minutes*

**[Attachment A: Presentation](#)**

**Legislative History**

6/24/25	Committee of the Whole - Parks and Environmental Sustainability	referred to the City Council Study Session
---------	---	--

**2. Transportation Master Plan Status Update**

*Department: Planning and Community Development, 45 minutes*

**[Attachment A: Issue Matrix](#)**

**[Attachment B: Draft TDM Chapter](#)**

**[Attachment C: Draft Pedestrian Chapter](#)**

**Legislative History**

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

**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*



## Memorandum

**Date:** 7/8/2025  
**Meeting of:** City Council Study Session

**File No.** SS 25-048  
**Type:** Study Session

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

Executive	Malisa Files, Chief Operating Officer	425-556-2166
-----------	---------------------------------------	--------------

**DEPARTMENT STAFF:**

Executive	Lisa Maher	Deputy Director
-----------	------------	-----------------

**TITLE:**  
2025 Annual Community Survey Results

**OVERVIEW STATEMENT:**

Ian Stewart, Senior Principal with EMC Research Inc. will present the results of Redmond's annual community survey. It was a survey of residents 18+ in Redmond, WA, and a postcard-to-web survey with a phone option. The survey was conducted from March 27 - April 28, 2025, margin of Error +4.2 percentage points. The survey was provided in English, Spanish, Chinese, and Hindi.

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

**REQUESTED ACTION:**

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

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**  
Community Strategic Plan, 2025-2026 budget, and other plans that use data collected from the annual community survey to track performance measures.
- **Required:**  
N/A
- **Council Request:**  
Council approved the project in city budget.
- **Other Key Facts:**  
N/A

**OUTCOMES:**

Councilmembers will have a full understanding of the results of the annual community survey and have the opportunity to ask questions and discuss the results.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**  
March 27, 2025 - Statistically valid survey by invitation only to a random subset of residents, including voters and non-voters. May 2, 2025 - Survey open online to entire community. July 8, 2025 - EMC presents final survey results to Council and results are shared with the community and posted on redmond.gov
- **Outreach Methods and Results:**  
Postcard invitations to participate in the annual community survey were mailed to about 16,000 Redmond households in March 2025, and then follow up contact was made to ensure a statistically valid representation of Redmond was achieved. The citywide online survey was promoted through enews, social media, emails, and the city website.
  - Enews: May 5 and 19
  - Our Stories: May 21
  - Social media: May 7 and 20
  - Website (news flash on the homepage): May 5 and 19
- **Feedback Summary:**  
N/A

**BUDGET IMPACT:**

**Total Cost:**  
\$55,000

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

**Budget Offer Number:**

00000293 Community outreach and involvement

**Budget Priority:**  
Strategic and Responsive

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

**If yes, explain:**  
N/A

**Funding source(s):**

General Fund

**Budget/Funding Constraints:**

N/A

☐ Additional budget details attached

**COUNCIL REVIEW:**

**Previous Contact(s)**

Date	Meeting	Requested Action
6/24/2025	Committee of the Whole - Parks and Environmental Sustainability	Receive Information

**Proposed Upcoming Contact(s)**

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

**Time Constraints:**

N/A

**ANTICIPATED RESULT IF NOT APPROVED:**

N/A

**ATTACHMENTS:**

Attachment A: Presentation



**Redmond**  
WASHINGTON



# City of Redmond Community Survey Results

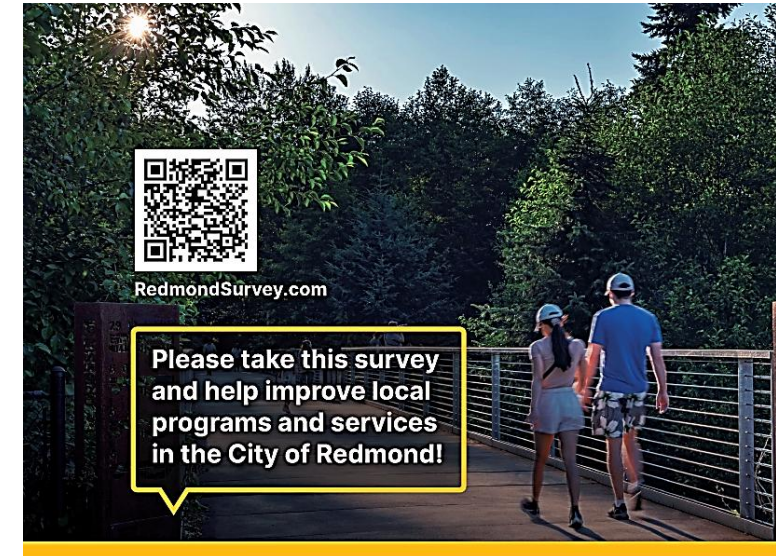
*March-April 2025*



# Project Purpose and Methodology

- ▶ Project goal is to measure general satisfaction with Redmond City government and residents' priorities for future planning and improvements
- ▶ Survey of Redmond residents conducted March 27 – April 28, 2025
- ▶ Like 2023 and 2024, the 2025 survey universe includes all residents, using a randomized Address-Based Sampling (ABS) approach
  - This results in some small differences versus surveys conducted prior to the 2023 survey
- ▶ A total of 536 interviews were conducted; margin of error  $\pm 4.2$  percentage points at the 95% confidence interval
- ▶ Survey offered in English, Spanish, Chinese, and Hindi but 99.5% of respondents completed it in English
- ▶ Where applicable, results are compared to past Redmond Community surveys

## *Postcard invitation:*



The City of Redmond, in partnership with EMC Research, is conducting a survey about local issues and priorities. Please take a few minutes to share your opinions by completing this survey. This study is being conducted on a statistical basis and your input will be kept strictly confidential. The results from this study will be used for research purposes only.



### **TO COMPLETE ONLINE:**

Visit [RedmondSurvey.com](https://RedmondSurvey.com) or scan the QR code above. Enter the six-character code on the other side of this card.



### **BY PHONE:**

Call 800-903-2521 and leave your name, phone number, survey ID code, and the best time of day to call you back.

Please note that due to rounding, some percentages may not add up to exactly 100%.

## Developer plans thousands of apartments near Microsoft's Redmond headquarters

AvalonBay's proposal calls for development of up to 2,500 units



AvalonBay's proposed master-planned project would connect its existing Avalon Redmond Campus apartments, above, with up to 2,500 new units to be built over the next several years. (GoStar)

By Randy Drummer  
CoStar News

March 25, 2025 | 4:19 P.M.



## Light rail extension into downtown Redmond, WA just weeks away

By Ramsey Pfeffinger | Published April 2, 2025 11:25am PDT | Transportation | FOX 13 Seattle | [↗](#)

## Redmond Council faces community outcry over Old Firehouse Teen Center closure

April 17, 2025 | [Redmond](#), [King County](#), [Washington](#)

## Redmond seeks to move resources from popular Old Fire House Teen Center

by Jackie Kent, KOMO News Reporter | Thu, March 27th 2025 at 5:01 PM



LOCAL

## New Redmond light rail stations set to open soon



By KIRO 7 News Staff

April 01, 2025 at 10:56 pm PDT

### News Releases

Posted on: April 17, 2025

## Redmond Police Department to Host Firearm Exchange to Promote Public Safety

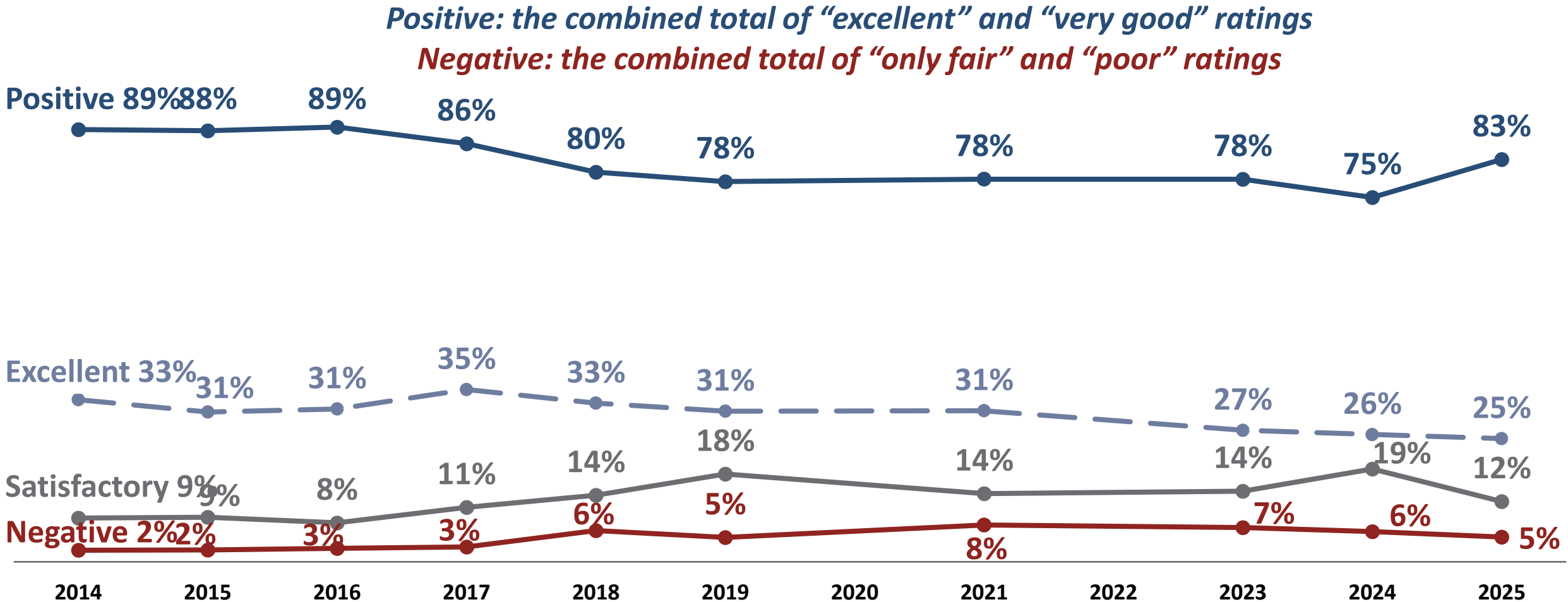




# Quality of Life and Priorities

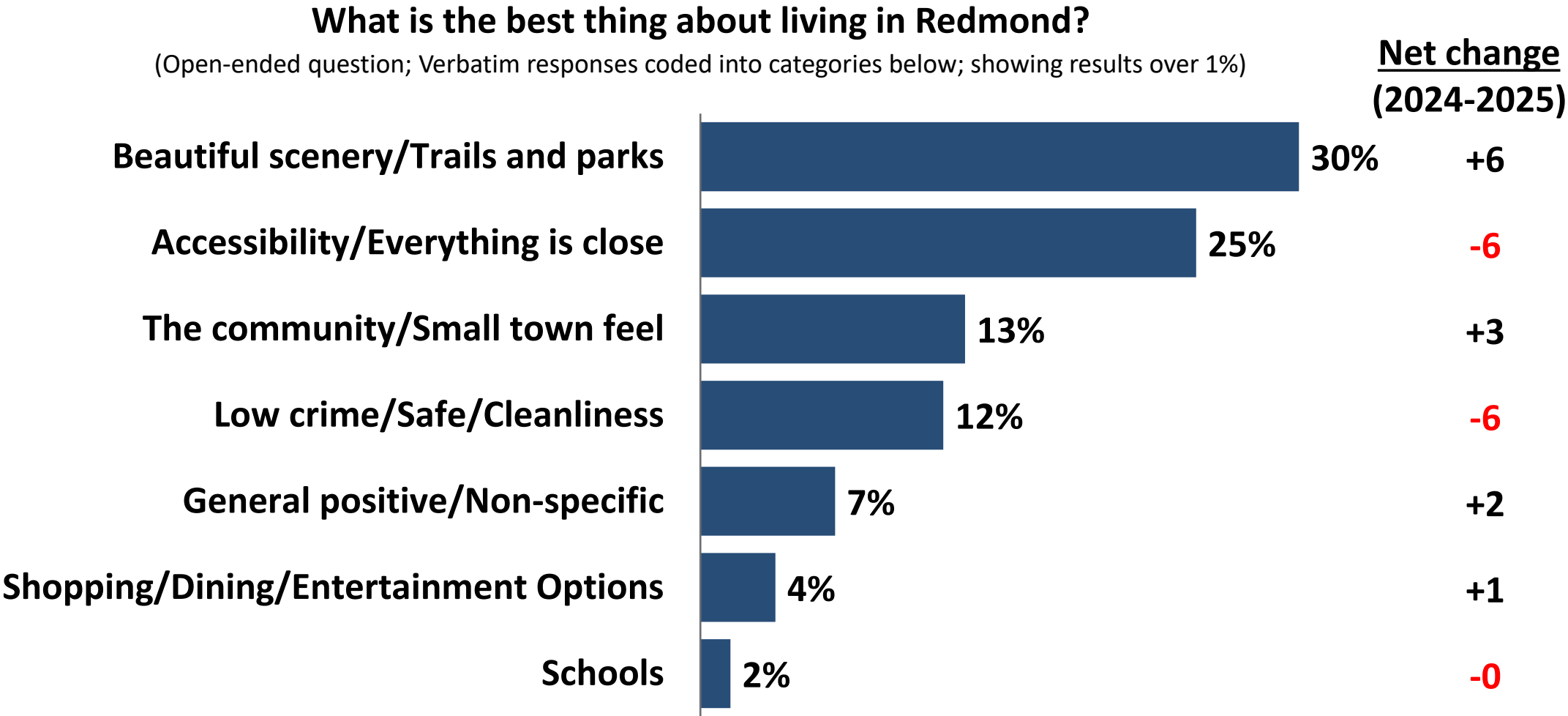
# Quality of Life in Redmond – Trend

While “excellent” ratings remain stable, overall positive ratings of the quality of life have increased since last year and are now over eighty percent for the first time since 2018.



# Top-of-Mind Positives

Scenery and parks, accessibility, and the small-town feel continue to rank among residents' favorite top-of-mind things about living in Redmond.

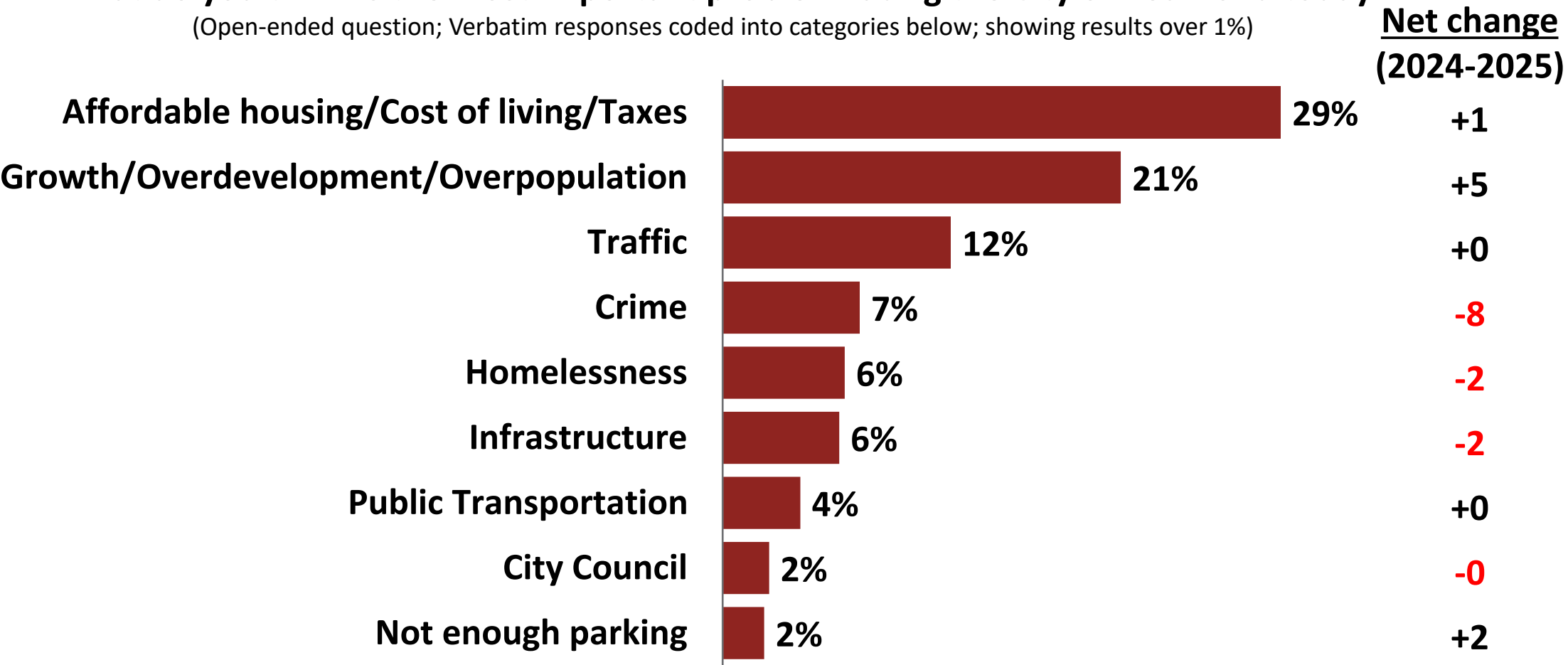


# Top-of-Mind Concerns

Residents' primary concerns include affordability/cost of living, growth/overdevelopment, and traffic. Concern about crime has decreased by eight points since last year.

## What do you think is the most important problem facing the City of Redmond today?

(Open-ended question; Verbatim responses coded into categories below; showing results over 1%)



# Top-of-Mind Concerns Over Time

*Affordability remains the biggest top-of-mind problem. Overdevelopment is a concern to a smaller share of residents than in pre-2024 surveys, but is still up compared to last year. Mentions of crime have decreased to 2023 levels.*

*Note: Showing categories over 1%*

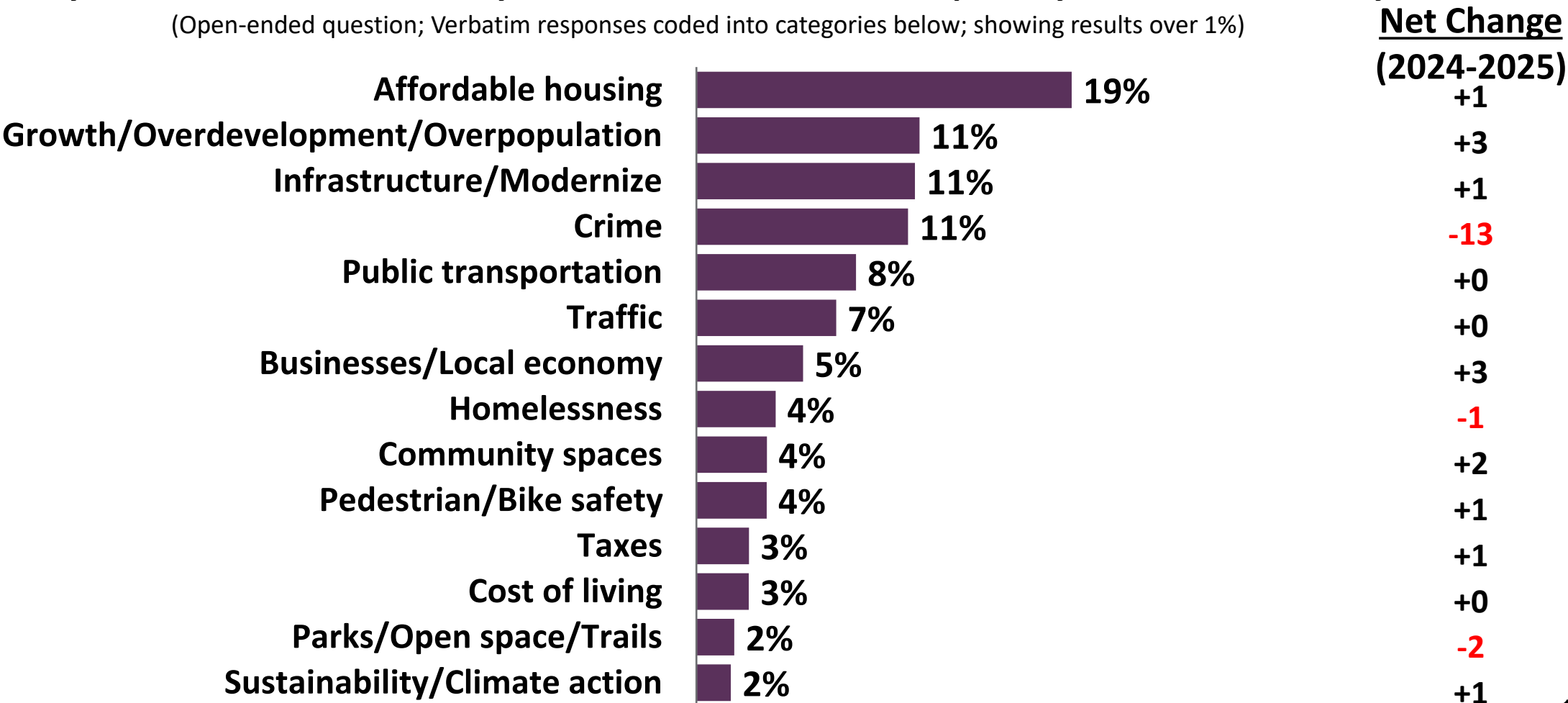
	2019	2021	2023	2024	2025
Affordable housing/Cost of living/Taxes	13%	21%	25%	28%	<b>29%</b>
Growth/Overdevelopment/Overpopulation	29%	26%	25%	15%	<b>21%</b>
Traffic	31%	16%	13%	11%	<b>12%</b>
Crime	3%	6%	7%	15%	<b>7%</b>
Homelessness	4%	11%	4%	9%	<b>6%</b>
Infrastructure	2%	3%	9%	8%	<b>6%</b>
Public transportation	1%	2%	4%	4%	<b>4%</b>
City Council	-	-	-	3%	<b>2%</b>
Not enough parking	1%	1%	0%	1%	<b>2%</b>

# Number One Priority

*Affordable housing and overdevelopment continue to be top priorities for the City to focus on over the next couple of years.*  
*Mentions of crime have decreased over 10 points since last year.*

## What do you think should be the City of Redmond’s number one priority over the next two years?

(Open-ended question; Verbatim responses coded into categories below; showing results over 1%)





# Number One by Region

*While affordability is a significantly higher priority among residents living in downtown Redmond, it is the most mentioned priority across the city.*

*Note: Showing categories over 1%*

	Overall	Downtown (n=101)	West of Downtown (n=208)	East of Downtown (n=227)
Affordable housing	19%	<b>32%</b>	<b>14%</b>	<b>16%</b>
Growth/Overdevelopment/Overpopulation	11%	<b>11%</b>	<b>12%</b>	<b>11%</b>
Infrastructure/Modernize	11%	9%	9%	<b>14%</b>
Crime	11%	<b>11%</b>	<b>11%</b>	10%
Public Transportation	8%	9%	10%	6%
Traffic	7%	3%	7%	9%
Businesses/Local economy	5%	5%	6%	5%
Homelessness	4%	3%	3%	6%
Community spaces	4%	4%	4%	3%
Pedestrian/Bike safety	4%	4%	5%	2%
Taxes	3%	-	4%	3%
Cost of living	3%	1%	4%	2%
Parks/Open space/Trails	2%	-	3%	2%
Sustainability/Climate action	2%	2%	3%	1%

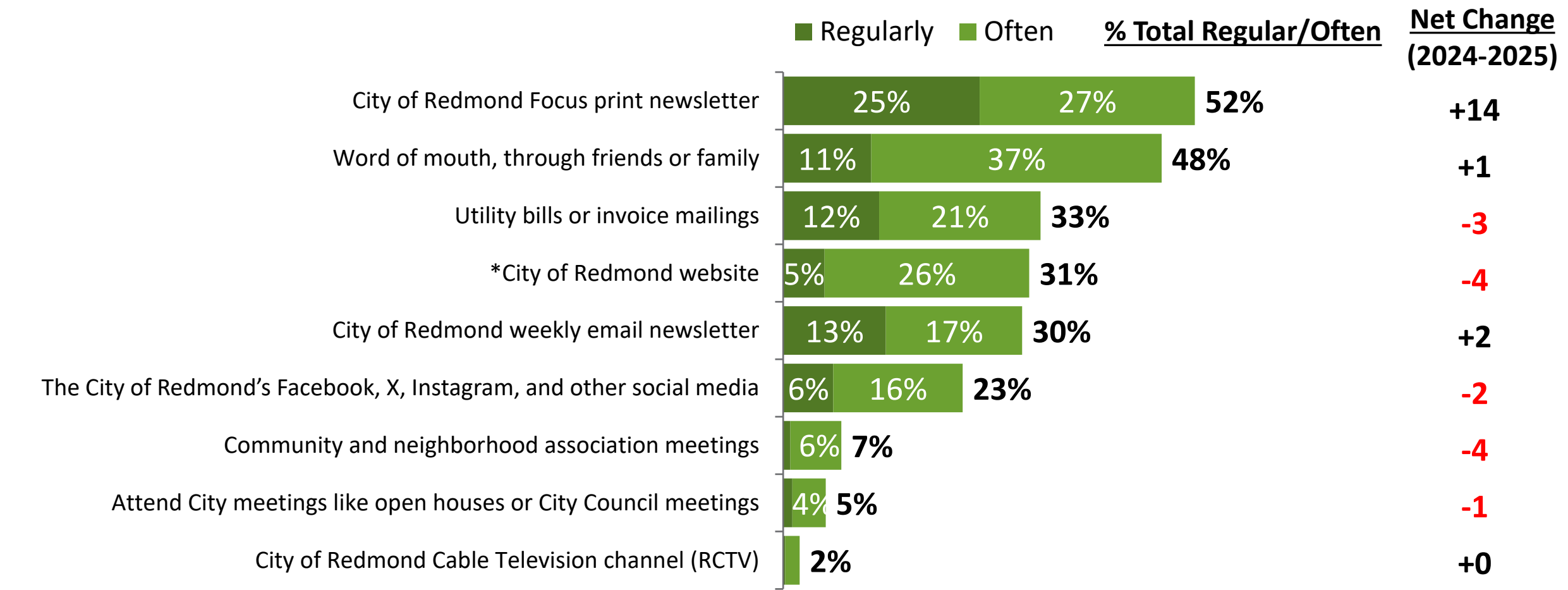


# City Ratings and Priorities



# Information Sources

Half of Redmond residents report getting information about the City via the Focus Print newsletter and word of mouth. Around a third rely on utility bills, the City website, and email newsletter. Use of the print newsletter is up compared to 2024



\*Full Question text: “City of Redmond website – [www.redmond.gov](http://www.redmond.gov) and/or [www.LetsConnectRedmond.com](http://www.LetsConnectRedmond.com)”

# City of Redmond's Current Priorities

Consistent with last year, nearly nine-out-of-ten residents of Redmond agree with the four guiding statements as the city's top priorities.

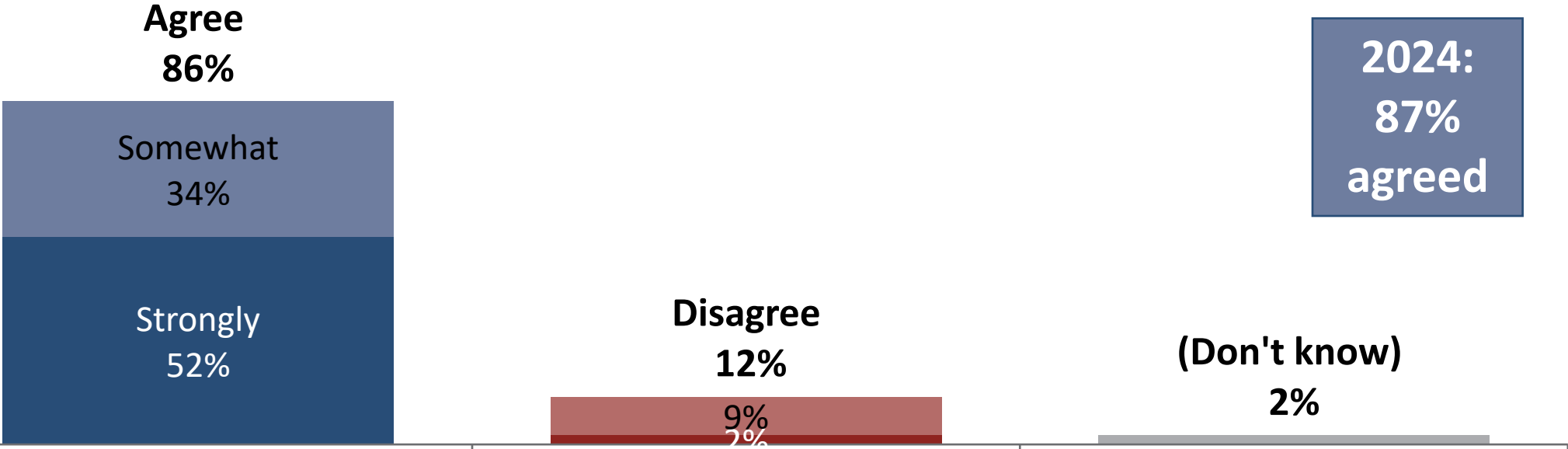
**The City of Redmond uses four guiding priority statements when determining how your tax dollars should be spent. These statements say that the programs, initiatives, and priorities the City will fund should be:**

- (1) Strategic and Responsive** - We value a city that is welcoming, service oriented, and fiscally responsible

**(2) Healthy and Sustainable** - We value a healthy environment that supports an active community

**(3) Safe and Resilient** - We value a thriving community where all people feel safe

**(4) Vibrant and Connected** - We value a well-planned and supported community that provides a sense of place

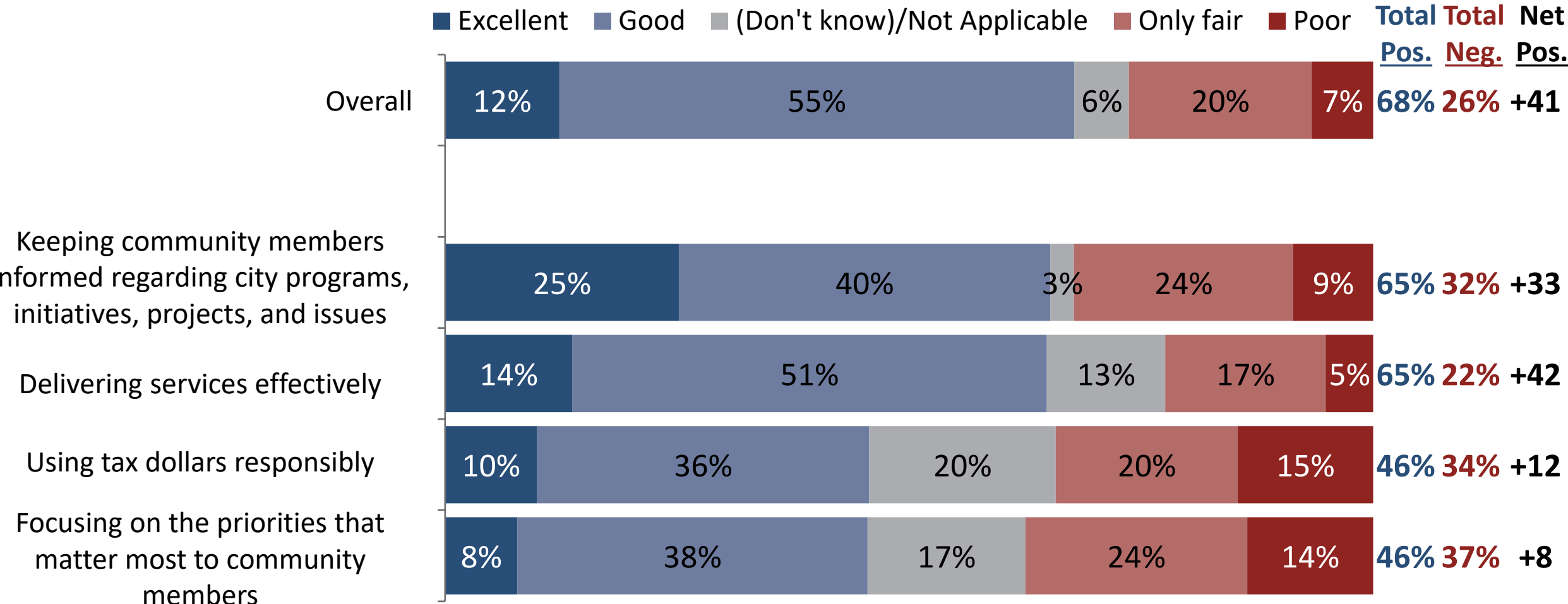


Q13. Do you strongly agree, somewhat agree, somewhat disagree, or strongly disagree, that these should be the City's top priorities?

# City of Redmond Job Ratings



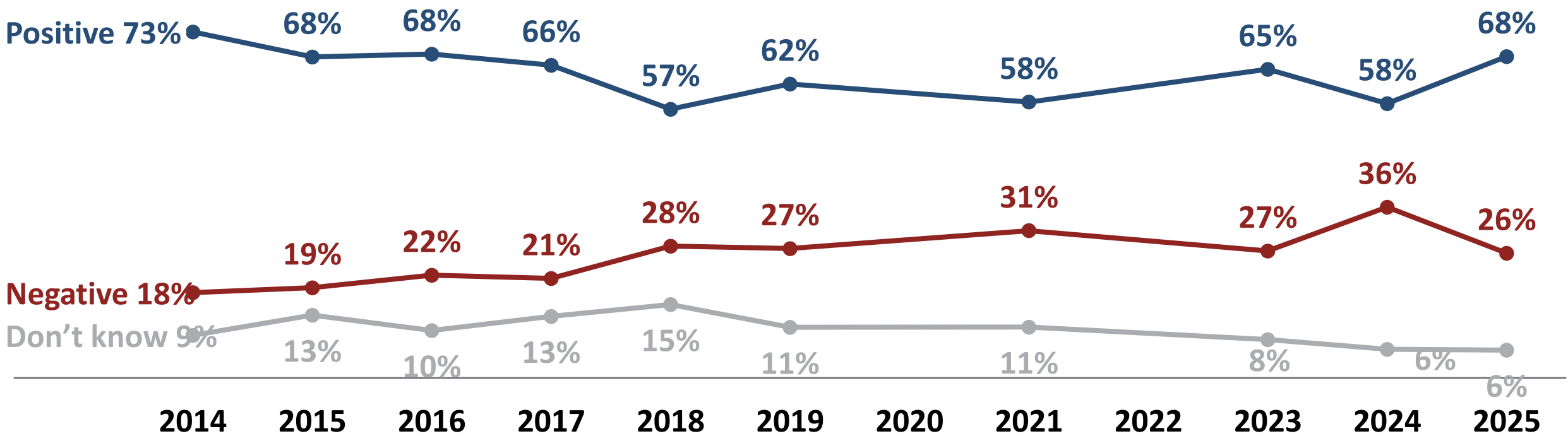
About two-thirds of residents rate the job the City of Redmond is doing overall, keeping community members informed, and delivering services as “excellent” or “good.”



# City of Redmond Overall Job Rating – Trend

The City’s overall job rating has increased ten points since 2024.

Positive: the combined total of “excellent” and “very good” ratings  
Negative: the combined total of “only fair” and “poor” ratings



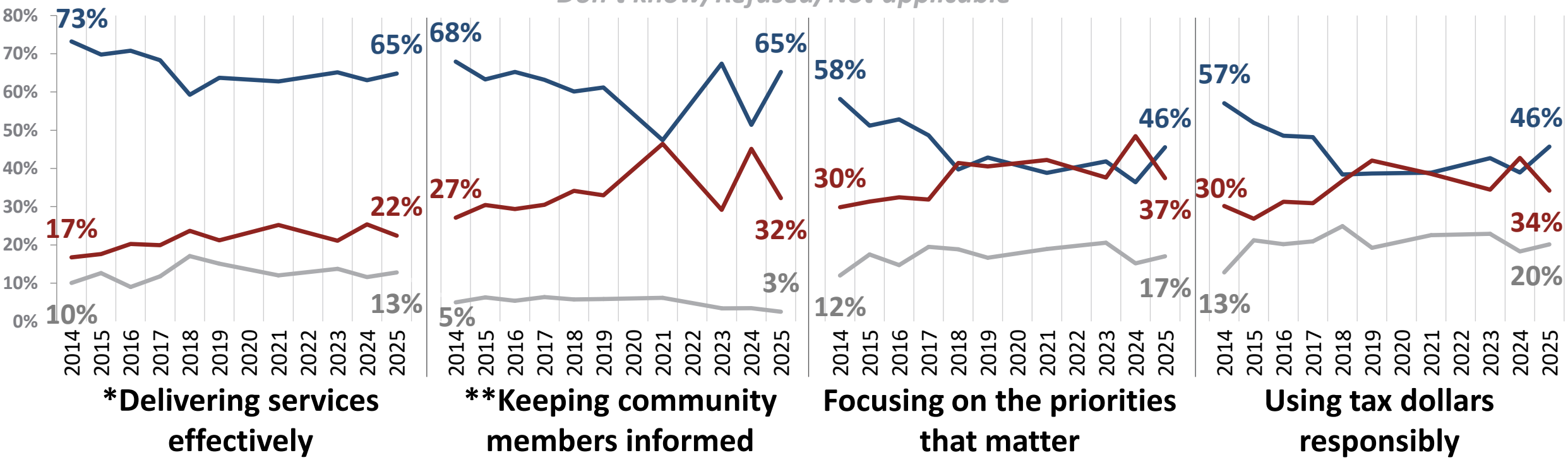
Q6. Please tell me how you think Redmond City government is doing in each of the following areas.  
Use a scale of excellent, good, only fair, or poor. ... the job Redmond City government is doing overall



# City of Redmond Job Ratings – Trend

Job ratings have improved across the board, with the most significant increase in the job the City is doing keeping community members informed.

Positive: the combined total of “excellent” and “good” ratings  
Negative: the combined total of “only fair” and “poor” ratings  
Don’t know/Refused/Not applicable

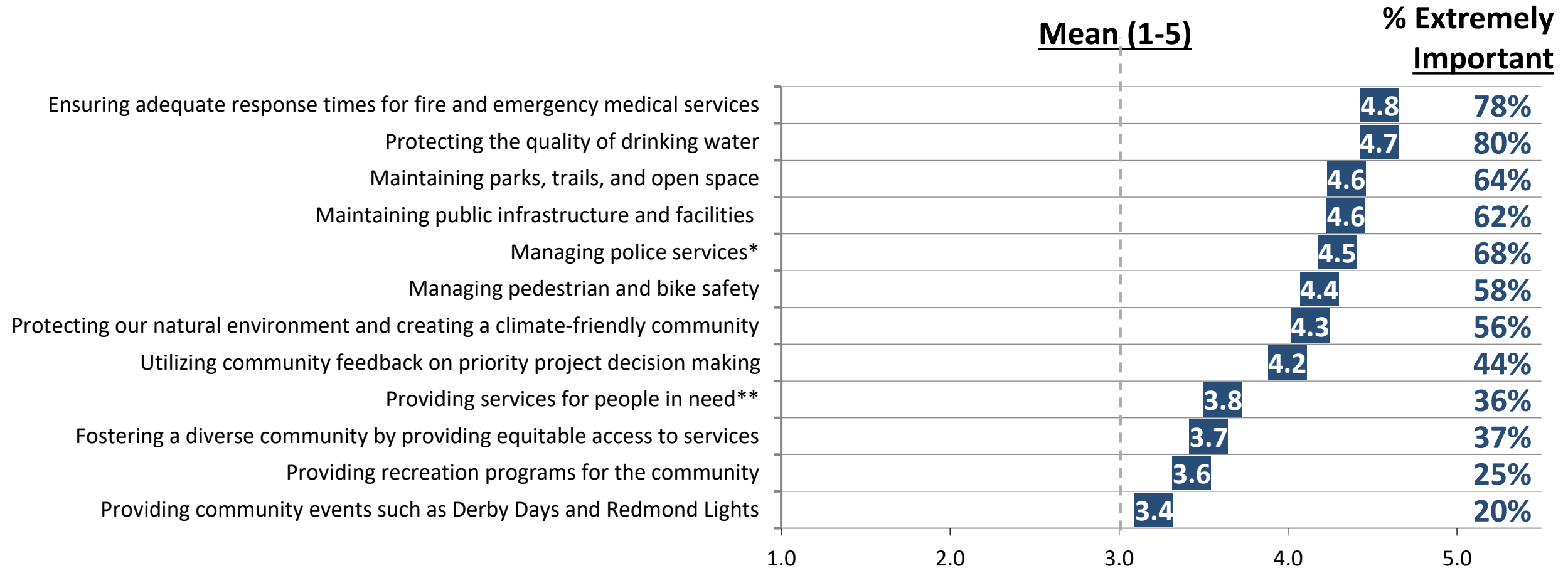




# City Services Gap Analysis

# City Service/Function Importance Ratings

*Adequate emergency response times, protecting drinking water, and maintaining parks, trails, and open spaces are rated highest in importance among Redmond residents.*



\*Full Question text: "Managing police services including response time, preventing crime and protecting community members"

\*\*Full Question text updated in 2025 to: "Providing services for people in need including alternative crisis care and mental health services"

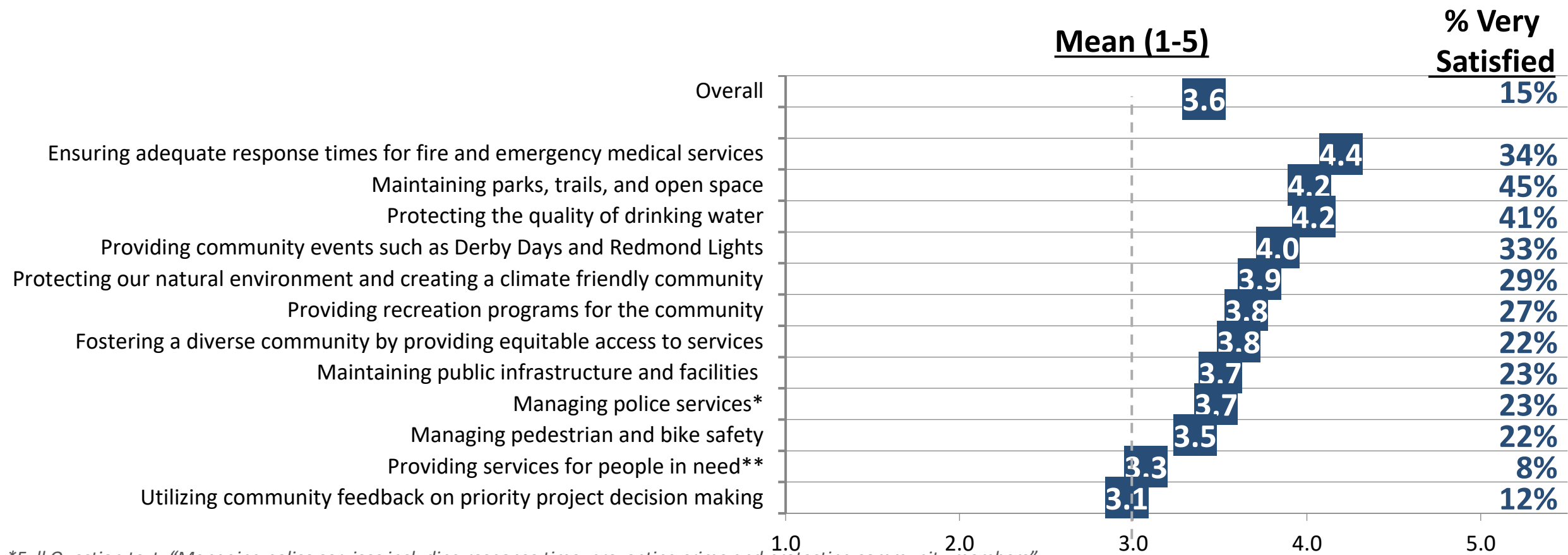
Q27-Q38. Next you will see the same city services and functions. After each, please indicate how important that city service or function is to you and your household.



# City Service/Function Performance Ratings



*The City’s overall performance rating (3.6 out of 5) is on par with most services. Performance ratings are highest for fire/EMS, parks/open space, drinking water, and providing community events, and are lowest for pedestrian safety, services for people in need, and utilizing community feedback in decision making.*



\*Full Question text: “Managing police services including response time, preventing crime and protecting community members”  
\*\*Full Question text updated in 2025 to: “Providing services for people in need including alternative crisis care and mental health services”

# Gap Analysis: Performance as Percentage of Importance

The "gap" is a measure of how well the City is doing based on community members' perceived importance. The area where the City underperforms importance most significantly is its use of community feedback. Most other services have a performance rating equivalent to their importance, or where the City exceeds service importance.

Performance as a percentage of importance



\*Full Question text: "Managing police services including response time, preventing crime and protecting community members"  
\*\*Full Question text updated in 2025 to: "Providing services for people in need including alternative crisis care and mental health services"

# Gap Analysis - Trend

*Changes in the size of the gap are driven by changes in perceptions of importance and/or performance. While there has been improvement compared to 2024, the most significant area for improvement remains around utilizing community feedback.*

<u>Gap Analysis: Performance as Percentage of Importance</u>	2024	2025	Net Gap Change ('24-'25)
Providing community events such as Derby Days and Redmond Lights	119%	<b>118%</b>	<b>-1%</b>
Providing recreation programs for the community	103%	<b>105%</b>	<b>+3%</b>
Fostering a diverse community by providing equitable access to services	99%	<b>101%</b>	<b>+2%</b>
Maintaining parks, trails, and open space	93%	<b>92%</b>	<b>-0%</b>
Ensuring adequate response times for fire and emergency medical services	90%	<b>92%</b>	<b>+2%</b>
Protecting our natural environment and creating a climate-friendly community	86%	<b>90%</b>	<b>+4%</b>
Protecting the quality of drinking water	87%	<b>89%</b>	<b>+2%</b>
Providing services for people in need**	87%	<b>85%</b>	<b>-2%</b>
Managing police services*	78%	<b>81%</b>	<b>+4%</b>
Maintaining public infrastructure and facilities	79%	<b>81%</b>	<b>+2%</b>
Managing pedestrian and bike safety	78%	<b>81%</b>	<b>+2%</b>
Utilizing community feedback on priority project decision making	66%	<b>74%</b>	<b>+8%</b>

\*Full question text: "Managing police services including response time, preventing crime, and protecting community members"

\*\*Full Question text updated in 2024 to: "Providing services for people in need including alternative crisis care and mental health services"

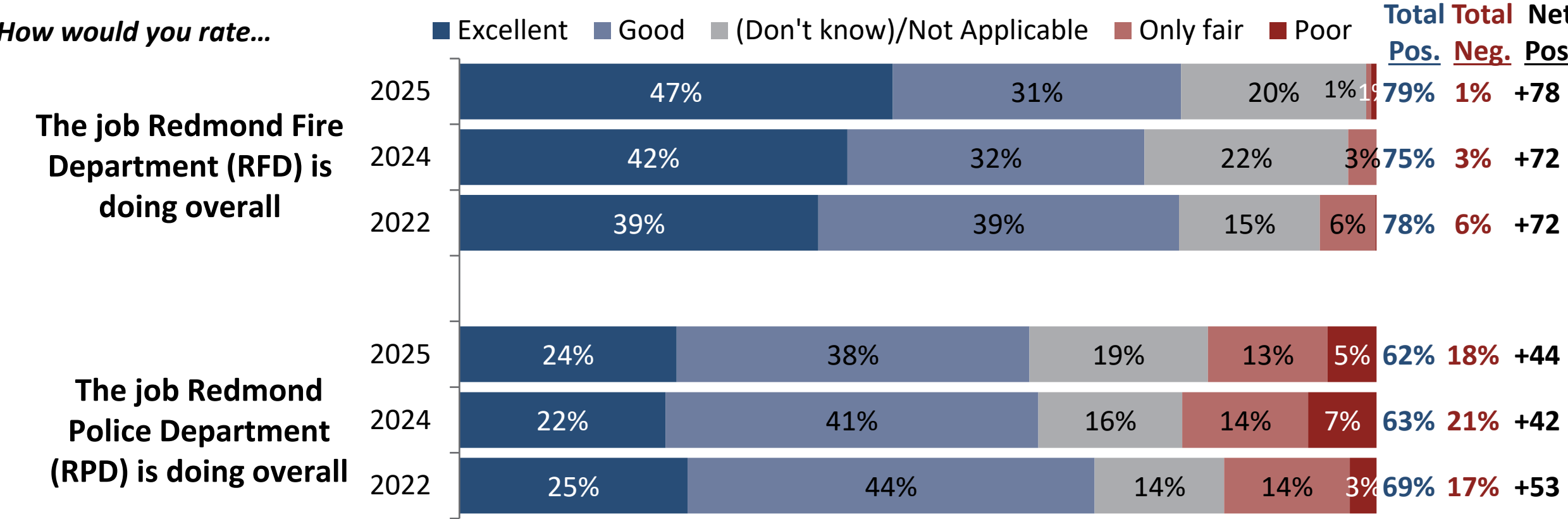




**Public Safety**

# RFD & RPD Job Ratings Over Time

Over three-quarters of residents continue to rate the job RFD does positively, with the share of “excellent” ratings increasing since last year.



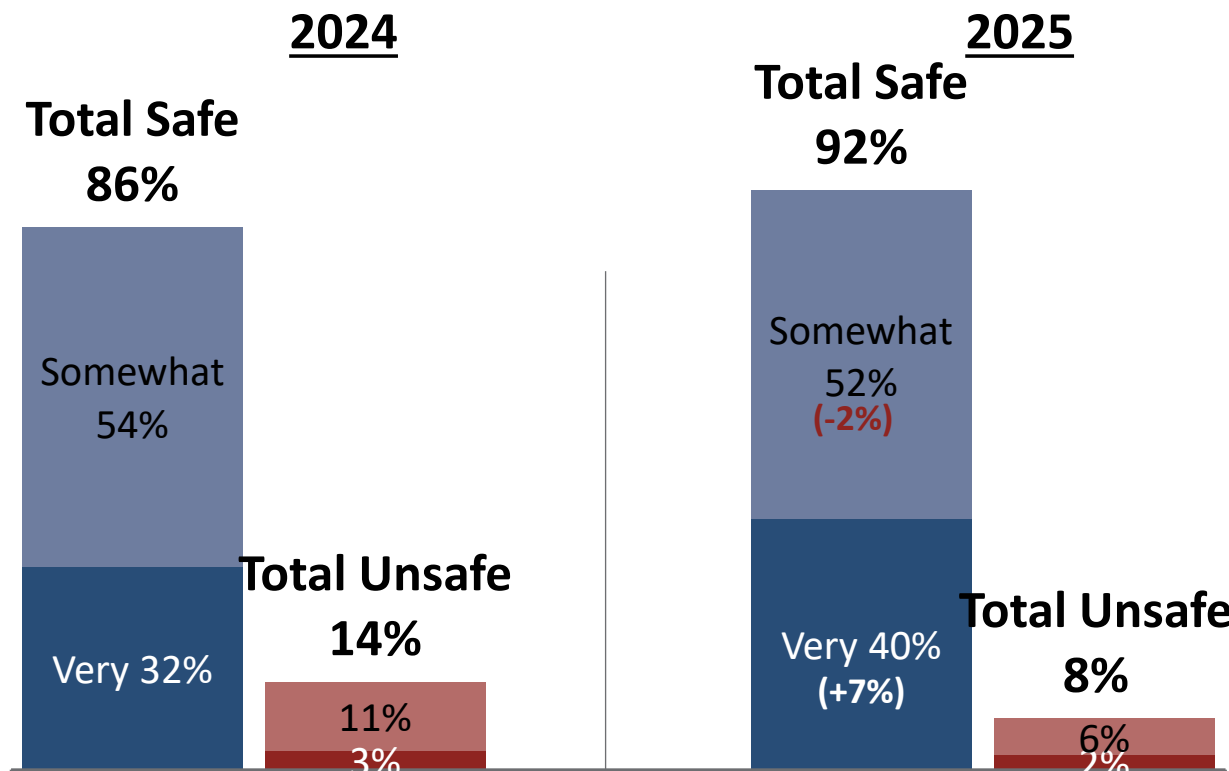
\*In 2022, only “don’t know” was offered. “Not applicable” was not a response option.



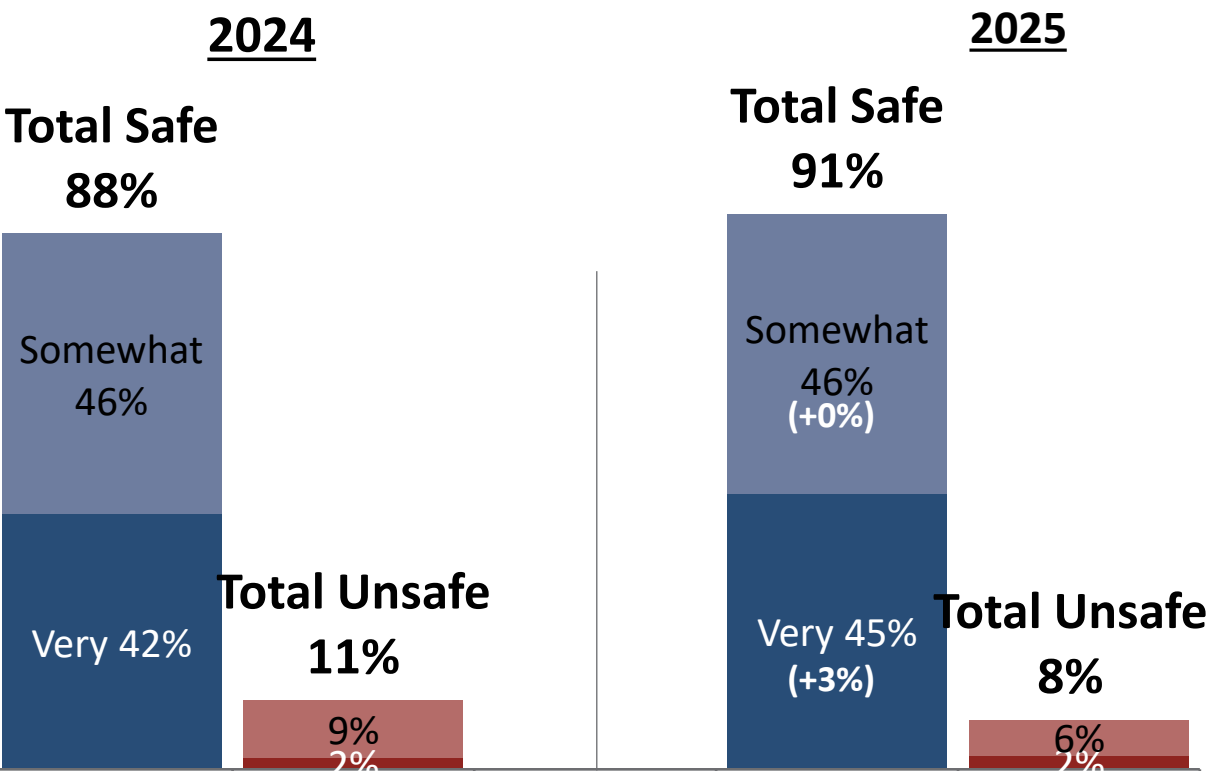
# Safety in Redmond

The share of residents feeling safe in Redmond and walking alone in their neighborhood have increased slightly since 2024.

In general, how safe do you feel in Redmond?



And how safe do you feel walking alone in your neighborhood?

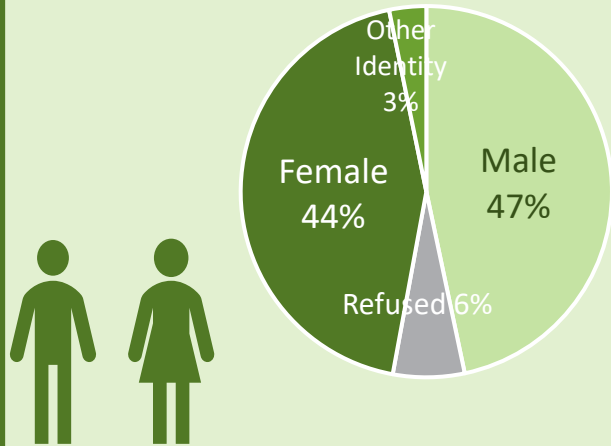


# Findings Summary

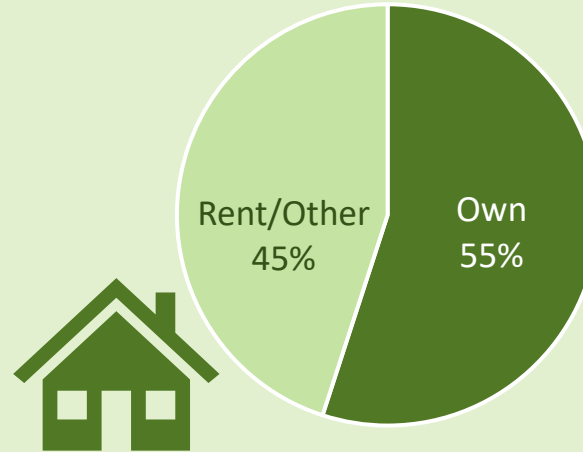
- ▶ Ratings and attitudes have improved in many areas, including quality of life, concern about crime, perceptions of safety, and many of the City's functions and core services.
- ▶ Residents continue to find affordability the most important issue facing Redmond, and it is the top-mentioned priority residents think the City should focus on over the next two years. Concern around growth and overdevelopment is also increasing.
- ▶ Ratings of the job the City does focusing on priorities that matter and using tax dollars responsibly have both improved, reversing declines seen in the 2024 survey.
- ▶ The share of residents who say the City keeps community members informed has also risen, as has the number of residents reporting they get their information from the Redmond focus newsletter. However, utilizing community feedback continues to be an area for improvement.

# Respondents' Demographic Profile

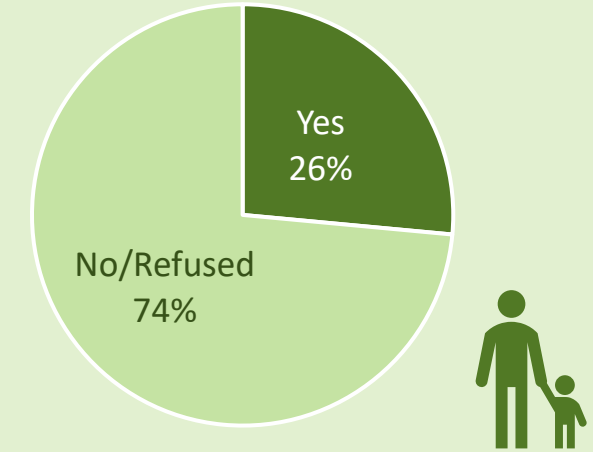
## Gender



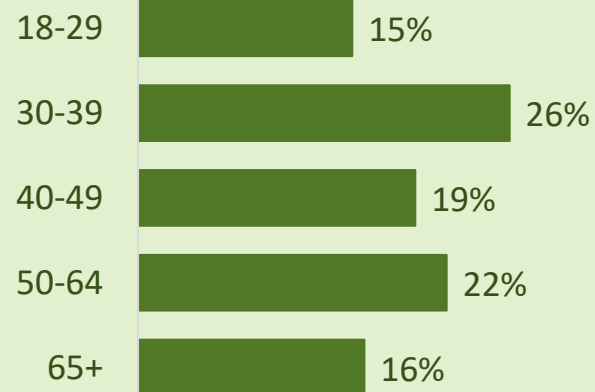
## Homeownership



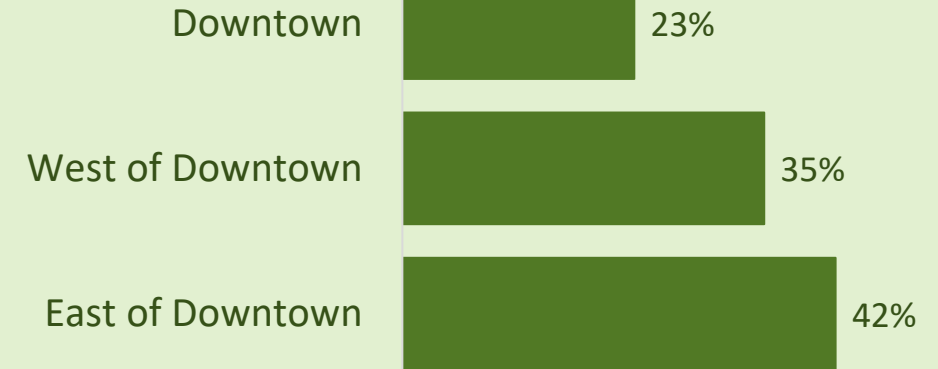
## Children in Household



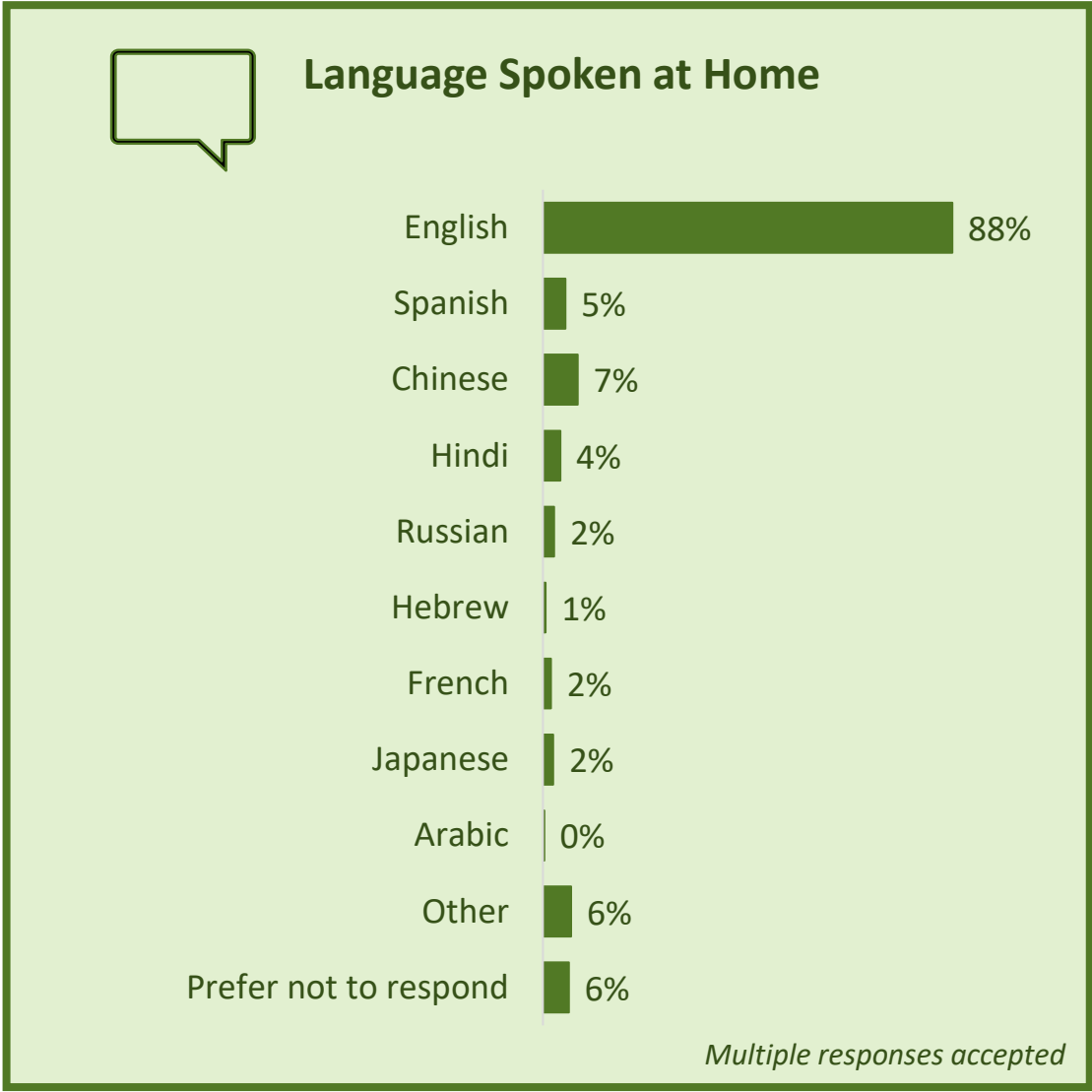
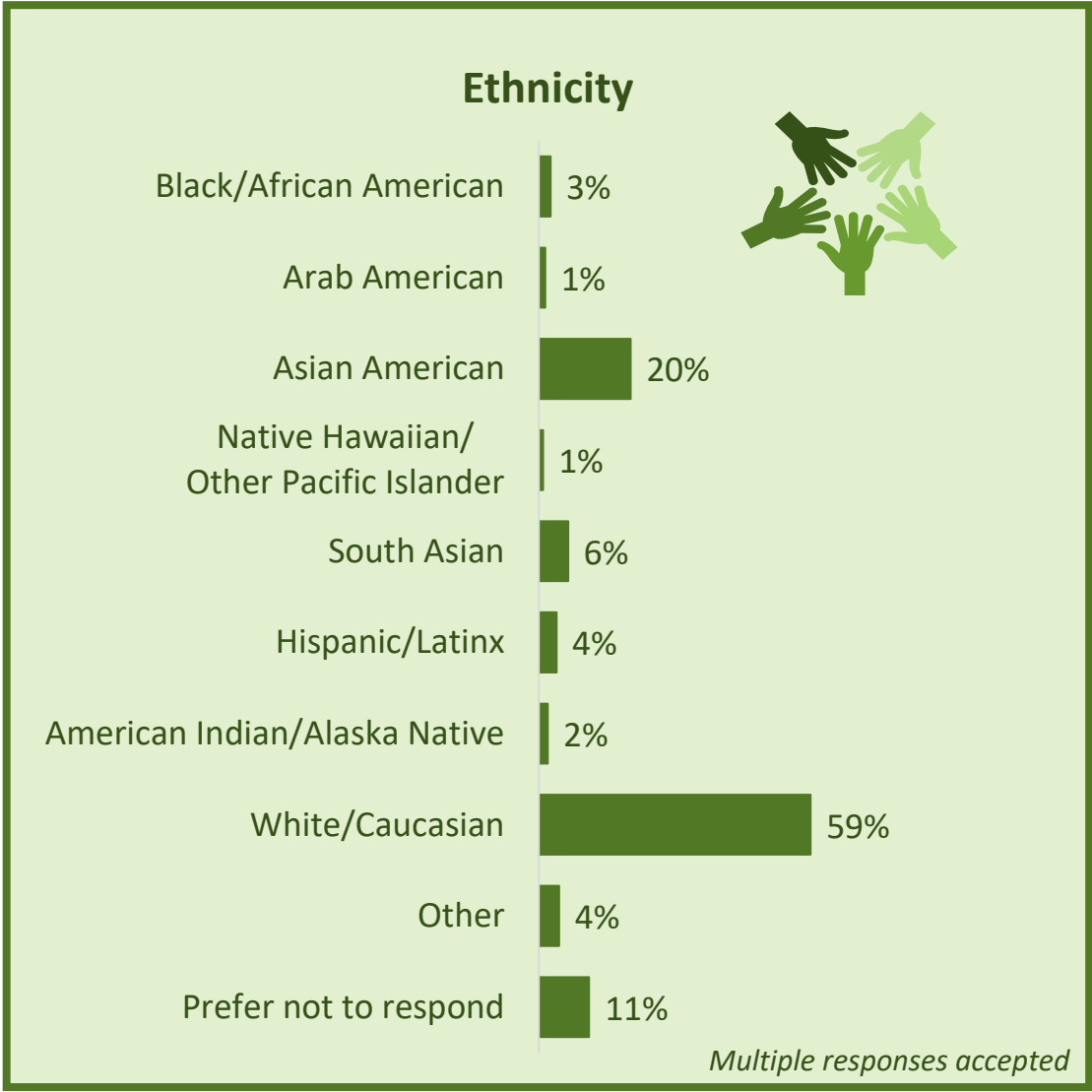
## Age



## Neighborhood



# Respondents' Demographic Profile







Ian Stewart  
ian@emcresearch.com  
206.204.8032

Sianna Ziegler  
sianna@emcresearch.com  
206.204.8045

Sabrina Smith-Holmes  
sabrina@emcresearch.com  
206.652.5023



## Memorandum

**Date:** 7/8/2025

**Meeting of:** City Council Study Session

**File No.** SS 25-049

**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
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:**

This 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 <u>bike only</u> 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 in 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.  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.  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 TMP.
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 <a href="#">Let's Connect page</a> to give feedback, as questions, and take available questionnaires.  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 <a href="mailto:pedbikecommittee@redmond.gov">pedbikecommittee@redmond.gov</a> or visit <a href="https://www.redmond.gov/pbac">https://www.redmond.gov/pbac</a>	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.  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.  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? <i>(CM Forsythe)</i>	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? <i>(CM Forsythe)</i>	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? <i>(CM Forsythe)</i>	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? <i>(CM Kritzer)</i>	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 Downtown 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? <i>(CM Kritzer)</i>	We want our businesses to feel that these curbspace strategies are supporting their work. This is why we are recommending potentially having paid parking in our time-limited areas. We will also continue to look into the 2-hour limit and if it is appropriate for our time-limited parking areas. More information will be included in the Urban Centers Parking Management Plan.  Regarding the current regulations, a vehicle can be parked on the same named street for 2 hours at a time. You cannot move to another part of that same named street later in the day due to the nature of the parking monitoring program. More information can be	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: <a href="https://www.redmond.gov/636/Downtown-Parking">https://www.redmond.gov/636/Downtown-Parking</a>	
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.	Timeline has been slightly adjusted with a anticipated adoption occurring in Q1.
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.  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.	- None

## 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. <i>(CM Stuart via email)</i>	This is making a specific point. Many earlier programs offered reimbursable rebates which presents some challenges to low-income population that would most benefit.	- None
4/8/25	Appreciate conversation around Redmond Way and the constraints around that area. How will we know if we are on track with our goals, especially given seasonal variations in bicycle activity? When during the year will our measurements take place? <i>(CM Stuart)</i>	The City currently collects bicycle and pedestrian volumes twice per year (at the same time each year) to compare bicycle activity annually. We typically collect these counts in the fall and spring. We are also looking into other big data sources that can supplement our bicycle volume counts. We are also looking into adding more permanent bicycle counters on Redmond's transportation network at strategic locations.	Staff will continue to look into big data options that can supplement our counts and provide more context to the data we are already collecting annually.
4/8/25	Thank you for including data around incentive programs for e-bikes. As it relates to incentives for e-bikes, does the Rocky Mountain Institute use tailpipe emissions or another metric to measure emissions? <i>(CM Stuart)</i>	Yes, the Rocky Mountain Institute (RMI) calculator uses tailpipe emissions.	- None
4/8/25	Topography is a barrier to bicycle activity on Education Hill. How can you measure data and compare trends in these unique situations such as topography and complicated intersection configurations that limit bicycle connectivity? <i>(CM Fields)</i>	Redmond does not have uniform conditions across the City, which means we need to have careful and thoughtful design for safe and comfortable bicycle facilities. In some cases, we can look at what is already built and see if we can improve. Each situation will be unique to the location and users served and we will be sensitive to the characteristics of the environment when looking at bicycle facility improvements.	For any future bicycle facility improvement, staff will consider all unique characteristics of the location and environment to assess safety improvements.
4/8/25	Page 20 may need clarification or have a typo – check the first paragraph and neighborhood reference. Looks to be noting Grass Lawn when it should note Overlake. <i>(CM Forsythe)</i>	This comment has been incorporated into the Bicycle Network chapter.	Page 20 has been updated to change the reference to 150th Avenue NE in the Grass Lawn neighborhood.

## Transportation Master Plan Update

Date	Issue	Notes & Recommendations	Next Steps
4/8/25	Can you clarify how Level of Traffic Stress is incorporated into the maps in the Bicycle Network Chapter? <i>(CM Kritzer)</i>	All planned bicycle facilities are intended to be low-stress – that is the goal. A map showing the city's existing level of traffic stress can be included as an appendix material to the TMP.	Possibly add map showing level of traffic stress of existing bike network as an appendix
4/8/25	In terms of the benchmarks that you talked about regarding 15% of urban center and 5% of citywide trips, can you clarify how you got to those benchmarks and how they relate to other cities of similar size? <i>(CM Kritzer)</i>	Bike planning is based on a combination of evidence and intuition. When looking at our 71% reduction of GHG targets, some of those reductions are attributed to the bicycle mode in addition to electric vehicles, transit, and other non-drive alone modes. We have assumed a reasonable target of approximately 1 in 6 trips in the urban centers would be converted to the bicycle mode. We assume that especially in our denser urban centers, it is reasonable for people to take trips via bicycle over drive-alone vehicles.	None
4/8/25	Regarding rideshare pick-up and drop-off, can we look into implementing designated rideshare pick-up and drop-off locations especially near our light rail stations? <i>(CM Forsythe)</i>	This will be a focus of the CurbSpace Management Plan that will be developed by Public Works and will take a more detailed look at curbspace uses on the block-by-block level.	The Public Works Department's CurbSpace Management Plan will address rideshare pick-up and drop-off among other detailed curbspace uses.
4/8/25	As Redmond is growing, how big of a challenge will it be to create our ideal curbspace and delivery network to not disrupt traffic, given Redmond's narrow streets and congestion? <i>(CM Fields)</i>	It will be a challenge, but as the City grows and as demand for last-mile delivery grows we will need to look at other strategies. One key strategy will be to consider consolidated centralized pick-up locations such as lockers or other businesses that accept deliveries. This strategy is discussed in the CurbSpace and Freight chapters of the TMP.	None
4/8/25	One of the things noticed living in Downtown Redmond is noise given the level of activity. How can the City when planning for the future control the amount of noise associated with deliveries or building requirements? <i>(CM Nuevacamina)</i>	We already have requirements in place for developments along roadways that allow a certain level of activity and associated noise to show how the noise level within a residential unit will be lowered to hit required targets.  Another provision is in place for the City's own CIP projects to consider noise walls and other mitigation standards if we believe the project will create elevated noise levels.	None
4/8/25	How does our updated truck route map compare to the previous version? How does the freight	The map is similar with some small modifications. We removed NE 116th Street and West Lake Sammamish Parkway. We have also updated and clarified the	None

## Transportation Master Plan Update

Date	Issue	Notes & Recommendations	Next Steps
	network overlay with the bike network? <i>(CM Forsythe)</i>	<p>definitions for Primary and Secondary Truck Routes and how these relate to WSDOT's definitions.</p> <p>Page 3 of the Streets Plan chapter discusses the city's integrated Complete Streets approach and page 12 of the Streets Plan chapter discusses the modal integration concept and analysis.</p>	
5/27/25	Looking at the section on ADA-compliant bus stop facilities, have we thought about including solar panels on bus shelters? <i>(CM Forsythe)</i>	Bus shelters and bus stop facilities are managed by King County Metro within the City. We would be open to partnering with Metro to add solar technologies to bus shelters but the timing and locations of implementation would be under Metro's purview.	Bus stop facilities are discussed in Strategy 4 of the Transit Network Chapter of the TMP. We will update Strategy 4 to include discussion of lighting at transit stops.
5/27/25	Is there a role for the City to develop or encourage the use of trip planner apps? <i>(CM Fields)</i>	<p>Trip planner apps and the concepts they support are examples of Transportation Demand Management (TDM) strategies that encourage people to use alternative travel methods that are not drive-alone. Staff are including a TDM chapter in the TMP and will discuss this with Council in July 2025.</p> <p>The City's Go Redmond program includes a trip planner functionality that is discussed and encouraged in the TDM Chapter of the TMP.</p>	None
5/27/25	Is our Safer Streets for All Action Plan effectively our Vision Zero plan? Or do we have more plans to create a Vision Zero plan? <i>(CM Kritzer)</i>	<p>The Safer Streets Action Plan is effectively our Vision Zero plan as it defines a target and timeframe for eliminating fatal and serious injury crashes in Redmond – it is the City's plan for achieving Vision Zero.</p> <p>The Safer Streets Action Plan applies the Safe System Approach which takes a holistic, multi-faceted approach to reducing serious injury and fatal injuries.</p>	None
5/27/25	What exactly does the term shared parking mean? What is the timeline for this program? <i>(CM Nuevacamina)</i>	A shared parking program will work to partner with businesses or management companies of underutilized surfaces parking lots and garages to provide more public parking opportunities that are easy to identify and access relative to businesses and light rail.	Staff have initiated work to explore shared parking opportunities both as part of the Parking Management Implementation Plan and the Regional Mobility Grant recently received by the City from WSDOT, which has a shared parking component that would be serviced by a microtransit shuttle.

## Transportation Master Plan Update

Date	Issue	Notes & Recommendations	Next Steps
5/27/25	For the transit-only lanes and other capital projects, what would be the timeline for those? <i>(CM Nuevacamina)</i>	Each of the transit-supportive capital projects shown in Strategy 7 of the Transit Chapter would have varying timelines that have not been determined yet. These project timelines would be dependent on funding and the ability to partner with our local transit agencies. The table of projects is shown in the TMP as an idea bank of possible options that the City would be open to pursuing. This table also serves to establish the City's goals and desires for future infrastructure to better advocate with local transit agencies.	None
5/27/25	Will there be policy conversations for the City to work with other agencies to implement transit goals? <i>(CM Fields)</i>	Yes. The Transit Chapter establishes Redmond's goals for the City's future transit network. The City will be open to coordination with neighboring cities and other agencies to partner as necessary and ensure that these goals are consistent regionally. The City participates in several regional transportation coordination efforts such as Eastside Transit Partnership and Regional Transportation Committee.	Continue to participate in partnerships and committees, engage in future regional transit planning efforts such as Metro Connects update.
5/27/25	Do you feel that this overall transportation plan is sensitive to the balance of needs in Redmond? <i>(CM Fields)</i>	Yes, the layered modal networks and complete streets concepts discussed on page 12 of the Street Plan chapter establishes Redmond's need to balance vehicle modes with transit and active transportation modes.	None
5/27/25	How can the City play a role in making sure community members are aware of transit route changes in their neighborhoods and efficient routes? <i>(CM Kritzer)</i>	<p>The Go Redmond program works to promote awareness of transit resources and other ways to travel in Redmond without driving alone.</p> <p>The Transit Chapter of the TMP emphasizes frequency of routes in addition to wide ranging connectivity across the City. One of Redmond's future transit goals is to increase transit frequency along planned routes so riders have more opportunities to travel via bus throughout the day.</p> <p>The TDM chapter of the Transportation Master Plan addresses the Go Redmond program's role in promoting awareness of transit resources.</p>	None



DRAFT

# Transportation Demand Management Chapter

*TMP Update*



## What is Transportation Demand Management?

Transportation Demand Management (TDM) is a general term for strategies that result in a more efficient and sustainable use of transportation resources. Many programs and projects within TDM aim to provide more competitive transportation options than driving alone in order to reduce trips and improve traffic congestion. Traditionally, TDM has been seen as a tool to manage and mitigate peak period congestion with an emphasis on impacting commuters. Over time, TDM has expanded to apply more broadly to policies and programs designed to support and incentivize healthier, more environmentally sustainable transportation behaviors.

TDM graphic inserted here

The Covid-19 pandemic resulted in a drastic shift to telework and hybrid work schedules. Between 2019 and 2022, state Commute Trip Reduction (CTR) surveys found that the percent of telework grew from 5% to 41%. While telework is still prominent and likely to remain in many sectors, many companies and organizations have shifted back to a higher expectation of in-office time, and some are beginning to require all employees to be back in office full time. Redmond has also grown significantly, with a population that has increased to over 80,000 residents bringing about an increase in traffic. TDM is a strategy to reduce all vehicle traffic within the city, not just single occupancy vehicle commuters who are going to and from work.

## City of Redmond Transportation Demand Management Efforts

Current TDM efforts in Redmond include expansion of public transit, including the opening of four new light rail stations in the Downtown, Marymoor, and Overlake Urban centers. These stations connect Redmond community members to surrounding cities and region with high-capacity frequent transit and are expected to decrease personal vehicle use. The Transit chapter speaks to the transit system and how the City envisions the future of transit. TDM efforts are focused on the personal attitudes and behaviors pertaining to use of transit. The current Redmond transportation demand management program, Go Redmond, is another example of current TDM efforts, as it seeks to support state CTR requirements, manage the SchoolPool program to support reduction of traffic in school zones, and educate and incentivize the community regarding travel choices to reduce overall drive-alone rates in Redmond.

## Advancing Redmond 2050 Guiding Principles

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

Resilience	<ul style="list-style-type: none"> <li>• <b>Shifting trip modes in Redmond and working with private sector partners to establish behavior change reduces congestion as the city grows (see Redmond 2050 FW-TR-3, FW-TR-)</b></li> <li>• Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5</li> </ul>
Equity & Inclusion	<ul style="list-style-type: none"> <li>• <b>A variety of transportation options and sufficient education and advertisement of them allows for all Redmond residents and visitors to get around the community, regardless of personal circumstances. (See Redmond 2050 TR-10, FW-TR-13)</b></li> <li>• Strategies supporting the Guiding Principle of Equity include: Strategy 1, Strategy 3, and Strategy 5</li> </ul>
Sustainability	<ul style="list-style-type: none"> <li>• <b>Decreasing drive-alone rates in Redmond decreases overall greenhouse gas emissions by shifting vehicle trips to transit, walking, and biking. (See Redmond 2050 FW-TR-21, FW-TR-31)</b></li> <li>• Strategies supporting the Guiding Principle of Sustainability include: Strategy 1, Strategy 2, Strategy 4, and Strategy 5</li> </ul>

## Strategies

**Strategy 1: Reduce the number of trips starting and ending in Redmond that utilize drive-alone methods and shift trip method choice to transit, carpooling, biking (or other micromobility), and walking through education and incentives.**

As the Redmond population and job market grows, the increase of trips in, out, and through Redmond will outpace the vehicle capacity of Redmond streets. Balancing all modes of transportation, including driving, public transit, biking and other micromobility will be key to ensuring that all Redmond community members are able to reach their destinations efficiently and safely.

Redmond's transportation demand management efforts can reduce the number of drive-alone trips by creating opportunities for people to learn more about what travel options are available and how they could use these options for a variety of trip purposes. Redmond's transportation demand management programs also provide incentives to encourage people use other modes of travel.

## Recommended Actions

- Action 1A: Manage and update the City of Redmond transportation demand management website and program. Ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers.
- Action 1B: Support small businesses not impacted by Washington State Commute Trip Reduction requirements in providing commute alternatives and benefits for their employees. This includes things such as creating grants for bike racks or other infrastructure on site,

assistance with navigating transit pass options for employees, support efforts to facilitate carpooling or other ride sharing, and other creative options for small businesses.

- Action 1C: Educate and emphasize the options and benefits of existing and planned public transit service through the City of Redmond transportation demand management program and partnerships with local organizations.
- Action 1D: Establish an older adult mobility group through the Redmond Senior programs to assist with transit education and encouragement and develop programming to assist older adults in using a variety of transportation methods other than private vehicle.

**Redmond 2050 Policies that support strategy 1:**

- TR-10: Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- TR-30: Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- TR-31: Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.
- TR-36: Implement transportation programs, projects, and services to achieve a 71 percent reduction in greenhouse gas emissions from the transportation sector from 2011 to 2050.

**Strategy 2: Develop regulations within the City to support and redevelop Mobility Management Plans and meet statewide requirements.**

Mobility Management Plans (MMP's) are a tool in Redmond where new developments are required to create plans and tools for their residents and employees to reduce drive-alone rates, effectively improving traffic, reducing parking demand, reducing the environmental impact of driving, and supporting Redmond community members in their efforts to utilize transit and non-driving methods of transportation. MMPs have been a central part of transportation demand management work in Redmond but historically have lacked attention beyond initial completion. As building use and commute patterns have shifted over time, many MMP's have become less effective than originally written, and readdressing the MMP could benefit those who are working and visiting the location as well as the greater Redmond community around it. Revisiting MMP requirements will help ensure the MMP's are effectively meeting their targets and contributing to the City's overarching goals around reducing vehicle miles traveled and greenhouse gas emissions while also encouraging new development. Regulations can also be used to support the City in meeting the statewide Commute Trip Reduction Act requirements and supporting businesses beholden to them within city limits.

**Recommended Actions**

- Action 2A: Support the implementation of Mobility Management Plans for new development in Redmond, taking a flexible approach that aligns with Redmond's goals around affordable



housing, better parking management, environmental preservation, and promoting more sustainable transportation options.

- Action 2B: Redevelop Mobility Management Plan requirements to allow for greater flexibility depending on site type. Allow for differing requirements depending on whether building will be commercial, mixed-use, residential, or other types to best fit the needs of the residents and surrounding neighborhood. Develop renewal time frame and requirements to ensure existing and future structures have MMP's relevant to their uses throughout their lifetime as building occupants and the surrounding neighborhood change.
- Action 2C: Maintain and implement the Redmond Commute Trip Reduction Plan to assist with reaching state mandated CTR targets among Redmond's largest employers.

#### **Redmond 2050 Policies that support strategy 2:**

- TR-30: Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- TR-31: Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.
- TR-38: Implement transportation programs, projects, and services to meet air quality standards established in state and federal clean air laws, including the Commute Trip Reduction Law (RCW 70.94.521), and requirements of Chapter 173-420 Washington Administrative Code (WAC): "Conformity of Transportation Activities to Air Quality Implementation Plans."

### **Strategy 3: Incorporate transportation demand management strategies into neighborhood plans**

With the completion of the Redmond 2050 Comprehensive Plan, planning efforts within Redmond will shift to neighborhood plans to ensure that the non-urban center neighborhoods in the city are also effectively prepared to grow. Priorities for neighborhoods in Redmond are often different, as some are more residential in character and others are commercial and employment hubs within the city. Redmond neighborhoods are going to see growth and an increase in travel demand, and maintaining acceptable travel times and expanding travel options is an important quality of life factor for Redmond residents and visitors. Many of these plans will center around the corridors connecting different neighborhoods and communities in Redmond, and TDM can play a key role in ensuring that plans focus on making these corridor connections safe and accessible for a wide variety of travel modes.

The Redmond 2050 plan also emphasizes and supports complete neighborhoods, where there are shops, services, and other places to meet your basic needs within a short walk or bicycle ride from residences. Supporting this type of neighborhood development supports TDM goals by allowing individuals in the community to meet their needs without needing to get in a car and drive to a store or other location.

## Recommended Actions

- Action 3A: Ensure that transportation demand management strategies are incorporated into individual neighborhood plans.
- Action 3B: Emphasize complete neighborhood design to support transportation demand management and reduce personal vehicle use in neighborhood hubs.
- Action 3C: Continue to support transit use and access in urban centers and ensure that parking management strategies match the needs of the community and businesses.

## Redmond 2050 Policies that support strategy 3:

- TR-18: Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.
- TR-19: Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.
- TR-23: Adopt and implement a street plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. Require that all streets be complete streets, built to accommodate travel modes as defined in the Transportation Master Plan, and be no wider than necessary.
- TR-30: Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- TR-31: Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.

## Strategy 4: Support parking changes that encourage individuals to consider non-drive-alone transportation options.

One factor that many people consider when deciding to drive somewhere is what the parking situation at their destination will be. While applying parking time limit restrictions, metered parking, and other management strategies can be a frustrating experience for some, it is an important transportation demand management tool for shifting individual behavior to non-vehicle modes, such as transit or bicycle. While most strategies pertaining to parking are addressed in the curb space management chapter, it is important to recognize the influence that parking and transportation demand management have on each other and highlight strategies pertaining to transportation demand management that can support parking efforts in Redmond.

## Recommended Actions

- Action 4A: Prioritize parking for non-drive-alone vehicles, such as registered carpools and vanpools in key locations, such as workplaces, entertainment hubs, and regional transit centers.
- Action 4B: Implement more restrictive on-street parking management strategies in Redmond within urban centers to encourage less long term on-street vehicle storage.

### Redmond 2050 Policies that support strategy 4:

- TR-33: Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.
- TR-34: Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.
- TR-35: Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

## Strategy 5: Emphasize transportation demand management strategies to combat traffic congestion and safety concerns in school zones throughout Redmond.

The safety and accessibility of students within Redmond is especially important as the city grows. Traffic around school drop-off and pick-up times is often high and can cause significant back-ups within neighborhoods. It can also impact the safety of students who choose to walk or bike to school. As Redmond grows, an emphasis on shifting school traffic away from private vehicles to buses, walking, and biking will contribute to safer and happier journeys through school zones.

Safe Routes to School is a national campaign to provide safe routes for active travel for children to get to and from school, via walking, biking, or other forms of rolling. Washington state and King County support these efforts and offer a variety of funding opportunities for local jurisdictions to implement programs and projects to encourage active transportation. Within Redmond, the SchoolPool program works to encourage students to walk, bike, bus, or carpool to school in an effort to support our student's safety on their commute.

## Recommended Actions

- Action 5A: Strengthen relationships and partner with the Lake Washington School District to work collaboratively on effective strategies to increase student safety during transportation to and from school.
- Action 5B: Develop and/or update Redmond municipal codes to include traffic mitigation plans for individual schools and school zones within Redmond, including compliance procedures.

- Action 5C: Continue to manage and promote the Redmond SchoolPool program through partnerships with King County Metro.
- Action 5D: Develop a three-year SchoolPool plan in conjunction with King County Metro's SchoolPool funding.
- Action 5E: Apply for WSDOT Safe Routes to School grants to enact projects and pilot programs to enhance student safety near schools and encourage a greater number of students (and their families) to walk and bike to school.
- Action 5F: Continue to utilize Parent Teacher Student Association (PTSA) and school support for existing programs and to develop opportunities for student and/or youth lead leadership of Safe Routes efforts.
- Action 5G: Coordinate with CIP efforts to ensure that school safety related projects are sufficiently prioritized in the project matrix.
- Action 5H: Network and develop working relationships with other organizations such as Safe Routes to School or nearby jurisdictions that have experience with similar programs to apply lessons learned and increase efficacy of safe routes to school efforts.

**Redmond 2050 Policies that support strategy 5:**

- TR-30: Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.

# Pedestrian Plan

*TMP Update*





## 1. Introduction

It should be noted that throughout the Transportation Master Plan, the term “walking” refers to people walking or rolling with a wheelchair, stroller, or any type of mobility device. Furthermore, the term “pedestrian” refers to any individual walking or rolling. Redmond’s transportation network aims to be inclusive and accessible to all walkers, rollers, and users of personal mobility devices.

By 2050, active transportation modes including walking and rolling will serve as fundamental pillars of Redmond’s sustainable, equitable, and resilient transportation system. These modes advance the City’s goals for reducing carbon emissions, improving mobility, and fostering community cohesion.

In alignment with the Redmond 2050 Transportation Vision Statement and the Comprehensive Plan Guiding Principles, walking and rolling will enable affordable, low-carbon mobility. The emphasis on active transportation prioritizes safety, accessibility, and inclusion, ensuring all residents—regardless of age, ability, or income—can navigate the city with ease. Investments in pedestrian and bicycle infrastructure will support Redmond’s efforts to achieve a 71% reduction in greenhouse gas emissions from the transportation sector, reflecting the city’s commitment to environmental sustainability (*Redmond 2050 - Transportation Element*).

## 2. Advancing Redmond 2050 Guiding Principles

### Resilience

- **The pedestrian network prioritizes mobility for those who cannot or choose not to drive, which in turn allows for less wear and tear on Redmond roadways and allows for reduced vehicle congestion. (See Redmond 2050 FW-TR-2)**
- Strategies in this chapter supporting the Guiding Principle of Resilience include: Strategy 3, Strategy 6, Strategy 7

### Equity & Inclusion

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

### Sustainability

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

### 3. Designing a Pedestrian Network that Works for Everyone

Walking is the oldest and most human-centered form of transportation. . Walking is arguably the best way to fully experience a place but it is also the most basic form of transportation that should be accommodated in the safest, most convenient, and dignified way possible. The following are guiding principles that should underpin all pedestrian facility planning, design, and implementation:

- The walking environment should be safe and comfortable. Sidewalks, crossings, and shared-use paths should be free of hazards and minimize conflicts with vehicular traffic and external factors such as protruding architectural elements, utility vaults, or vegetation. The pedestrian network should provide additional separation from vehicle travel lanes with higher speeds and volumes. Adequate sidewalk width that is clear of obstacles should be provided to allow people to comfortably walk or roll in social groups and engage with the surrounding walking environment.
- The pedestrian network should be accessible. Sidewalks, shared-use paths, curb ramps, and crosswalks should ensure the mobility of all users by accommodating the needs of people regardless of age or ability. In areas with specific needs (e.g., schools), improvements should accommodate the needs of the target population.
- The pedestrian network should connect to places people want to go. The pedestrian network should provide continuous direct routes and convenient connections between destinations such as homes, schools, shopping areas, public services, recreational opportunities, and transit.
- The pedestrian network should be clear and easy to use with intuitive wayfinding signage. Sidewalks, shared-use paths, and crossings should allow people of all abilities to easily find a direct route to a destination with minimal delays.
- The pedestrian environment should include inviting public spaces that contribute to complete neighborhoods. Good design should integrate with and support the development of complementary uses and should encourage preservation and construction of art, landscaping, and other items that add value to public ways. These components might include open spaces such as plazas, courtyards and squares, and amenities like street furniture, banners, art, plantings, and special paving. Along with historical elements and cultural references, complementary uses should promote a sense of place. Public activities should be encouraged, and the municipal code should permit commercial activities such as dining, vending, and advertising on sidewalks when they do not interfere with safety and accessibility. The pedestrian environment is a key component to develop and enhance Redmond's complete neighborhoods.

#### Design Needs of Pedestrians of All Ages and Abilities

People walking and rolling in Redmond have different needs and abilities, and the transportation network should be inclusive to all. Age is a major factor that affects pedestrians' physical and cognitive abilities. For example, children have lower eye height and tend to walk at slower speeds than adults walk. They also perceive the environment differently at various stages of their cognitive development, and continue to develop a sense of depth perception, judgment, and critical thinking as they grow. Older adults may walk more slowly, might have slower reflexes, and may require assistive devices for stability, sight, and hearing. While the type and degree of mobility impairment varies greatly across the population, the transportation system should accommodate these users to the greatest extent feasible. Table 1 summarizes mobility barriers faced by different disability groups, the challenges they present, and relevant recommendations for pedestrian design that better accommodates these users.

**TABLE 1 – BARRIERS, CHALLENGES AND DESIGN CONSIDERATIONS FOR PEDESTRIANS WITH DISABILITIES**

Barriers (Disability Groups Affected)	Challenges for Facility Users	Design Solution
<b>Mobility Barriers (Wheelchair and Walking Aid Users)</b>	Propelling over uneven or soft surfaces	Firm, stable and non-slippery travel surfaces and structures, including ramps or beveled edges
	Cross-slopes cause wheelchairs to veer downhill	Cross-slopes to less than two percent
	Narrow paths of travel	Sufficient width and maneuvering space
	Long distances between accessible and comfortable street crossings. Insufficient crossing time intervals	More low-stress and accessible street crossings. Longer pedestrian signal cycles, shorter crossing distances, and median refuge islands
	Long distances with no place to sit and rest	Seating
	Speeding traffic leaving little time for pedestrians to react	Speed control, traffic calming
<b>Hearing Barriers (Deaf and Hard of Hearing)</b>	Oncoming hazards at locations with limited sight lines (e.g. driveways, angled intersections, right-turn slip lanes) and complex intersections	Longer pedestrian signal cycles, clear sight distances, highly visible pedestrian signals and markings
<b>Vision Barriers (Blind or Low Vision)</b>	Indirect paths and poorly placed obstacles	Guide strips, detectable warning surfaces, and safety barriers
	Changing environments, including construction detours, that make reliance on memory more difficult	
	Low illumination levels	Better illumination along sidewalks and enhanced lighting at street crossings
	Absence of non-visual indicators (e.g. sound and texture)	Accessible text (larger print and raised text), accessible pedestrian signals (APS)
<b>Cognition Barriers (Neurodiverse individuals)</b>	Complex walking environments with a wide range of information types	Signs with pictures, universal symbols, and colors, rather than text

## 4. Overview of Redmond's Pedestrian System

### Sidewalk Network

The City of Redmond has a high coverage of sidewalks on arterials and transit routes, with sidewalks on one or both sides of the street across approximately 92% of the city's arterial network, as shown in Table 2. Approximately 89% of Redmond's local streets include sidewalks on one or both sides of the street, as shown in

Table 3. More information about the City’s goals to increase sidewalk coverage on the local street network can be found in the Strategies in this chapter.

**TABLE 2 – EXISTING SIDEWALK NETWORK ON ARTERIAL STREETS**

Street Type	Arterial Street		Arterial Streets with Transit Routes	
	Approximate Sidewalk Miles	Percent	Approximate Sidewalk Miles	Percent
No sidewalk on either side of street	6	9%	3	8%
Sidewalk on one side of street	18	24%	6	16%
Sidewalk on both sides of street	46	67%	29	76%
Sidewalk on one <u>or</u> both sides of street	64	91%	35	92%

**TABLE 3 – EXISTING SIDEWALK NETWORK ON NON-ARTERIAL/LOCAL ACCESS STREETS**

Local Streets (City of Redmond Owned)	Approximate Sidewalk Miles	Percent
No sidewalk on either side of street	14	11%
Sidewalk on one side of street	9	7%
Sidewalk on both sides of street	104	82%
Sidewalk on one or both sides of street	113	89%

The City of Redmond continuously monitors the condition of the sidewalk network . In 2024, Redmond used the Sidewalk Scan program that measures the condition of sidewalks. Based on the evaluation, a sidewalk condition index (SCI) was developed and adopted using the quantity, type, and severity of distresses on a sidewalk. SCI rates sidewalk quality into 7 categories: excellent, good, fair, poor, very poor, serious, and failed. SCI serves as an important indicator for the maintenance and replacement decisions of the City’s sidewalk network. More information on the SCI of Redmond’s sidewalk network can be found in Chapter 8 (Maintenance).

### Trail and Off-Street Connections Network

The City of Redmond has an extensive park and trail system. Redmond’s trail network provides comfortable pedestrian connections through and between many of Redmond’s neighborhoods. Many of Redmond’s trails offer special recreation features, including equestrian riding and opportunities for hiking.

The existing trail system within the city of Redmond totals approximately 58 miles, approximately 48% of which (or approximately 30 miles) are paved. Table 4 summarizes the city’s paved trails by the agency that owns and operates them.

**TABLE 4 – REDMOND PAVED TRAILS BY AGENCY**



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

In addition to Redmond’s paved and unpaved recreational trail network, the city’s pedestrian network also consists of short off-street pathways that often connect dead-end streets. These neighborhood connections offer more direct access to local destinations, and in some cases, allow people to avoid Redmond’s busiest streets. Many of these neighborhood connections do not have official street or trail names and may or may not be labeled with pedestrian signage. Figure 1 below shows a neighborhood connection pathway in the Education Hill neighborhood adjacent to a signed pedestrian crossing. More information about neighborhood connections can be found in the Strategies and Actions section in this chapter.



**FIGURE 1 - NEIGHBORHOOD CONNECTION IN EDUCATION HILL**

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

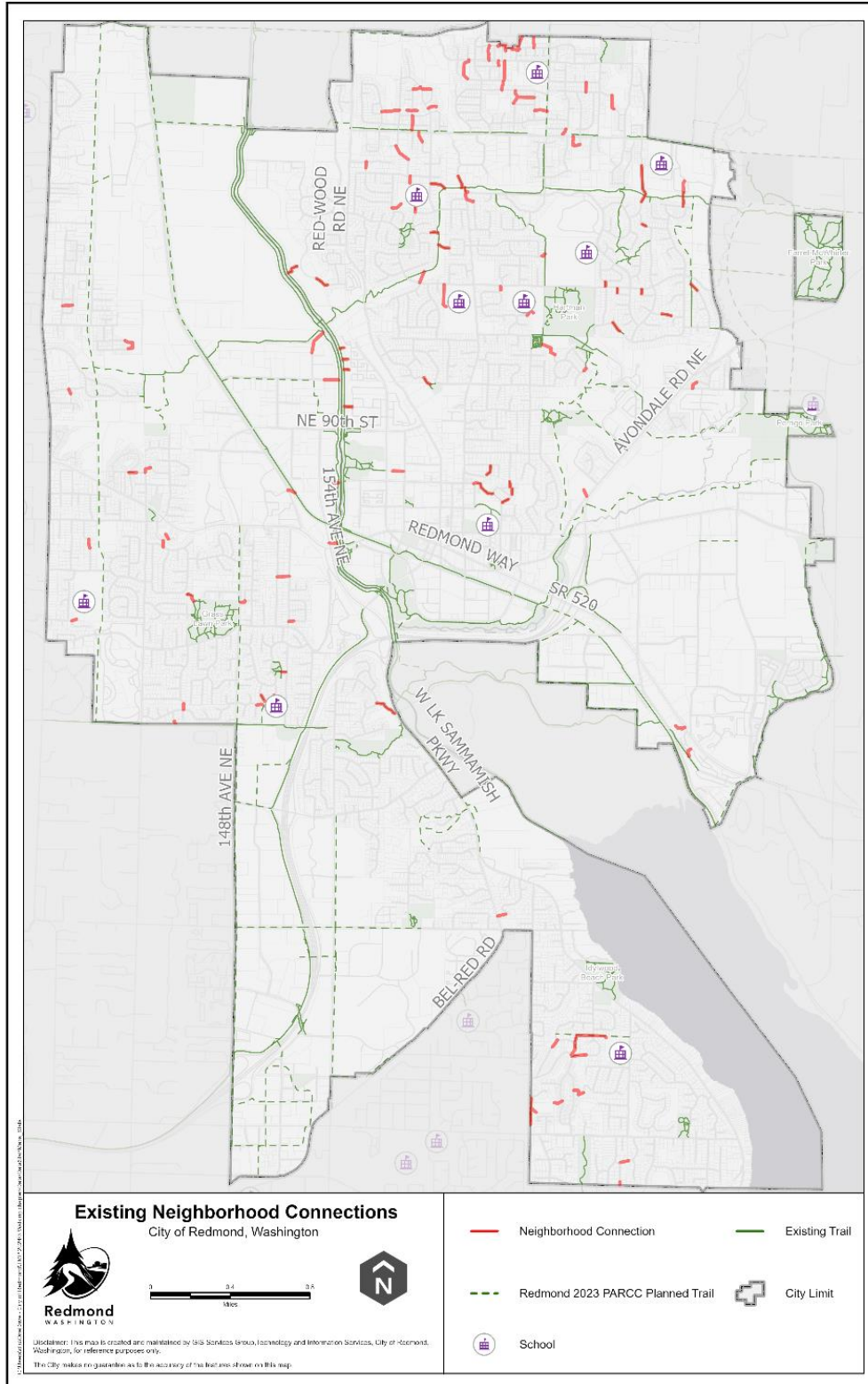


FIGURE 2 - NEIGHBORHOOD CONNECTIONS



## Pedestrian Crossings

A Low Stress Pedestrian Crossing (LSPC) provides safe and comfortable infrastructure for pedestrians to cross a roadway mid-block or at an intersection. While Redmond's pedestrian network includes many pedestrian crossings<sup>1</sup>, not all are considered Low Stress Pedestrian Crossings (LSPCs). LSPCs are marked crosswalks that include signalized intersections, roundabouts, Rectangular Rapid Flashing Beacon (RRFB) crossings, High Intensity Activated Crosswalk (HAWK) signal crossings, and all-way stop control (AWSC) intersections.

Redmond's current network of LSPCs includes 112 signalized intersections, 40 existing RRFB crossings, and two HAWK signal crossings. This inventory was taken for intersection crossings and does not include highway crossings such as pedestrian bridges.

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

---

<sup>1</sup> All intersections on Redmond's arterial and local street network are considered legal pedestrian crossings even if not marked with a crosswalk, unless pedestrian crossing is explicitly prohibited with clear signage.

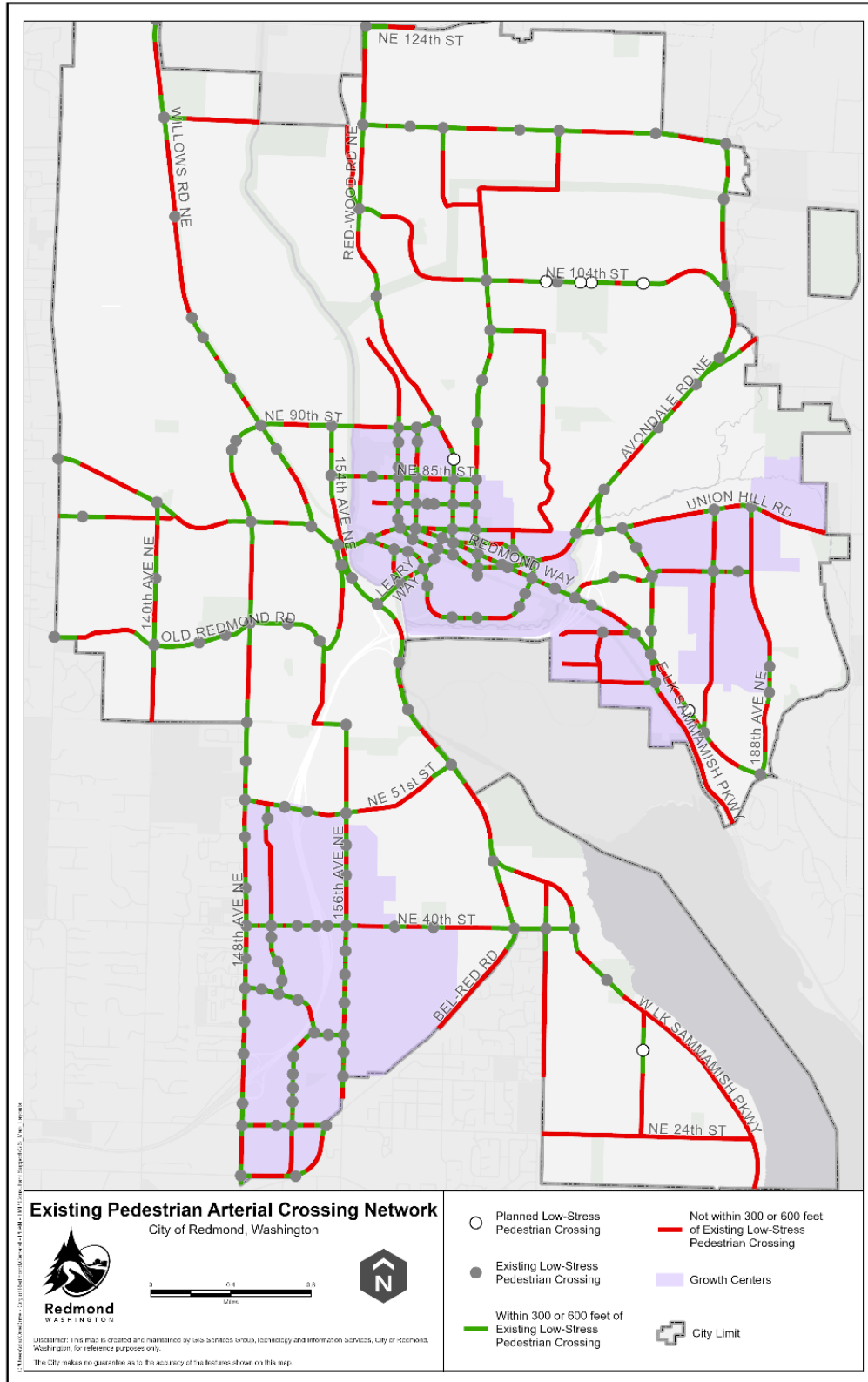


FIGURE 3 - EXISTING ARTERIAL PEDESTRIAN CROSSINGS

## **Curb Ramps**

Curb ramps play a vital role in Redmond’s pedestrian infrastructure by ensuring accessibility for all users, particularly individuals with disabilities using mobility assistance devices. These ramps provide a smooth transition between sidewalks and streets, supporting safer and more equitable mobility across the city.

The City of Redmond is committed to improving accessibility and meeting the requirements of the Americans with Disabilities Act (ADA). To achieve this, the City evaluates curb ramps across the network, identifying areas that need upgrades or new installations.

Currently, curb ramp upgrades are primarily completed through capital improvement projects and private development, where upgrades are required when road resurfacing occurs. The City also operates a curb ramp program that targets bi-annual ramp replacements, focusing on priority locations such as areas near schools and transit centers. Additionally, the City is developing an ADA Transition Plan, which will serve as a strategic framework for prioritizing future curb ramp replacements to enhance accessibility across the community. More information about the development of the City’s ADA Transition Plan can be found in Strategy 7.

### **Compliant Curb Ramps**

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

### **Non-Compliant Curb Ramps**

Non-compliant curb ramps do not meet one or more ADA standards, which can create barriers to accessibility or pose safety risks. Common issues include excessively steep slopes, absence of detectable warning surfaces, inadequate width, or deterioration of ramp surfaces.

The data highlights that 49% of Redmond’s curb ramps are currently non-compliant, while an additional 27% of intersections lack ramps entirely. Approximately 14% of ramps meet ADA standards, with an additional 2% deemed compliant to the maximum extent practicable due to site-specific constraints. About 8% of curb ramps are currently in design or recently constructed and documentation has not been completed.

Figure 4 includes a summary of missing and non-compliant curb ramps in Redmond.

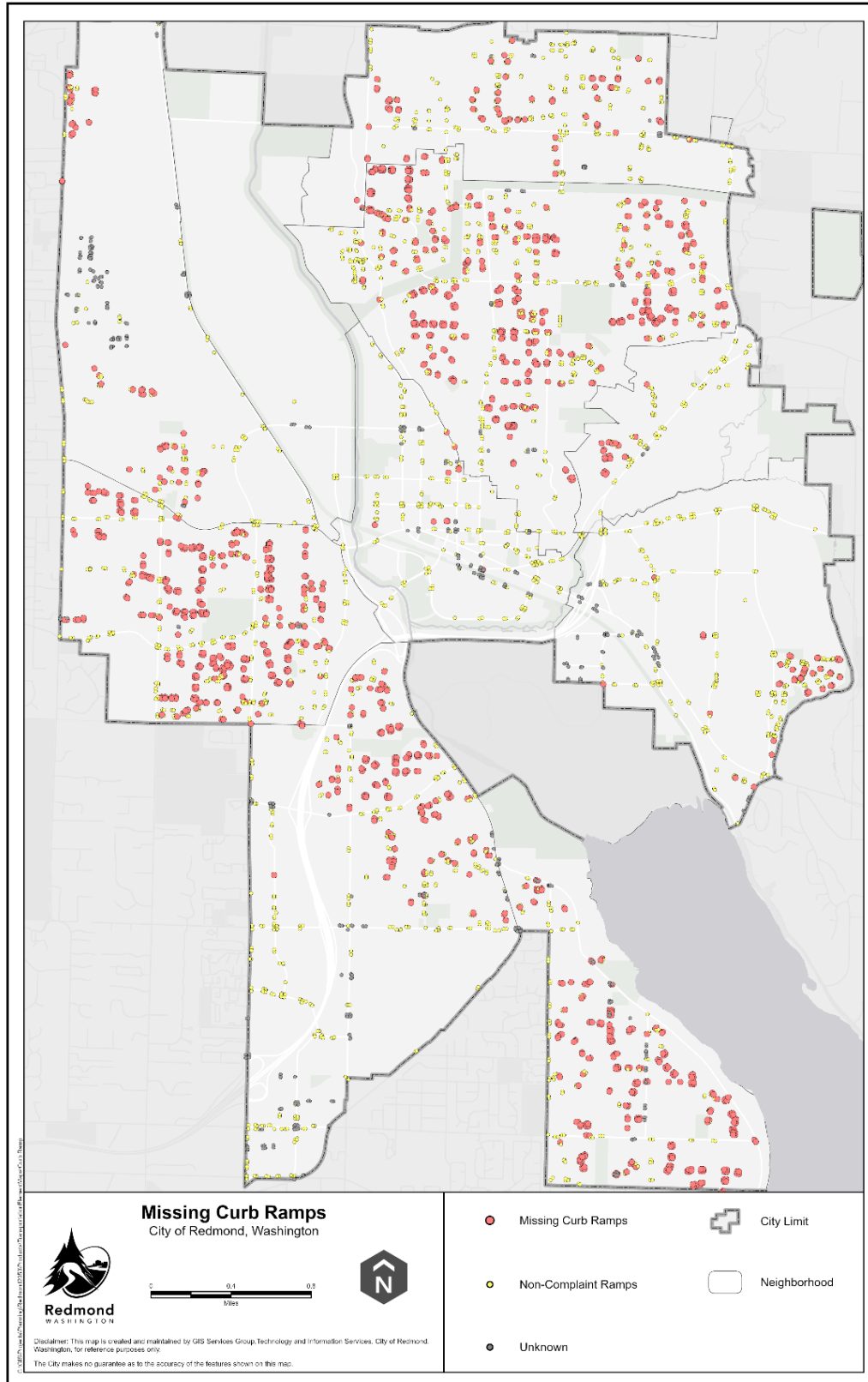


FIGURE 4 - MISSING AND NON-COMPLIANT CURB RAMP LOCATIONS

## Pedestrian Amenities

### Street Trees

Redmond's tree canopy creates an inviting and comfortable walking environment throughout the city. Street trees provide shade and comfort while helping meet Redmond's climate goals. The presence of street trees blocks sunlight from reaching the sidewalk and roadway network, reducing heat and air pollution at ground level. Additionally, the presence of street trees can provide visual "friction" that can encourage drivers to travel at slower speeds.

Street trees are a required component of Redmond's frontage improvements that apply to new development in the City. Tree roots of mature trees have caused accessibility challenges along many streets throughout Redmond. For all new tree plantings in the right-of-way it is important to choose tree species that are appropriate for streetscapes and use structural soils or other beneficial materials to prevent future impacts to sidewalk from tree roots. Chapter 3 – Street System Plan includes more discussion on tree preservation and related actions. More information about Redmond's accessibility challenges and future goals can be found in Strategy 6 below.

### Lighting

In 2024, the City of Redmond has approximately 5,281 streetlights in operation, which are owned by Puget Sound Energy (PSE), the City, or private individuals. The City manages an annual Street Lighting Program to improve lighting conditions in specific areas, such as school zones or residential neighborhoods. Annual improvements are generally based on community members' Requests for Service (or Q-Alerts) and are addressed by the Public Works Department. The City retrofitted all City-owned streetlights from high-pressure sodium (HPS) to light-emitting diode (LED) lights in 2018 and 2019. In 2022, the City began retrofitting 226 HPS PSE-owned streetlights with LED lights in Redmond's business district. LED lights provide better visibility than HPS lights, have a longer life-cycle, thus reducing maintenance costs, and are more energy-efficient. The lighting upgrade project was completed in 2023 and the upgrades are estimated to save the City approximately \$13,000 per year in energy consumption.

In addition to the traditional lighting system, the City is exploring new solar lighting technology and identified potential test locations for installation. Once installed, the City will continue to monitor the success of solar lighting at these locations and will consider implementation on a wider scale.

Redmond's trail network is partially lit, with some trails containing pedestrian lighting and others relying on ambient light from nearby streetlights. Trails with pedestrian lighting include portions of the Redmond Central Connector and the Evans Creek Trail. Other trails that rely on ambient light from streetlights include the Bear Creek Trail and the Powerline Trail, among others.

### Wayfinding

The City's wayfinding signage network includes a variety of sign types, installed primarily in Downtown Redmond and Overlake. The City's signage varies in look and function, with some directional signs pointing trail and sidewalk users to nearby destinations. Some signs include approximate distances by bike or by foot, while others only list destinations.

The City's Parks & Recreation Department is assessing wayfinding signage and developing a wayfinding plan in 2025/2026. As this plan develops, it will be important to reevaluate and update the pedestrian system

wayfinding signage to maintain consistency with other wayfinding efforts. More information about the City's wayfinding goals is discussed in Strategy 9 below.

### **Other Amenities**

Additional amenities can contribute to a more comfortable and dignified pedestrian experience, including seating, rest areas, structures that provide shade, and facilities such as water fountains or restrooms. These elements make the pedestrian experience more comfortable, safe, and inviting for people of all ages and abilities. The City of Redmond includes these amenities at City parks and other gathering spaces. The City should continue to identify locations where these amenities would be well used, including transit stops or Mobility Hubs. More information on Mobility Hubs can be found in Chapter 6 – Transit.

### **Development of Pedestrian Network in Urban Centers**

Redmond's pedestrian network is developed and enhanced by new development meeting requirements in the Redmond Zoning Code (RZC). The pedestrian system continues to change and improve, especially in the Overlake and Marymoor neighborhoods that continue to see rapid growth and redevelopment. Redmond's development requirements enhance the pedestrian experience by requiring safe and comfortable pedestrian facilities along the frontage of any new development. The RZC includes specific requirements for the Downtown, Overlake, and Marymoor centers that will continue to support the walking environment as these areas develop.

## **5. Strategies and Actions**

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

The city's strategic focus on completing connected pedestrian networks in neighborhoods, urban centers, and transit areas will reduce reliance on single-occupant vehicles. Redmond's pedestrian network currently includes sidewalk gaps where portions of sidewalks are missing on one or both sides of the street. The City will work to fill these gaps, connecting walking routes and establishing safe and comfortable pathways for active transportation. Figure 5 illustrates existing gaps in Redmond's sidewalk network. These gaps have been prioritized for improvement based on the following criteria:

1. Presence of a transit route with priority given to frequent routes
2. Within a school walk zone
3. Within a Pedestrian Priority Zone
4. Along a principal, minor, or collector arterial
5. Equity analysis
6. Presence of a connection to a trail or park facility

Many existing sidewalks in Redmond also do not meet the City's sidewalk standard or ADA requirements. The latter will be identified in the evaluation conducted for the ADA Transition Plan. Existing sidewalks that don't meet standards are often reconstructed through new development or capital projects. Redmond has been fortunate to have had a high level of commercial and residential development. Any development must pay transportation impact fees and may also be required to build infrastructure that has been identified in the City's Transportation Facilities Plan or determined to be necessary to mitigate impacts to the transportation system. The implementation timeline for these projects tends to be longer as it depends on new development occurring



and often new development projects can take several years to construct from the time of initial application. As Redmond continues to grow there will be more opportunities to leverage this growth to fill gaps in the pedestrian network. In some cases, where sidewalks are severely damaged and new development is unlikely to occur, a capital project may be developed to reconstruct the sidewalk to current standards. In addition, the City's concrete crew, which was funded by the voter-approved Transportation Benefit District is also addressing smaller-scale sidewalk maintenance and gap filling.

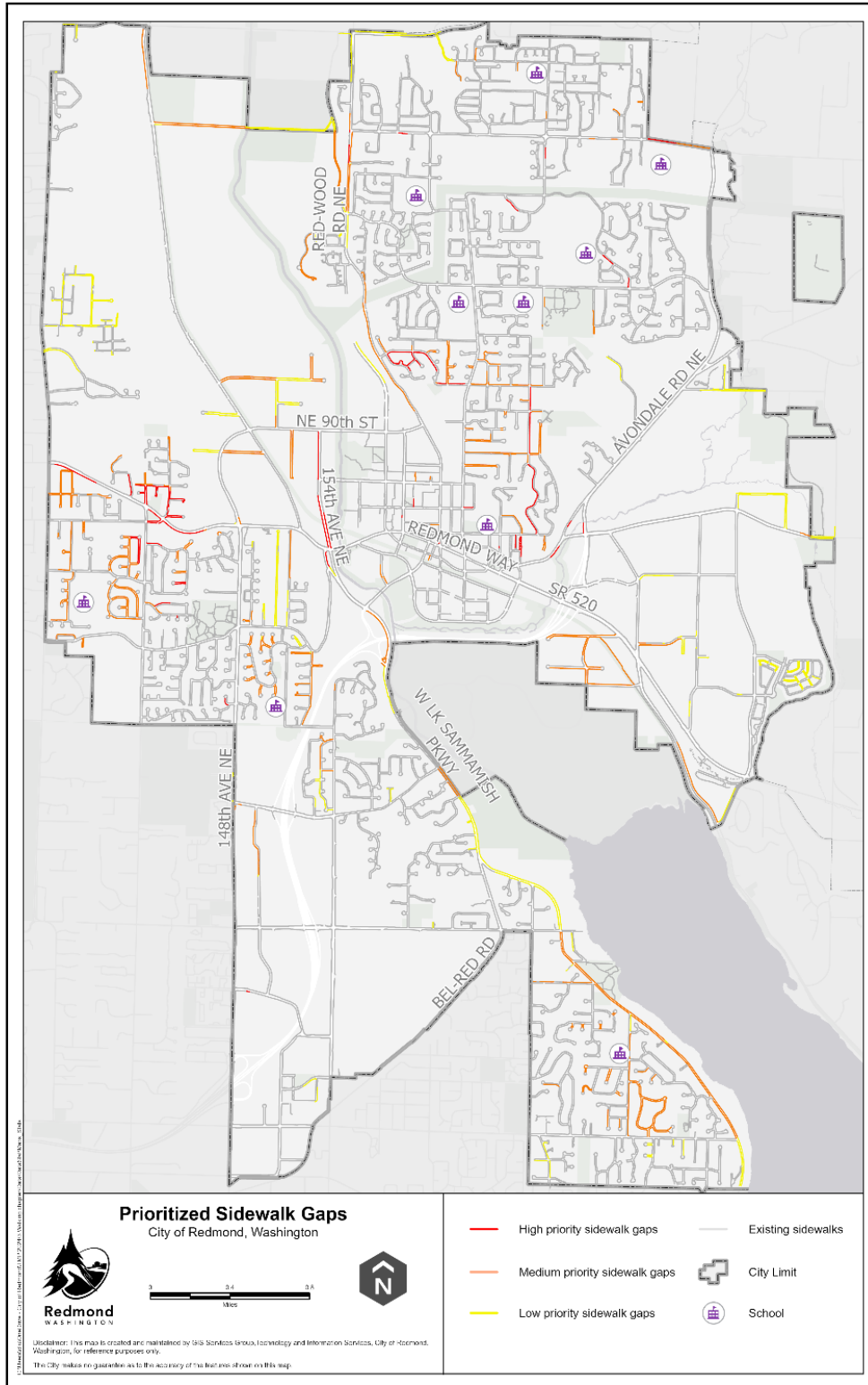


FIGURE 5 - PRIORITIZED SIDEWALK GAPS

## Redmond 2050 Policies Supporting Strategy 1

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

## Recommended Actions

- Action 1A: Complete the citywide future pedestrian network by filling sidewalk gaps.
- Action 1B: Upgrade existing sidewalks that do not meet ADA requirements or the City's current sidewalk standard through new development, capital improvement projects, and through the work of City's concrete crew.

## Strategy 2: Construct prioritized low-stress pedestrian crossings

Low Stress Pedestrian Crossings (LSPCs) were analyzed and classified based on whether the LSPC was located within one of the City's designated urban centers (Downtown, Marymoor Village, or Overlake) or in Redmond's other neighborhoods. Where the distance between LSPCs exceeds 300 feet within urban centers or 600 feet outside of urban centers, one or more new LSPCs are recommended to be installed. Segments where future LSPCs are needed were then prioritized based on proximity to key destinations including frequent transit stops, schools, libraries, parks, and healthcare services. Figure 6 shows the future pedestrian arterial crossing network including recommended priority LSPC locations. The addition of these recommended crossings will improve network connectivity making it easier and safer for people to access transit and neighborhood destinations.

To address identified crossing gaps, future crossing locations were prioritized based on proximity to key destinations including frequent transit stops, or points of interest including schools, libraries, parks, and healthcare services, as shown in Figure 6.

Locations for recommended priority future low-stress pedestrian crossings are summarized in Table 5, including whether the crossing serves a priority point of interest or high frequency transit stop. As noted in the table, some of these locations already have crossing infrastructure in place, which makes it easier to implement additional improvements to achieve low-stress pedestrian crossing standards at these locations. In addition, the City should consider shortening crossing distances with curb bulbs or installing raised crosswalks where applicable to enhance the implementation of low-stress pedestrian crossings.

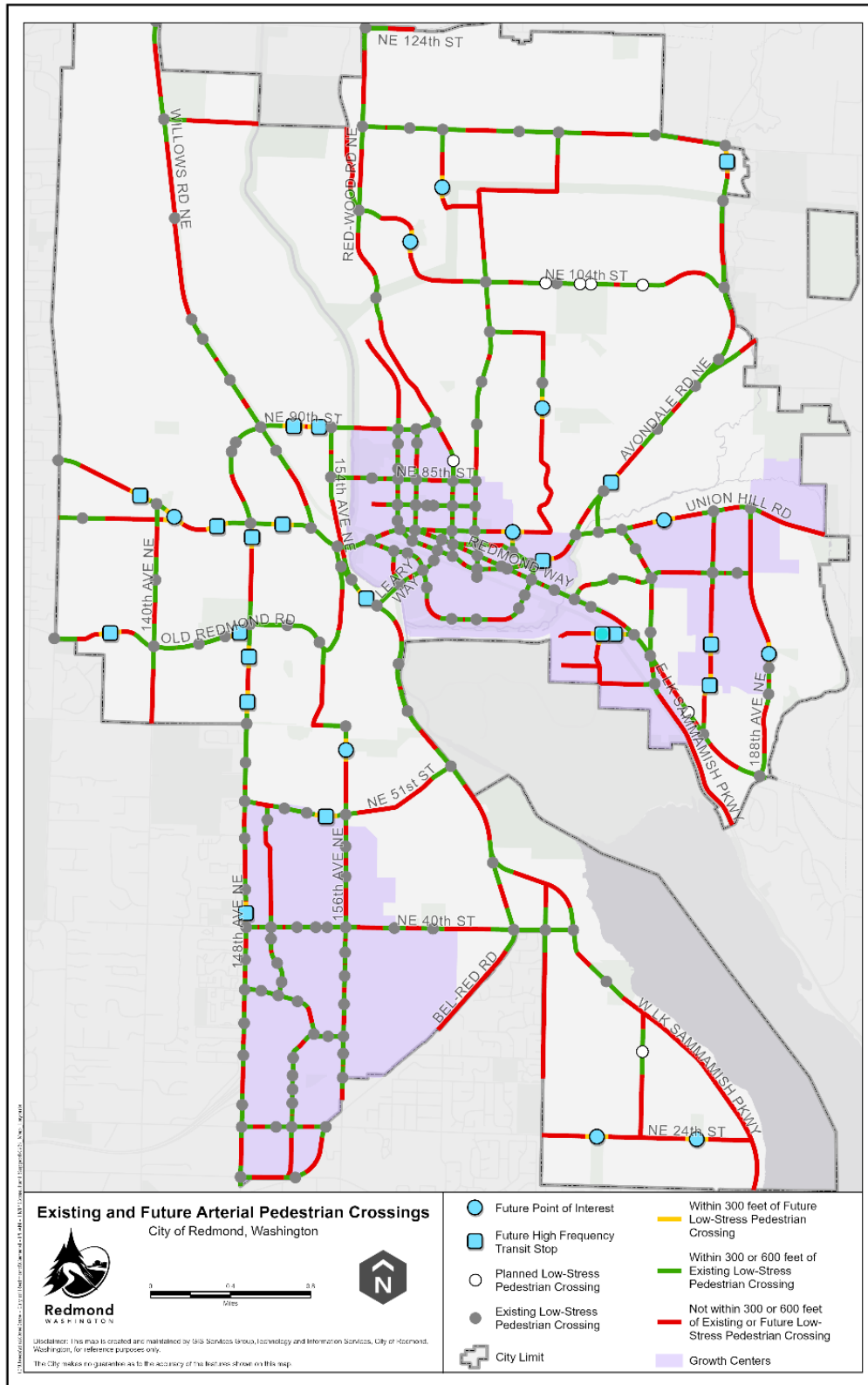


FIGURE 6 - EXISTING AND PRIORITY FUTURE ARTERIAL PEDESTRIAN CROSSINGS

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

ID	Destination Type	Name	Arterial Road Name	Midblock or Intersection?	Extents	Existing Crossing?
1	Hospital	Swedish Hospital	NE Union Hill Road	Midblock	NE Union Hill Road between 178th Place NE & 185th Avenue NE, approximately 1000 ft east of 178th Place of NE	No
2	Park	Viewpoint Open Space Park	NE 24th Street	Intersections	NE 24th Street & 176th Court NE	No
3	Park	Viewpoint Neighborhood Park	NE 24th Street	Intersection	NE 24th Street & 184th Avenue NE	No
4	Park	Westside Park	156th Avenue NE	Intersection	156th Avenue NE & NE 58th Place	Yes
5	Park	Southeast Redmond Park	188th Avenue NE	Intersection	188th Avenue NE & NE 68th Street	No
6	Park	Park	Redmond Way	Intersection	Redmond Way & 142nd Avenue NE	No
7	Park	Nike Park	171st Avenue NE	Intersection	171st Avenue NE & NE 92nd Street	Yes
8	Park	Meadow Park	160th Avenue NE	Intersection	160th Avenue NE & NE 107th Way	Yes
9	School	Redmond Elementary School	NE 80th Street	Intersection	NE 80th Street & 169th Avenue NE	Yes
10	School	Norman Rockwell Elementary School	162nd Avenue NE	Midblock	162nd Avenue NE between NE 109th Street/NE 110th Street & NE 112th Street, approximately 600 ft north of NE 109th Street/NE 110th Street	No
11	High Frequency Bus Stop	Avondale Road NE & NE 114th Street	Avondale Road NE	Midblock	Avondale Road NE between NE 116th Street & NE 113th Street, approximately 430 ft south of NE 116th Street	No
12	High Frequency Bus Stop	Avondale Road NE & NE 85th Place	Avondale Road NE	Intersection	Avondale Road NE & NE 85th Place	No
13	High Frequency Bus Stop	Avondale Way NE & 170th Place NE	Avondale Way NE	Midblock	Avondale Way NE between NE 79th Street & NE Union Hill Road, approximately 250 ft east of NE 79th Street	No



ID	Destination Type	Name	Arterial Road Name	Midblock or Intersection?	Extents	Existing Crossing?
14	High Frequency Bus Stop	Future Transit Stop - Route 269	NE 70th Street	Midblock	NE 70th Street between 176th Avenue NE & Redmond Way, approximately 335 ft east of 176th Avenue NE	No
15	High Frequency Bus Stop	Future Transit Stop - Route 269	NE 70th Street	Intersection	NE 70th Street & 176th Avenue NE	No
16	High Frequency Bus Stop	West Lake Sammamish Parkway NE & Leary Way	West Lake Sammamish Parkway NE	Midblock	West Lake Sammamish Parkway NE between Leary Way & 154th Avenue NE, approximately 350 ft west of Leary Way	No
17	High Frequency Bus Stop	148th Avenue NE & NE Redmond Way	148th Avenue NE	Midblock	148th Avenue NE between Redmond Way & NE 76th Street, approximately 365 ft south of Redmond Way	No
18	High Frequency Bus Stop	NE Redmond Way & 140th Avenue NE	Redmond Way	Intersection	Redmond Way & 139th Avenue NE	No
19	High Frequency Bus Stop	NE Redmond Way & 145th Avenue NE	Redmond Way	Intersection	Redmond Way & 145th Avenue NE	No
20	High Frequency Bus Stop	NE Redmond Way & Willows Road NE	Redmond Way	Midblock	Redmond Way between NE 82nd Street & 150th Court NE, approximately 195 ft east of NE 82nd Street	No
21	High Frequency Bus Stop	NE 90th Street & 151st Avenue NE	NE 90th Street	Midblock	NE 90th Street between 152nd Avenue NE & 151st Avenue NE, approximately 260 ft east of 152nd Avenue NE	No
22	High Frequency Bus Stop	NE 90th Street & 154th Avenue NE	NE 90th Street	Midblock	NE 90th Street between 154th Avenue NE & 152nd Street, approximately 330 ft west of 154th Avenue NE	No
23	High Frequency Bus Stop	148th Avenue NE & NE 61st Way	148th Avenue NE	Intersection	148th Avenue NE & NE 61st Court/NE 61st Way	No
24	High Frequency Bus Stop	148th Avenue NE & NE 66th Street	148th Avenue NE	Intersection	148th Avenue NE & NE 66th Street	No

ID	Destination Type	Name	Arterial Road Name	Midblock or Intersection?	Extents	Existing Crossing?
25	High Frequency Bus Stop	NE Old Redmond Road & 147th Court NE	Old Redmond Road	Intersection	Old Redmond Road & 147th Court NE	No
26	High Frequency Bus Stop	NE Old Redmond Road & 137th Avenue NE	Old Redmond Road	Midblock	Old Redmond Road between 137th Avenue NE & 138th Avenue NE, approximately 100 ft east of 137th Avenue NE	Yes
27	High Frequency Bus Stop	NE 51st Street & 154th Avenue NE	NE 51st Street	Intersection	NE 51st Street & 154th Avenue NE/154th Place NE	No
28	High Frequency Bus Stop	148th Avenue NE & NE 40th Street	148th Avenue NE	Midblock	148th Avenue NE between NE 40th Street & NE 51st Street, approximately 380 ft north of NE 40th Street	No
29	High Frequency Bus Stop	NE 65th Street & 185th Avenue NE	185th Avenue NE	Intersection	185th Avenue NE & NE 65th Street	No
30	High Frequency Bus Stop	185th Avenue NE & NE 68th Street	185th Avenue NE	Midblock	185th Avenue NE between NE 68th Street & NE 67th Court, approximately 230 ft south of NE 68th Street	No

## Redmond 2050 Policies Supporting Strategy 2

- 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.

## Recommended Actions

- Action 2A: Implement recommended low-stress crossings, beginning with the highest priority locations.
- Action 2B: Develop a process for continuing to identify and implement additional low-stress pedestrian crossings based on need as Redmond's transportation network continues to develop.

## Strategy 3: Improve guidance on crosswalk design and develop a process for determining appropriate crossing treatments

As discussed in Strategy 2, low-stress pedestrian crossings are needed at many locations citywide, with 30 locations identified and prioritized in Table 5 above. Standardizing low-stress crosswalk design and processes would advance implementation of these low-stress pedestrian crossings. Design strategies to achieve low-stress crossings include shortening the crossing distance with curb extensions or crossing islands, reducing the speed of approaching vehicles with speed humps or raised crossings, and increasing visibility and awareness using active warning devices. In addition, signalized intersections can achieve safer and more comfortable pedestrian crossings by implementing automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain

locations, no turn on red and pedestrian scrambles, where appropriate and applicable.. Ensuring sufficient lighting at crossings also helps to ensure low-stress crossings at night. These strategies are consistent with the guidance described in Redmond’s Safer Streets Action Plan.

Redmond can also achieve safer pedestrian crossing behaviors through awareness and education. In partnership with the City’s SchoolPool Program, proper crossing awareness strategies can be made available to families that take part in the program and can be distributed more broadly to families of school-age children in Redmond.

### **Redmond 2050 Policies Supporting Strategy 3**

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

### **Recommended Actions**

- Action 3A: Establish a citywide standardized process or adopt existing guidance such as the FHWA STEP Guide to determine appropriate pedestrian crossing treatments based on street characteristics, including number of vehicle lanes, speed, and contextual factors.
- Action 3B: Include safe crossing behavior guidance as part of the city’s SchoolPool program materials and general community safety messaging.

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

As shown in Figure 2 and Figure 3 above, Redmond’s pedestrian network includes many off-street pathways that provide neighborhood connections for pedestrians and bicyclists. The City’s Streets Division maintains many of these neighborhood connections while others are maintained by Homeowners Associations or other entities. The city should work to continually evaluate and maintain existing connections to ensure they meet accessibility standards and provide a comfortable experience. New connections identified in planning documents will be implemented with future development or as capital projects and should be built according to City’s shared use path standard.

### **Redmond 2050 Policies Supporting Strategy 4**

- 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.

### **Recommended Actions**

- Action 4A: Evaluate all off-street neighborhood connections for safety, accessibility, and comfort, tracking any accessibility barriers as well as steep topography, overgrown vegetation, poor lighting, or other challenges to mobility.
- Action 4B: Maintain existing off-street neighborhood connections to meet and exceed ADA standards.
- Action 4C: Identify locations where additional neighborhood connections would enhance connectivity.

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

As shown in Figure 5 above, there are sidewalk gaps throughout Redmond, which present barriers to the pedestrian network. Less than 10% of Redmond arterials have segments where there are no sidewalk facilities on either side of the street. Therefore, most of the missing sidewalks in Redmond are on non-arterial streets. While some sidewalk gaps will be filled through required frontage improvements for new development others will need to be addressed through City-led capital projects. However, filling all sidewalk gaps with conventional sidewalks (curb with sidewalk elevated above street grade) will require significant amounts of funding. Furthermore, many of the streets that lack sidewalks have environmental constraints (shoreline, wetland, steep slopes) or have narrow public rights-of-way and would require property acquisition.

The City will evaluate lower-cost alternative sidewalk strategies on a case-by-case basis where conventional sidewalks may not be feasible to install in a timely and cost-effective manner. Sidewalk alternatives could include barrier-separated walkways, shared street or potentially other design solutions. Redmond's focus on lowering vehicle speeds will also contribute to more comfortable and safer walking environments. There is precedent for sidewalk alternatives in Redmond. Redmond land use code has allowed for non-standard concrete curb and gutter in specific locations and land use scenarios .

#### **Redmond 2050 Policies Supporting Strategy 5**

- 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.

#### **Recommended Actions**

- Action 5A: Develop and adopt a sidewalk alternative decision process for both capital and private development that considers vehicle speed, vehicle volume, roadway classification, land uses, environmental goals and constraints, and other factors.
- Action 5B: Allow "Rustic Street Standards" or a similar standard (based on feedback from maintenance crews) to areas beyond the NE Rose Hill neighborhood.

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

Pedestrian Priority Zones are designated in Downtown, Overlake, and Marymoor Village and are intended to provide vibrant streetscapes and quality pedestrian environments that support high levels of pedestrian activity and economic vitality. These zones are designed to enhance pedestrian comfort and safety through targeted infrastructure improvements, pedestrian-prioritized traffic operation, and amenities that add interest. By prioritizing foot traffic, Pedestrian Priority Zones support Vision Zero goals and foster equitable access to urban spaces.

While Pedestrian Priority Zones have been designated within Downtown, Overlake, and Marymoor and many improvements have been made to create inviting and safe pedestrian-oriented streets in these urban centers,

there is a need to better define street design and operational strategies that should be consistently deployed to achieve the intended purpose of Pedestrian Priority Zones. Street design strategies may include traffic calming measures such as narrower streets, raised crossings, landscaping, and pedestrian-scale lighting. Operational strategies such as automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red and pedestrian scrambles, where appropriate and applicable are impactful in terms of creating an environment in which it is evident to all users that pedestrian mobility is prioritized. These priorities align closely with the goals and recommendations outlined in the Safer Streets Action Plan, ensuring that the pedestrian network evolves to meet safety and accessibility objectives citywide.

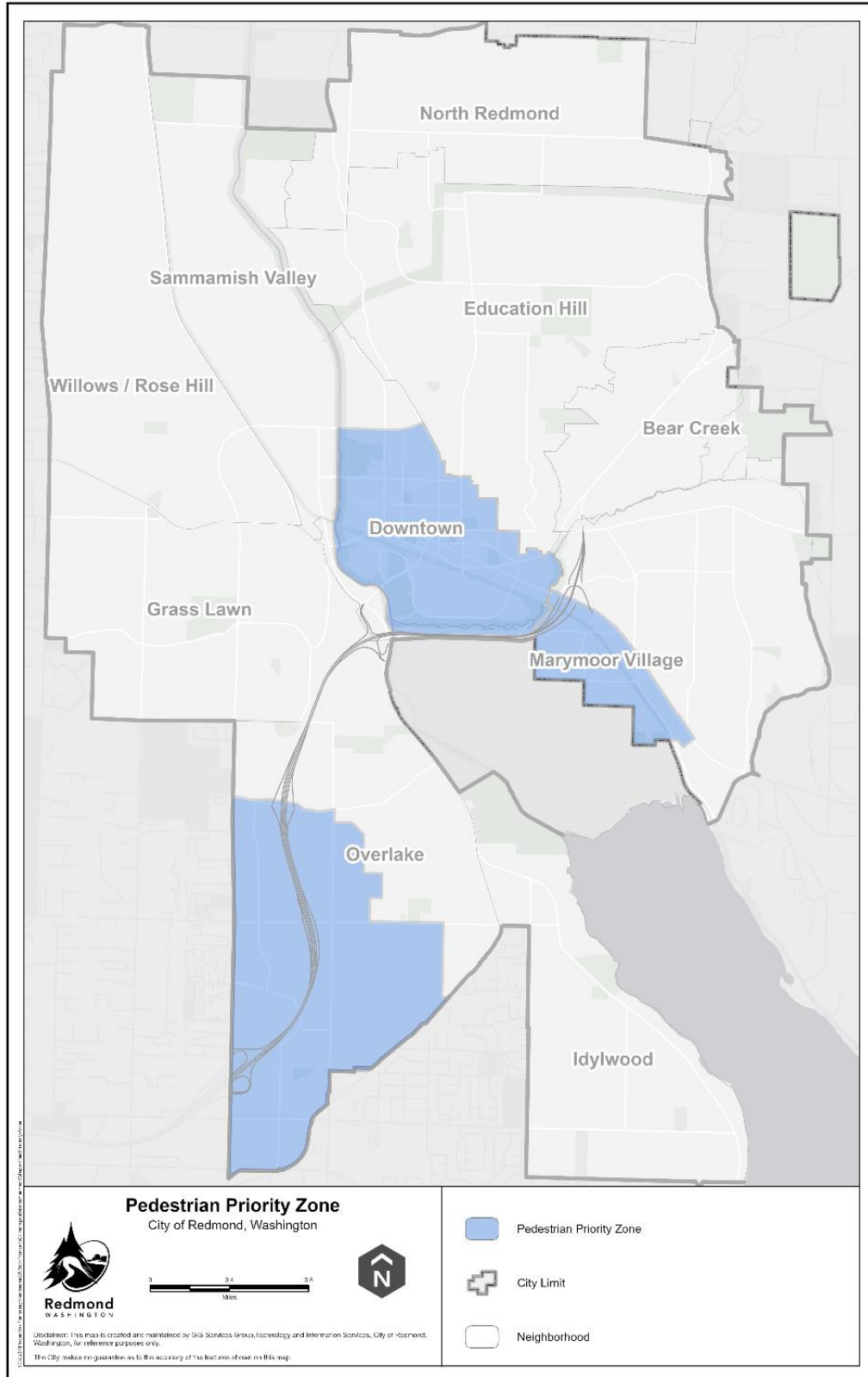


FIGURE 7 - REDMOND PEDESTRIAN PRIORITY ZONES



## Redmond 2050 Policies Supporting Strategy 6

- Supports Redmond 2050 TR-11: Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

### Recommended Actions

- Action 6A: Add signage consistent with the Downtown Pedestrian Priority Zone to denote the boundaries of the Overlake Pedestrian Priority Zone and Marymoor Pedestrian Priority Zone.
- Action 6B: Consistent with recommendations in the Safer Streets Action Plan, consider implementing a High Visibility Enforcement program within all three Pedestrian Zones to focus on education of the requirements for drivers to yield to pedestrians in crosswalks.
- Action 6C: Consistent with recommendations in the Safer Streets Action Plan, develop a list of recommended operational and street design strategies that prioritize pedestrian mobility within Pedestrian Priority Zones. Operational strategies would include but are not limited to automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red, and pedestrian scrambles, where appropriate and applicable. Street design strategies would include but are not limited to raised crosswalks/intersections, curb extensions, narrowed streets, and other traffic calming measures.
- Action 6D: Explore opportunities for increased frequency of temporary street closures in Redmond's centers for open street festivals and other events that highlight pedestrian priority.

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

The City of Redmond is prioritizing accessibility improvements by committing to the development of an ADA Transition Plan for elements of the public right-of-way, including sidewalks, curb ramps, and signal pushbuttons. This plan will serve as a strategic framework to identify, prioritize, and implement upgrades across the City's pedestrian network, ensuring compliance with Americans with Disabilities Act standards.

The development of the Right-of-Way ADA Transition Plan will be led by the Public Works Department and will focus on the following efforts:

- **Conducting Field Assessments:** Evaluating existing pedestrian infrastructure related to curb ramps, sidewalks, and signal pushbuttons to evaluate data accuracy for transition plan.
- **Prioritizing Upgrades:** Identifying a prioritization strategy that includes focus on areas with high pedestrian traffic, proximity to transit, schools, and public facilities.
- **Securing Funding:** Pursuing local, state, and federal funding opportunities to support the replacement of non-compliant ramps, sidewalks and signal pushbuttons.
- **Establishing a Phased Implementation Plan:** Developing a timeline for upgrades, with a focus on addressing the highest priority needs first and achieving compliance over time.
- **Engaging Stakeholders:** Consulting with individuals with disabilities, advocacy groups, and the broader community to ensure the plan reflects diverse needs and priorities.

The ADA Transition Plan will be a key step in addressing accessibility challenges across Redmond's pedestrian network. By committing to this effort, the City is taking proactive steps to meet ADA standards and ensure that all residents, regardless of ability, have safe and equitable access to Redmond's transportation network.

## Redmond 2050 Policies Supporting Strategy 7

- Supports Redmond 2050 TR-15: Adopt and implement a plan for active and accessible transportation and an ADA Transition Plan as part of the Transportation Master Plan that results in connected neighborhoods with safe, comfortable, and convenient access to opportunity in Redmond and the region.
- Supports Redmond 2050 TR-17: Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

## Recommended Actions

- Action 7A: Develop an ADA Transition Plan for the City of Redmond’s public right-of-way.
- Action 7B: Develop performance measures and processes to track the removal of accessibility barriers based on recommendations in the ADA Transition Plan.

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

In 2019, the City of Redmond began evaluating elementary school walking routes in need of street lighting upgrades. The city identified seven elementary schools that were in need of lighting upgrades along frequent walking routes:

- |                                  |                               |
|----------------------------------|-------------------------------|
| 1. John James Audubon Elementary | 5. Redmond Elementary         |
| 2. Clara Barton Elementary       | 6. Norman Rockwell Elementary |
| 3. Albert Einstein Elementary    | 7. Benjamin Rush Elementary   |
| 4. Horace Mann Elementary        |                               |

To maintain safe walking routes, the City began upgrading high-pressure sodium (HPS) streetlights to light-emitting diode (LED) streetlights in the vicinities of the schools. The upgrade process began in 2021, and as of 2025, upgrades are complete at Redmond Elementary School and slated to be completed in the near-term at Norman Rockwell Elementary School. The City plans to continue to work to upgrade the street lighting around these elementary schools and other middle and high schools citywide.

In addition to school walking routes, other areas of high pedestrian activity should be prioritized for lighting upgrades, including near high-frequency transit stops or parks. Pedestrian lighting is an important component of the overall comfort and safety of a sidewalk or other walking facility. The City’s areas of high pedestrian activity should be prioritized for improved lighting. These areas include connections to the transit network, such as bus stops serving frequent transit routes and Mobility Hubs (see Chapter 6 for more information about Mobility Hubs in Redmond). Improving lighting at these important multimodal connection points will contribute to increased comfort on the pedestrian network and encourage nonmotorized connectivity.

## Redmond 2050 Policies Supporting Strategy 8

- Supports Redmond 2050 TR-10: Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.

## Recommended Actions

- Action 8A: Fund the Street Lighting Program at a higher level and seek grant funding to accelerate the upgrading of streetlights to LED.

- Action 8B: Complete the upgrading of HPS streetlights to LED streetlights along all school walking routes in Redmond.
- Action 8C: Establish a prioritization process for pedestrian lighting upgrades citywide that includes frequent transit routes, parks, and other destinations that generate pedestrian activity.

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

Redmond's growth results in high levels of construction activity particularly in its urban centers where walking is intended to be a primary mode of travel. Often construction activities impact pedestrian accessibility by closing sidewalks or pathways. The City is making changes to better ensure the provision of accessible pedestrian routes through construction areas. For example, the City's recently adopted fee structure for Right of Way Use permitting incentivizes developers to minimize their impacts on the public right-of-way. Detailed traffic control plans that include consideration for pedestrian accommodations such as accessible detours, protected pathways, and temporary crosswalks are required of all development. These plans must be reviewed and approved before work begins. Redmond's inspection and compliance processes play a critical role in ensuring that contractors adhere to approved plans. City inspectors monitor construction sites to ensure safety standards are met, including verifying the placement of temporary infrastructure like detour routes, signage, lighting, and safe crossings. Redmond can leverage GIS platforms and digital tools to provide real-time updates to residents, improving communication.

### **Redmond 2050 Policies Supporting Strategy 9**

- Supports Redmond 2050 TR-17: Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

### **Recommended Actions**

- Action 9A: Improve processes to ensure accessible pedestrian routes are provided with all construction projects.
  - Develop standards and requirements for accessible pedestrian detour routes for all construction projects within or impacting the public right of way and train inspectors on requirements. Requirements should be based on Manual for Uniform Traffic Control Devices (MUTCD), Public Right of Way Accessibility Guidelines (PROWAG), other available best practice guidance, and any specific requirements developed by the City of Redmond.
  - Modify existing approval conditions to clarify that pedestrian detour routes must be provided on the side of the street on which the development project is occurring during all stages of development unless it is documented to be infeasible or unsafe.
  - Ensure real-time information is pushed out to the Redmond community regarding any closures that impact the pedestrian system.

### **Strategy 10: Improve consistency in pedestrian wayfinding signage**

Redmond's wayfinding network guidelines have not been updated since the Redmond Bicycle Wayfinding Design Manual was developed in 2015. Prior to this, the Downtown Redmond Wayfinding Manual and Overlake Wayfinding Design Manual were developed in 2006 and 2009, respectively. Redmond includes a variety of different wayfinding signage that can be inconsistent, as shown in Figure 8 below. The City should work to adjust signage for consistency and clarity



**FIGURE 8 - WAYFINDING SIGNAGE IN REDMOND**

throughout parks, facilities, and the public right-of-way.

The Redmond Parks & Recreation Department will begin a parks and facilities wayfinding signage analysis and update in 2025. The pedestrian network wayfinding signage should maintain consistency in look, design, and functionality with signage at Redmond Parks and Recreation while providing an intuitive signage network for those using pedestrian facilities citywide. To the extent possible, Redmond's wayfinding network should intuitively merge with the signage used by neighboring jurisdictions and King County. A unified approach will improve clarity and create a more intuitive experience for residents and visitors navigating the broader Eastside network.

### **Redmond 2050 Policies Supporting Strategy 10**

- Supports Redmond 2050 TR-11: Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

### **Recommended Actions**

- Action 10A: Undergo a citywide pedestrian wayfinding signage update focusing on clarity and modernization and prioritizing key destinations including all four Redmond light rail stations.
- Action 10B: Align pedestrian network wayfinding signage for consistency with parks and facilities wayfinding signage.

- Action 10C: Seek to promote consistency in wayfinding design and functionality across jurisdictional boundaries through coordination with regional partners such as King County, neighboring Eastside cities, and regional transit agencies.



# City of Redmond

15670 NE 85th Street  
Redmond, WA

## Memorandum

---

**Date:** 7/8/2025

**Meeting of:** City Council Study Session

**File No.** SS 25-047

**Type:** Study Session

---

Council Talk Time